

In Re Taxi and Limousine Commission Hearing NYC - Taxi &  
Limousine Commission  
February 8, 2023

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NEW YORK CITY  
TAXI & LIMOUSINE COMMISSION  
PUBLIC HEARING  
-----X

February 8, 2023  
10:02 a.m.  
Held Remotely  
via Zoom

B E F O R E:  
SHERRYL ELUTO, General Counsel  
Board of Commissioners:  
CHAIR DAVID DO  
ELISA VELASQUEZ  
JACQUES JIHA  
THOMAS SORRENTINO  
KENNETH MITCHELL

Julia M. Speros  
Court Reporter

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PROCEEDINGS

MS. SCOTT: Good morning. Today's Public Hearing is about to begin.

This hearing is being conducted remotely, via Zoom, and is being simulcasted to the TLC's website, live stream, and Facebook accounts. All persons wishing to testify were asked to sign-up in advance of the hearing.

All registered speakers are joining the meeting via Zoom. If you are speaking today, your audio and video were automatically muted.

When your name is called, the moderator will activate your account and you will have control of your camera and microphone. When ready, please state your name and affiliation, and then proceed with your testimony.

Public testimony will be limited to three minutes per speaker. Any additional comments may be submitted in writing to the Commission. When your testimony is complete, your audio and video will be muted by the moderator.

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1           A special note for our registered  
2           speakers:

3           Please ensure that your display name  
4           in the Zoom chat matches the name that  
5           you used when you signed up to speak.  
6           This will enable the moderator to  
7           confirm that you are present in the  
8           meeting.

9           Closed captioning is available for  
10          today's meeting. Consecutive  
11          interpretation is also available.  
12          During the sign-up process, individuals  
13          were asked if they require language  
14          assistance. A Spanish interpreter and  
15          French interpreter have been made  
16          available.

17          If you are using an interpreter,  
18          when your name is called, please speak  
19          and the interpreter will repeat your  
20          testimony in English.

21          Thank you for your attention.  
22          Please hold until we are ready to begin.

23          We will repeat this message in  
24          Spanish and French.

25          Spanish Interpreter, please go

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1 ahead.

2 (Message repeated in Spanish.)

3 MS. SCOTT: Thank you, Spanish  
4 Interpreter.

5 French Interpreter, please go ahead.

6 (Message repeated in French.)

7 MS. SCOTT: Thank you very much,  
8 French Interpreter.

9 I will now yield the floor to our  
10 Commissioner and Chair, David Do.

11 CHAIR DO: Well, good morning SHL  
12 community. My name is David Do and I am  
13 the Commissioner of the TLC.

14 Today I'm joined by Commissioner  
15 Sorrentino, Jiha, Velazquez, and  
16 Mitchell. As well on the panel today  
17 will be several TLC staff members  
18 including our GC, Sherryl Eluto, Deputy  
19 General Counsel Carolyn Wolpert, and our  
20 Assistant GC, Daniel Goddin.

21 Also, a big thank you for all of our  
22 TLC team members working behind the  
23 scenes to put together this public  
24 hearing.

25 Before we begin, there are a few

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1           announcements.

2           A couple of weeks ago, the  
3           Commission voted to release 1,000 new EV  
4           licenses, which we anticipate will  
5           happen by the middle of March. We will  
6           first release 600 licenses to individual  
7           owner-operators and then 400 to anyone  
8           who is interested in the licenses with a  
9           limit of 25 per entity.

10          We are still finalizing the  
11          application process and IT process.  
12          Please do not purchase an EV until we  
13          announce the procedures. TLC will be  
14          providing more updates on the timelines  
15          and the application process through  
16          industry notice, the TLC website, email,  
17          and social media in early March.

18          Also reminding everyone that we will  
19          be having an in-person public hearing at  
20          33 Beaver Street on March 1st for our  
21          newly proposed FHV driver pay increase.  
22          This will be an opportunity to make your  
23          voices heard regarding pay increases for  
24          Uber and Lyft drivers.

25          Today's public hearing will be on

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1 the state of the street-hail livery  
2 industry. We're interested in hearing  
3 from you on what works to maintain and  
4 what needs --

5 (Disruption in transmission.)

6 CHAIR DO: -- improvement to  
7 maintain a healthy street-hail livery  
8 industry. All ideas and comments are  
9 welcome.

10 I will now hand it over to General  
11 Counsel Sherryl Eluto to begin our  
12 public hearing.

13 MS. ELUTO: Good morning. When I  
14 call your name, you can un-mute your  
15 microphone and begin your testimony.

16 Each speaker will be allotted  
17 three minutes to speak and the time  
18 limit will be strictly enforced. A 30  
19 second warning will be provided and then  
20 you will need to conclude your testimony  
21 when your time is up.

22 With that, we can begin our public  
23 hearing and I will call on our first  
24 speaker, Wael Ibrahim (phonetic).

25 Mr. Ibrahim, you can un-mute your

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1 mic and you can begin.

2 (No response.)

3 MS. ELUTO: Mr. Ibrahim, I see you  
4 -- that you're online, but you need to  
5 un-mute your microphone.

6 SPEAKER: Yeah, now (indiscernible)?

7 MS. ELUTO: Yes, that's good.

8 SPEAKER: Yeah, good morning. My  
9 name is Wael Ibrahim. I am owner and  
10 driver of green taxi.

11 In 2015, green taxi business was  
12 very good, but now business almost dead.  
13 We request the TLC to transfer the  
14 remaining green taxi into yellow cab  
15 because now we can't work.

16 Thank you.

17 MS. ELUTO: Okay. Any questions  
18 from our panelists?

19 SPEAKER: No, just my request the  
20 green taxi transfer to yellow cab.

21 MS. ELUTO: No, no, no -- I  
22 understand, sir. I was just wondering  
23 if any of our panelists had any  
24 questions for you.

25 SPEAKER: Thank you.

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1 MS. ELUTO: Okay. If not -- okay --  
2 I will go onto our next speaker, Anotoli  
3 Gutav (phonetic), please.

4 Mr. Gutav.

5 (No response.)

6 MS. ELUTO: Nope -- apparently --

7 MS. SCOTT: I'm sorry, that person  
8 has left the chat.

9 MS. ELUTO: Okay. I see.

10 So, next is Mamadush Mobaric  
11 (phonetic).

12 (No response.)

13 MS. ELUTO: Let's see -- Mr.  
14 Mobaric, please un-mute your microphone.

15 SPEAKER: Can you hear me?

16 MS. ELUTO: Yes.

17 SPEAKER: Yeah, good morning,  
18 everyone.

19 MS. ELUTO: Good morning.

20 SPEAKER: TLC has issued 9,000 green  
21 cab permits. As of yesterday, we have  
22 only Lyft as active green cabs, 4,701,  
23 meaning 52 percent of that business is  
24 declined.

25 So, the question is, why is the



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1 drivers leave the green cab business?

2 Some of them (indiscernible); some of  
3 them, TLC rules.

4 I can talk about TLC rules. You  
5 know, drivers pick-up from all borough  
6 -- Bronx or Manhattan -- upper Manhattan  
7 -- then they drop-off in south  
8 Manhattan. He has to go back empty,  
9 meaning he lose time. He lose money; he  
10 lose gas.

11 So, I think we should allow the  
12 green cab, if he has a job in Manhattan,  
13 he can pre-arrangement (sic). It's not  
14 going affect yellow taxi because the  
15 meter is shut off already. So, even if  
16 he an Uber app or Lyft app, he can  
17 dispatch and he can get one job on his  
18 way back.

19 (Indiscernible) -- airports. Again,  
20 airports it is in the borough in Queens  
21 and green cab drivers cannot pick up  
22 from the airport even though they can  
23 allow pre-arrangement. We -- I propose  
24 that we can pick-up also shorter trip,  
25 meaning that yellow taxi if the fare is

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1 less than \$45 and in one hour, you can  
2 go back to take another customer.

3 So, we need the green cab drivers to  
4 have these short trips to allow them to  
5 pick up from the airport, whether they  
6 are going to go to Manhattan or they're  
7 going to go to Queens.

8 (Indiscernible) -- these two issues  
9 because I spoke with a lot of drivers  
10 that -- if we want to put the green cab  
11 to put it back and strong, we must find  
12 solution for them to work. Green cabs  
13 cost a lot of money to start beginning  
14 with.

15 It has (indiscernible) \$2,000. He  
16 has to install almost \$1,000 for the  
17 meters. He has to pay registration, FHV  
18 license. It cost him to start \$6,000.  
19 If this driver doesn't make money, next  
20 day he's going to need it.

21 So, in order for us just to get more  
22 work, we can allow him to make  
23 pre-arrangement --

24 TIMEKEEPER: 30 seconds remaining.

25 SPEAKER: -- at the airport or for

1 -- in Manhattan.

2 I also -- if I can -- if we can  
3 remove (indiscernible) expenses -- which  
4 another person is going to about it --  
5 inspections. We need them to go at  
6 least every two years like black car.  
7 Thank you.

8 MS. ELUTO: Thank you.

9 Our next --

10 CHAIR DO: Mr. Mobaric -- oh, sorry.

11 SPEAKER: Yes, sir.

12 MS. ELUTO: No, no.

13 CHAIR DO: Hi. My name is David and  
14 I just wanted to know -- you talked a  
15 little bit about the hack-up cost.

16 What if the TLC using its roles --  
17 or other programmatic options -- allow  
18 for a more affordable hack-up or even  
19 streamlining some of the -- like, let's  
20 say, color requirements or other things  
21 that add to the high cost of obtaining a  
22 green permit?

23 SPEAKER: It's a good idea.

24 Anything you can do to reduce the driver  
25 to exceed -- to pay from his pocket is

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1 better.

2 For example, green cab was issued  
3 the ride-share. They give  
4 (indiscernible) to hack-up the car -- I  
5 mean, to convert the car as ride-share.  
6 We're given \$15,000 just to restore  
7 equipment, which was good. It pushed a  
8 lot of drivers to go for ride-share.

9 So, if we -- as you mentioned, if we  
10 try to do things that (indiscernible)  
11 drivers, it would be better.

12 Also, the inspection cost the driver  
13 \$90. I don't know why \$90, but a car is  
14 75. TLC charge green cab 90 -- \$90. If  
15 we allow (indiscernible) to make an  
16 inspection every two years or maybe  
17 every one year when you update the  
18 (indiscernible). The (indiscernible)  
19 just update every one year.

20 So, to make him (indiscernible),  
21 we're going to reduce the  
22 (indiscernible) his expenses. When you  
23 go inside any type, it must have  
24 something wrong in the car and it's  
25 going to cost a lot of money.

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1 CHAIR DO: Okay.

2 SPEAKER: So, it would -- it would  
3 be helpful for the driver if we reduced.

4 Another issue about meter shop. The  
5 meter shop charge the drivers \$45  
6 monthly when they make certain amount of  
7 trips. Now, the driver doesn't make  
8 trips because there is slow business.  
9 Meter shop is charging almost \$100 for  
10 -- or \$99 because he doesn't make trips.

11 So, the drivers on one hand, he  
12 doesn't have a job and he has to pay  
13 more money for meter shop.

14 CHAIR DO: Okay. Can you tell me  
15 how is that street-hail business out in  
16 the outer boroughs currently?

17 SPEAKER: It's very slow -- it's  
18 very slow and I have to say something  
19 that I talked with some drivers  
20 yesterday about.

21 When -- he gave me an example. He  
22 picked up a customer from  
23 (indiscernible). It cost him maybe \$10  
24 for Uber, but if it was meter -- because  
25 the meter now has increased -- it cost

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1           \$17. So, now passenger prefer to take  
2           Uber or Lyft than green cab.

3           And most of the drivers, they always  
4           stand in what is a busy area -- let's  
5           say Macy's. Let's say on the subway  
6           station. Let's say where people can  
7           gather, they just pick up, but on the  
8           street itself, there is no business.

9           Passenger prefer to pick-up a car  
10          than go outside, especially in the cold  
11          time, to hail for a cab.

12          CHAIR DO: And now is the  
13          pre-arranged business right now?

14          SPEAKER: Right now most of the  
15          drivers have Lyft or Uber, so the Uber  
16          give them jobs, especially in the  
17          borough.

18          I have some (indiscernible) with me  
19          here. They're going to -- they're come  
20          to testify. They're going to talk about  
21          Uber and Lyft, well another person is  
22          going to talk about the inspections.

23          CHAIR DO: All right. Well, thank  
24          you so much. I appreciate it.

25          SPEAKER: You're very welcome.

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1 Thank you.

2 MS. ELUTO: All right. Thank you.

3 Our next speaker is Jason Gross.

4 (No response.)

5 MS. ELUTO: Mr. Gross?

6 (No response.)

7 MS. ELUTO: Mr. Gross, can you  
8 un-mute your microphone?

9 SPEAKER: Yeah, sorry. It asked me  
10 to join back in.

11 MS. ELUTO: Okay.

12 SPEAKER: You can hear me okay now?

13 MS. ELUTO: Yes.

14 SPEAKER: Sorry -- I'm Jason Gross,  
15 the Vice President of Mobile with Curb  
16 Mobility, the primary provider of LPEP  
17 systems and E-hail dispatch to the  
18 majority of SHL operators in the City.

19 From what we see, SHLs continue to  
20 provide a meaningful source of  
21 livelihood to drivers and a source of  
22 transportation to riders throughout the  
23 outer boroughs in upper Manhattan.

24 I pulled data over the last three  
25 months of 2022 -- so, that's October,

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1 November, December -- and we saw over  
2 900 unique SHL vehicles and drivers  
3 complete trips through our platform.  
4 So, that's E-hail and street-hail paid  
5 in car, cash or credit.

6 Over 300 of those vehicles work at  
7 least 20 days per month on average. The  
8 most active vehicles complete  
9 approximately six trips per day through  
10 our platform, even as demand for  
11 transportation remains depressed  
12 throughout the City.

13 We also see that nearly 90 percent  
14 of their trips recorded through the LPEP  
15 originate as a street-hail, transporting  
16 well over 160,000 passengers in need of  
17 street-hail service over that  
18 three-month period, whether that be due  
19 to a need to pay cash, lack of access to  
20 smart phone or app-based services, or  
21 the fact that taxis still are often  
22 cheaper than Uber and Lyft.

23 From our point of view, exterior  
24 markings of some kind and a regulator to  
25 approve meter solution, that can be



1 provided at a low cost, are vital to  
2 maintaining the trust, transparency, and  
3 enforcement for these valuable  
4 street-hail opportunities.

5 In short, we believe the existence  
6 of the street-hail liveries, and their  
7 right to accept street-hails, continue  
8 to provide an invaluable option to both  
9 drivers and riders within the larger  
10 fabric of transportation in New York  
11 City.

12 MS. ELUTO: Any questions for  
13 Mr. Gross?

14 CHAIR DO: So, what does a more  
15 streamlined meter option look like -- or  
16 cheaper option look like to Curb?

17 SPEAKER: I think, you know, we've  
18 been moving from traditional hard meters  
19 to soft meters, which greatly reduce the  
20 cost of kit'ing (sic) out a taxi and  
21 then for lighter weight and smaller  
22 payment terminals that can be  
23 passenger-facing. So, these little  
24 (indiscernible) that are not much bigger  
25 than a pack of cards.

1           So, all of that greatly reduces the  
2           potential cost of outfitting a new  
3           vehicle.

4           And a further comment, Commissioner,  
5           is, you know, to the degree that the  
6           partnership -- the announced partnership  
7           with Uber, you know, should be going  
8           live, the ability for taxis through  
9           their LPEP systems to receive demand  
10          from a ride-share app, regardless of  
11          whether you look to allow pick-ups in  
12          Manhattan returning to the borough,  
13          that's something that can be done  
14          through the system, you know,  
15          efficiently, and I think continue to  
16          provide more earning opportunities for  
17          SHLs.

18          CHAIR DO: Are there any other  
19          tweaks that you think that drivers of  
20          SHLs would like to see from us to male  
21          it a more attractive sector?

22          SPEAKER: You know, as one of the  
23          drivers mentioned -- and, you know, we  
24          certainly believe -- the ability to go  
25          back to the borough because, again,

1 especially when you're looking at people  
2 using app-based services, yellow cab  
3 driver are not as interested in taking  
4 rides that go out to the boroughs from  
5 Manhattan.

6 So, I think there's a -- there's a  
7 mismatch in terms of supply and demand  
8 for those rides where you have green  
9 drivers who may be less willing to take  
10 rides into the City because they have to  
11 go back (indiscernible), and yellow  
12 drivers who are less interested in  
13 taking rides out of the City.

14 So, there really seems to be an  
15 underserved supply and demand component,  
16 you know, for those trips.

17 CHAIR DO: Thank you.

18 MS. ELUTO: All right. Thank you.

19 I believe Mr. Mobaric has been put  
20 back onto the list to see if he had  
21 anyone else that was speaking.

22 No -- I'm not sure why he's back on.

23 All right. Thank you then. That  
24 was our final speaker for the public  
25 hearing.

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1           Anyone wishing to provide additional  
2           comments, you can email it to us at  
3           tlcrules@tlc.nyc.gov -- and we'll go  
4           back to Commissioner Chair David Do to  
5           close out today's hearing.

6           CHAIR DO: Great. Well, thank you  
7           everyone and thank you for your public  
8           comments today.

9           We will review them and look at ways  
10          to improve the street-hail livery  
11          industry and come back to the Commission  
12          with recommendations and possibly a vote  
13          in the near future.

14          Again, I want to thank all of our  
15          Commissioners for being on today and  
16          participating, as well as the TLC team.

17          With that, thank you everyone and  
18          have a great day.

19          (Time noted: 10:23 a.m.)

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CERTIFICATION

I, JULIA M. SPEROS, a Notary Public  
for and within the State of New York, do  
hereby certify:

That the witness whose testimony as  
herein set forth, was duly sworn by me;  
and that the within transcript is a true  
record of the testimony given by said  
witness.

I further certify that I am not  
related to any of the parties to this  
action by blood or marriage, and that I  
am in no way interested in the outcome  
of this matter.

IN WITNESS WHEREOF, I have hereunto  
set my hand this 8th day of February,  
2023.

  
\_\_\_\_\_  
Julia M. Speros

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<b>\$10</b> 13:23	<b>affect</b> 9:14	<b>anticipate</b> 5:4	<b>b</b> 12	<b>business</b> 7:11,12 8:23 9:1 13:8,15 14:8,13 (8)
<b>\$100</b> 13:9	<b>affiliation</b> 2:18	<b>anyone</b> 5:7 19:21 20:1	<b>back</b> 9:8,18 10:2,11 15:10 18:25 19:11,20,22 20:4,11 (11)	<b>busy</b> 14:4
<b>\$1000</b> 10:16	<b>affordable</b> 11:18	<b>anything</b> 11:24	<b>beaver</b> 5:20	<b>cab</b> 7:14,20 8:21 9:1,12,21 10:3,10 12:2,14 14:2,11 19:2 (13)
<b>\$15000</b> 12:6	<b>again</b> 9:19 18:25 20:14	<b>app</b> 9:16,16 18:10	<b>because</b> 7:15 9:14 10:9 13:8,10,24 18:25 19:10 (8)	<b>cabs</b> 8:22 10:12
<b>\$17</b> 14:1	<b>ago</b> 5:2	<b>appbased</b> 16:20 19:2	<b>before</b> 4:25	<b>call</b> 6:14,23
<b>\$2000</b> 10:15	<b>ahead</b> 4:1,5	<b>application</b> 5:11,15	<b>begin</b> 2:3 3:22 4:25 6:11,15,22 7:1 (7)	<b>called</b> 2:14 3:18
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<b>\$90</b> 12:13,13,14	<b>allotted</b> 6:16	<b>approximately</b> 16:9	<b>believe</b> 17:5 18:24 19:19	<b>can't</b> 7:15
<b>\$99</b> 13:10	<b>allow</b> 9:11,23 10:4,22 11:17 12:15 18:11 (7)	<b>are</b> 2:10,11 3:7,17,22 4:25 5:10 6:8 10:6 16:21 17:1,24 18:18 19:3,12 (15)	<b>better</b> 12:1,11	<b>cannot</b> 9:21
<b>&amp; 4</b>	<b>almost</b> 7:12 10:16 13:9	<b>area</b> 14:4	<b>big</b> 4:21	<b>captioning</b> 3:9
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