NEW YORK CITY

TAXI & LIMOUSINE COMMISSION

PUBLIC HEARING

Held Remotely
Via Zoom

April 5, 2022
10:02 a.m.

HELD BEFORE:
RYAN WANTTAJA, Acting Commissioner

SHERRYL ELUTO, Acting General Counsel

BOARD OF COMMISSIONERS:
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MOHAMMAD HOSSEN

JAIME SERRANO

PETER MAZER

MANJINDER SINGH

BHAIRAVI DESAI

VINOD MALHOTRA

ERHAN TUNCCEL

MD MOTALEB

GOLAM TALUKDER

JOSEPH ETIENNE
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, livestream 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.

Closed captioning is available for today's meeting. Consecutive interpretation is also available. During the sign-up
process, individuals were asked if they require language assistance. Spanish and Haitian Creole interpreters were requested and have been made available.

When your name is called, please speak and the interpreter will repeat your testimony in English.

Thank you for your attention. Please hold until we are ready to begin. We will repeat this message in Spanish and Haitian Creole.

Spanish Interpreter, please go ahead.

SPANISH INTERPRETER: Hello?

MS. SCOTT: Spanish Interpreter, please unmute your microphone and reread my testimony, please.

SPANISH INTERPRETER: Okay.

(Translation in progress.)

MS. SCOTT: Thank you, Spanish Interpreter.

Haitian Creole Interpreter, please go ahead.

(Translation in progress.)

MS. SCOTT: Thank you to both interpreters.
I will now yield the floor to Acting Commissioner Ryan Wanttaja.

MR. WANTTAJA: Okay. Hi, good morning. I am Acting Commissioner Ryan Wanttaja. I am joined today by TLC's Acting General Counsel Sherryl Eluto and Commissioners Mitchell, Sorrentino, Kest and Aguado.

We have two rule packages for public hearings before us today. We're going to have the hearing on the proposed airport flat rate rules first and the proposed financial disclosure rule second.

In the first rule package up for a public hearing, the TLC is considering increasing the flat fare between Manhattan and the JFK Airport from $52 to $65, and creating a new $39 flat rate for trips between LaGuardia and Manhattan below West 110th Street and East 96th Street, or otherwise, the Hail Exclusionary Zone.

So, those are the top line numbers in the rules, but I'll say a few words about why we're considering these rates and how we arrived at those numbers.

Airport trips are typically a lucrative
source of income for drivers. Fare data from
June 2019, 2020 and 2021 showed that the
average airport pick-up at both LaGuardia and
JFK was $36.41 compared to the $10.68
citywide average for fares.

However, taxi hold lot wait times
negate a fair amount of those higher earnings
and discourage drivers from going to the
airports. At LaGuardia, drivers wait in lots
for an average of an hour and 18 minutes.
And at JFK, it's an hour and 45 minutes.

The proposed fares will compensate
drivers for that wait time at a $15 per hour
minimum wage. And since the flat rates apply
both to and from the airports, split that
time between the pickup and the dropoff.

So, at JFK where drivers wait on
average an hour and 45 minutes, a $15 minimum
wage would compensate them $26.25 for that
time. So, we divided that number in half to
account for the trips to and from the airport
and added $13.13 to the current fare of $52,
amounting to a final fare of $65.13 plus
taxes, tolls and tips.

Similarly, at LaGuardia drivers wait on
average an hour and 18 minutes. A $15 minimum wage would compensate them $19.50 for that time. And dividing that amount in half results in $9.75 being added to the fare.

To calculate the fare onto which we would add that amount, we looked at the current average metered rate between LaGuardia and the Hail Exclusionary Zone, which is $29.40. Adding $9.75, the final fare is $39.15 plus taxes, tolls and tips.

Importantly, these rates will represent about a 25 percent increase in driver earnings on all New York City airport trips, but this is just the start. Airport trips, while important, are just a piece of the driver income puzzle. We need to ensure drivers earn a liveable wage after expenses, not just on airport trips but on all trips.

TLC has not adjusted the taxi metered rate of fares in over a decade, and has not adjusted the underlined minimum per minute/per mile rates for high-volume drivers in over two years.

So, this spring and this summer, we are going to go beyond the airport rates and look
holistically at the taxi meter rate of fare and the high-volume driver pay rates, to ensure that driver pay across sectors keeps up with expenses.

This is important and complicated work, and we hope that drivers and members of the public will work with us as we actively solicit feedback from you during this process.

So, with that, I'll hand it over to Acting General Counsel Sherryl Eluto, to begin the public hearing on the proposed airport flat fare rules before us today.

MS. ELUTO: Good morning. When I call your name, you can unmute your microphone and begin your testimony. Each speaker will be allotted three minutes to speak. The time limit will be strictly enforced.

A 30-second warning will be provided, and then you will need to conclude your testimony when your time limit is up. The video of this hearing and copies of all written comments will be provided to the Commissioners prior to the vote on these rules at the next Commission meeting.
With that, we'll begin our public hearing, and I will call on our first speaker.

Mohammad Hossen, please unmute your microphone and you may begin.

Mohammed Hossen?

MR. HOSSEN: Good morning, Acting Commissioner Ryan Wanttaja, the panelists and my fellow drivers of New York City. My name is Mohammad Hossen. I am the co-founder of the Driver's Cooperative.

My testimony is in favor of the FHV industry, not only for the airport fare, besides all fare increase should be applied for the FHV industry. So, here is the point: Mr. Ryan Wanttaja already mentioned what the drivers want to say, that the increase in the price, everything is difficult to surviving now.

So, all the information already Mr. Ryan mentioned, just I want to edit this one point: From LaGuardia to Manhattan or any other borough is a -- $39 is not sufficient. I want to propose that at least $50 and up to 7 miles; that is my proposal to
LaGuardia.

And JFK, $65 is a very low fare right now in 2022. I propose that it should be $85 for everyone -- FHV car, it doesn't matter. It can be yellow taxi. It can be black car. It should be -- keep like the minimum fare $85 from JFK to Manhattan, and $50 any car, like it doesn't matter -- it's Uber, Lyft, whatever. The driver should get minimum $50.

Okay. So, here is the point: So, TLC is a guardian for the FHV industry. It's more than 150,000 drivers are working for this and most of them immigrant people from different countries. And now, you see the situation, the driver passengers, the fare percent is going down because of the pandemic and the recent war against the Ukraine. So, the drivers are suffering for every day.

So, now my proposal is to consider my proposal to reconsider and so that the driver -- so that they can live --

TIMEKEEPER: 30 seconds left.

MR. HOSSEN: Yeah. I'm really happy to say that the panelist, Acting Commissioner, that the Driver's Cooperative always with the
FHV industry and support for the TLC.

And thank you so much, everyone, for giving me the chance. Have a good day.

MS. ELUTO: Thank you for your testimony.

Next up we have Jaime Serrano, and he will need a Spanish interpreter.

Mr. Serrano?

SPANISH INTERPRETER: Señor Serrano?

MS. ELUTO: Mr. Serrano, please unmute your mic.

MR. SERRANO: Yes, good morning.

Okay. My testimony is about price. The flat rate for $39 is not fair for many people. I think it will be fair because not all the people go to Manhattan. However, they go to Brooklyn, Queens and other places. And I think the beginning will be to LaGuardia to $7.50, it will be more convenient for everybody.

Okay. Yes, if we consider the waiting time for -- the driver has to do for one hour to hour and a half at the airport, and plus short local trip is not -- we are not -- we are losing. Yes, I think that from the --
the $15 from J.F. Kennedy, it can work, but I think that $65 to JFK will be much better than the $29 of LaGuardia.

Yes. I think as it was said earlier, it would be better to increase a fare that has been applied for more than ten years.

And that's all what I have to say.

MS. ELUTO: Okay. Thank you for your testimony.

Next, we have Peter Mazer, and he will be followed by Golam Talukder.

Mr. Mazer, you can begin. You have to unmute. Still muted.

MR. MAZER: Good morning, Chairperson Wanttaja and members of the Commission. My name is Peter Mazer and I am general counsel to the Metropolitan Taxicab Board of Trade and Association, representing the owners and operators of licensed medallion taxicabs.

I speak today generally in favor of the proposed rules related to the airport flat fare rates, suggest some modifications, and urge the Commission to begin consideration of a comprehensive rate of fare increase as well as a fuel surcharge.
A flat fare rate from trips from JFK to Manhattan has been in effect since 1996. The flat fare was extended to include trips from Manhattan to the airport in 2006, and the current flat fare rate of $52 has not been increased in ten years.

The rate is insufficient to incentivize drivers to serve the airport. The Port Authority frequently reports that there are cab shortages at critical hours and a fare of $52 is insufficient to encourage drivers to provide badly needed service, since drivers are frequently required to wait in the holding lot an hour or more to obtain a fare and then face considerable traffic congestion at virtually every hour of the day and night.

At $52, drivers on average earn less per hour serving the airport than they do on other metered trips. The TLC is currently recommending an increase to $65. We recommend that an increase of $70 be considered, which would provide drivers with needed incentives to serve the airport and adequately compensate drivers for the time spent completing a trip to and from JFK.
Even at $70, taxicab fares would still be competitive with other forms of for-hire transportation.

We support the adoption of flat fare for trips to and from LaGuardia. We would recommend that the exclusion to trips to and from Upper Manhattan contained in the proposed rules also be extended to include Roosevelt Island.

A review of data shows that the average metered fare on a trip from LaGuardia to Roosevelt Island is only about $25, similar to the average metered rate of fare for a trip to Upper Manhattan. While we support the concept of a flat fare, we believe a flat fare of $35 -- excuse me, $39 may not be sufficient, particularly on a trip to and from Lower Manhattan and during times when traffic is heaviest.

A flat fare in the $45 to $50 range may be necessary to adequately compensate drivers. These proposed fare adjustments are an important first step, but we wish to dialogue with the Commission --

TIMEKEEPER: 30 seconds remaining.
MR. MAZER: -- on other rates of fare adjustments, including the following: Adding an equivalent amount, $2.50, to the trips presently not subject to the MTA congestion surcharge to an increase in driver incomes and incentivize drivers to serve the outer boroughs.

Gasoline surcharge automatically adjusted based on increases and decreases on average gas prices and a general increase in the mileage charge in taxicabs, a rate that has not been increased since 2012 --

TIMEKEEPER: Time has expired.

MR. MAZER: Sure. Thank you. And thank you for providing me the opportunity to testify this morning. And if the Commissioners have any questions, I would be happy to answer.

MS. ELUTO: Thank you for your testimony.

Next, we have Golam Talukder, followed by Manjinder Singh.

Mr. Talukder, you can unmute and begin.

Sorry, did we lose Mr. Talukder?

MR. SINGH: Hello?
MS. ELUTO: Yes, I'm sorry. Is this Mr. Singh or Mr. Talukder?

MR. SINGH: Yes, Mr. Singh, Manjinder Singh.

MS. ELUTO: Yes, go ahead.

MR. SINGH: Good morning to all Commissioners, and I am very humble and respect for the new young Commissioner and he's slightly long sleep and a wake up is great, humble and welcome.

And we want $65 flat rate from JFK to the City or City to JFK is good. Plus, we want at least $7.50 fuel surcharge when we go to the short trip anywhere, it doesn't matter, from Manhattan to -- sorry. I mean, JFK to anywhere is a short trip, which is only compensate to drivers the gas and the time is not we.

But at least, if somebody going to like Williamsburg area, right, I can get only $45. The same time, I can drop the fair to the -- like, Delancy and Suffolk, I can $65, which is very unfair for the drivers.

At least give us the fuel surcharge through the other fare to going from the JFK
and drivers going back. At least we'll pay the fuel back, you know. It's a long time no increase the meter, and I'm very humble with the chairman. He's got a lot of things going on, but I don't know how it's going to be. The system is very slow for us and the people will fight us. And we could not afford it to pay from our pocket. Plus we are paying the 5 percent driver fee, which is very unfair when we go to pay the TLC fine and you charge us 2.5 hidden, unlawful driver fee.

So, please give us like every single fare from the airport surcharge, at least $7.50, which is also the last night in the Taxi Workers Alliance decided to do that.

Thank you very much.

MS. ELUTO: All right. Thank you very much for your testimony. We're going to go back now to Golam Talukder.

Mr. Talukder, are you available?

(No response).

MS. ELUTO: Okay. All right.

MS. SCOTT: Mr. Talukder, please unmute your microphone and begin with your testimony.
(No response.)

MS. ELUTO: Mr. Talukder, unmute your microphone.

(No response).

MS. ELUTO: All right. We're going to have to go back to -- let's go with Bhairavi Desai, please.

Ms. Desai, you can proceed.

We're losing people. Okay.

MS. DESAI: Hi, good morning. Are you able to hear me?

MS. ELUTO: Yes.

MS. DESAI: Okay, great. Thank you.

Good morning, everybody.

So, on behalf of the Taxi Workers Alliance, I would first like to thank the TLC for proposing these increases. I mean, we've already heard in so many of the testimonies, it has been a painful ten years for the yellow cab industry, where there have been no raises.

And airports are not only, you know, key points of fares for drivers, but we know that millions of New Yorkers and our tourists and visitors depend on drivers for that
critical service. And it is long overdue for an increase in that JFK rate.

What we would like you to do, though, is consider a different approach to getting drivers a raise for LaGuardia. We do not support the concept of a flat fare. The idea of freezing the income essentially for drivers and going off the meter, even if you're looking at averages, we think will eventually leave drivers behind and will unfairly disproportionately treat the riding public, which there's a great concern about, given that Uber and Lyft passenger fares are not regulated.

And so, we do not want to return to what happened in 2016 when the companies dropped their rates of fare in an unfair, you know, advantage over the yellow cab and green cab meters, which really decimated the number of trips that drivers could have, particularly at a time when something like upfront pricing can be used, where you could use the meter with technologies to really project a fare for the public.

But again, using the actual realtime
and metered rate, we think, is a much better way to go to keep with the metered rate at LaGuardia, but consider adding a surcharge similar to what we do with Newark Airport fares.

We ask you to take the time after this hearing to run your data again with a surcharge of $5 posed from LaGuardia to Manhattan, Manhattan back to LaGuardia, in mind. We think it's a much more fair way to compensate the drivers without leaving them at a disadvantage.

And again, given that we need an overall fare raise, as so many have already said, and we expect that to take place before the end of this year, we think --

TIMEKEEPER: 30 seconds remaining.

MS. DESAI: -- it's much more prudent to keep that fare raise overall in mind and add a surcharge for the LaGuardia trip as the means to get drivers a raise, rather than a flat rate, which we think in the long run will actually be, not only disadvantaged -- disadvantages to the drivers, but could actually be harmful in terms of drivers
losing out on passengers in the long run from LaGuardia. Thank you very much.

MS. ELUTO: Okay. Thank you for your testimony.

We have Vinod Malhotra, following him will be Erhan Tuncel.

So, Mr. Malhotra, please unmute yourself and go ahead.

MR. MALHOTRA: Hello.

MS. ELUTO: Hello.

MR. MALHOTRA: Hi. Good morning, all Commissioners. Thank you so much for proposing us a raise on airport fares. So, my proposal is -- you hear me?

MR. WANTTAJA: Yes, we can hear you.

MR. MALHOTRA: Okay. Sir, my proposal is, we want overall increase, so -- because only a raise on airport is going to work for us, but we like -- we can wait another, like, four or five months for raise. But my proposal right at the moment is -- because everybody is getting off the pandemic. Everyone have hard time, including us. And most times we have more hard time than normal people.
But I would like to add like maybe zone systems, like three zones -- East Side, West Side and Downtown. Because, you know, when we go through the area Downtown, it's too much traffic. We're facing too much traffic.

So, steady fare like as it is right now, LaGuardia just add the $7.50, East Side, like $10 for the West Side and $12 for the Downtown fares.

And for JFK, I like what we have like the $52 and rush hour is $5 surcharge, estimated at $57, 24 hours, 7 days a week and add the same, like, surcharge like $7.50 to $10 and $12. So, this may work this well when we're doing without Revels facing like high gas, everything goes very high -- bill, rent, everything goes higher up. So, we need overall raise at least another -- within three, four months. So, this is my proposal and I have another to ask.

And for flat fares, I say I have example with me. I take the fare from the City to JFK and LaGuardia, so some give tip and taxi fare, but that doesn't show on my
seal. Some guy asked me -- "Did you get
tip?" I say, "No. So, why you don't get
tip? I have $4 tip, right?" It happened
before to driver but when I call to the car
company they say -- you ask them how much is
the fare, they say the same as maybe
(inaudible). I said, "Where my fare gone --"

TIMEKEEPER: Thirty seconds remaining.

MR. MALHOTRA: Okay. She say, "Did you
get tip?" I said, "Why you sent me before?"
And some company like add company are doing
the Access-A-Ride jobs, they're charging us
like cancellation fees. Why they're charging
cancellation fee? So, even with certain
jobs, same time call the customer, customer
say, "Did I order cab?" They canceled it,
they charge us fee of $5, so this is not fair
with us. So, again, please --

TIMEKEEPER: Time has expired.

MR. MALHOTRA: Thank you very much for
giving me time. Thank you.

MS. ELUTO: Thank you for your
testimony.

We have Erhan Tuncel.

Mr. Tuncel, unmute your mic.
(No response.)

MS. ELUTO: Sir, unmute your mic.

Mr. Tuncel?

MR. TUNCEL: Yes.

MS. ELUTO: There you go.

MR. TUNCEL: Can you hear me?

MS. ELUTO: Yes.

MR. TUNCEL: Thank you.

Thank you for -- first, I want to tell -- I want to thank Commission for recognizing that our overall fare hike increase has not -- the last one was ten years ago and a next one is long overdue. And that's one thing I want to say.

And the second thing about the flat rates from JFK to -- and LaGuardia into Manhattan. I want to remind you of a little Google data that I collected, that fares into Manhattan from JFK is anywhere it does -- the mileage changes anywhere from 16 to 19 miles for 95 percent of the passengers.

So, a flat rate from JFK is justifiable for driver and passenger at the same time without them feeling unfairly treated.

However, LaGuardia, because of its location
and the proximity to the City, a fare, a
mileage can vary from -- anywhere from
6.8 miles to 14 miles, depend on the route
and depending on -- so, what I'm trying to
say is that the discrepancy is so great, as
far as the distance is concerned. One flat
rate is not justifiable.

So, I am against the flat rates from
LaGuardia into Manhattan. As a member of New
York Taxi Workers Alliance, I do support a
surcharge to give incentives for drivers to
serve LaGuardia, both to and from LaGuardia,
and we feel that $5 surcharge is sufficient
to accomplish that goal.

Another thing that I could mention,
that for whatever reason the shorties that
got eliminated from both airports, I think
should be put back in. That will give,
especially to LaGuardia customers, an
incentive to go back to LaGuardia because of
shortie tickets.

So, if the concern is taxi drivers --
TIMEKEEPER: Thirty seconds remaining.
MR. TUNCEL: -- taxi drivers serving
the public from LaGuardia, I think shortie
could accomplish part of that goal.

So, that's basically what I have to say. And I'm also for keeping the yellow taxi medallion meter, its integrity in tact. Any time we go towards the flat rates --

TIMEKEEPER: Your time has expired.

MR. TUNCHEL: -- we take that integrity and we bury it down on the bottom. So, thank you very much.

MS. ELUTO: Thank you for your testimony.

We have Mohammed Motaleb speaking. And I'm also supposed to remind everyone to make sure their Zoom name matches the name they signed up with.

Okay. I don't see Mr. Motaleb. Yep, there he is.

Can you please unmute, sir. You can begin.

MR. MOTALEB: Hello.

MS. ELUTO: Yes, we can hear you.

MR. MOTALEB: Hi, good morning, today's honorable chairman, respectable all official personnel and all the attendees. Good morning. My name is MD Motaleb. I'm member
of the Taxi Workers Alliance, driving cab like 18 years.

Today's issue, the rule on flat $39 for LaGuardia and $65 for JFK. I'm really glad to hear that after long time the City is going to take good initiative about fare increase on the airport fare.

The proposing on the $65, it sounds good to me, but it's not good for all customers. So, my point of view, if you put $10 initial charge on JFK on top of meter, the initial charge, the City to JFK, JFK to the City, that would work for driver and the passenger also. Passenger also will not feel that much hurting.

So, that other 10 years is going to resolve this shortie thing. So, if we charge this fare around the airport, like JFK Airport Hotel, South Jamaica, Howard Beach, the driver will get only ten to $20 and they have to go back far for another same process again, long waiting.

So, that will help $10 for shortie fare, $10. Another thing that LaGuardia is $39. $39 is --
TIMEKEEPER: Thirty seconds remaining.

MR. MOTALEB: -- for the East Side customers, so they will not feel good about that. So, I think the same shortie fare and the East Side customer, if we put like a $7.50 surcharge every fare, LaGuardia to JF -- LaGuardia to City, City to LaGuardia --

TIMEKEEPER: Time has expired.

MR. MOTALEB: Yeah. Thank you. Thank you.

My point of view, put the initial charge at $7 for the charge for the LaGuardia and $10 for the JFK.

Thank you for allowing me for testimony. Thank you very much.

MS. ELUTO: Thank you.

Okay. We're going to try for Mr. Golam Talukder last time.

Sir, unmute your mic and you can begin.

MR. TALUKDER: Can you hear me? Hello, can you hear me?

MS. ELUTO: Yes.

MR. TALUKDER: Hi. My name is Golam Talukder, and I am a member of the NYTWA.

Thank you so much for thinking about us
and raise the fare with LaGuardia and JFK. I think we need overall meter fare rate number one increase. Price of everything went up so much, we cannot keep up the expense.

I agree like, you know, $65 to the JFK, that fare is okay. But LaGuardia to the City, some places like if you go to the -- like, you know, Downtown Manhattan in rush hour, like, you know, 7:00 to 10 a.m., like 2 p.m. to 8 p.m. is so congested. Going to like Downtown Manhattan from LaGuardia, flat fare is not -- driver is going to lose a lot of money.

If you do like, you know, increase, keep the not flat fare to LaGuardia, keep the fare like, you know, regular fare to the LaGuardia Airport to any destination, that would be better for us.

And we need, in general, fare increase as soon as possible. Oil price went up so much, maintenance went up so much. So, we need, in general, rate one fare increase as soon as possible.

And I would like to -- like you want to do -- when you work at the airport,
especially any given day, 4 p.m. to 7/8 p.m. is all the time in and out, not ten minutes taxi. So, I would like to request to work with the Port Authority and with my union support the shortie ban.

Sometimes from JFK Airport, we go to the Brooklyn and some part of the South Jamaica, they have to come to the line and take the line again; that's not fair. So, you have to remove the shortie again, and number one, fare increase.

Thank you so much.

MS. ELUTO: Thank you for your testimony.

That is the last speaker on the public hearing on the airport fare. So, our next public hearing is on rule proposal that will implement the provisions of Local Law 109 of 2020, which creates an annual disclosure requirement for each person that has any interest in a taxicab medallion.

And the first speaker is Joseph Etienne, and he needs a Creole interpreter.

So, Mr. Etienne and Mr. Creole Interpreter, if you can both unmute
yourselves.

(No response.)

MS. ELUTO: Mr. Etienne, Creole Interpreter, I need you to unmute yourselves and you can begin.

MS. SCOTT: Creole Interpreter, could you give the speaker guidance, please.

(Creole Translation in progress.)

MR. ETIENNE: Good morning. It's a pleasure for me as a taxi driver, that the Taxi & Limousine is making improvements and they're actually out there helping immigrants and what they're doing.

The problem with the industry right now is that there's no regulation for Lyft and Uber, and that's what the taxi industry is facing as their major problem right now. Lyft and Uber, they both have the amount (inaudible) of the industry because their rates are not regulated and they're able to drop the fares as they please, which is very competitive to the taxi company.

It's going to be a waste of time to put the rates if the share rides are not regulated. Making any adjustment with the
taxi is going to be a waste of time because they have the amount of total for the industry. When share ride is able to pick up three or four passengers and the taxicab can't do that, that's the reason why the taxi drivers' income is dropping.

There need to -- there need to be a way for the share ride to no longer exist because it's just detrimental to the taxi industry. Because nothing is being done for the -- in reference to the share ride, nothing is being regulated, the Taxi & Limousine seems powerless in front of them and unable to compete with them.

If a regulation is not put on Uber and Lyft as soon as possible, the raise could be -- the fair could be $100 from LaGuardia, $50 from JFK, it will not solve the problem. The solution is that the share ride be city-regulated.

Since the Taxi & Limousine is -- since the Uber and Lyft is licensed by the Taxi & Limousine, Taxi & Limousine was here before, they were the ones who were the fierce, most fierce competitors when it came to
transportation. They have to find a way to
regulate the share rides.

I feel that Taxi & Limousine knows
what's going on, but the fact that nothing is
being done, that's why now the Taxi &
Limousine drivers are suffering.

My voice will not be enough to state
this point. More people will need to talk
about it. However --

TIMEKEEPER: 30 seconds left.

MR. ETIENNE: However, Lyft and Uber
have taken over, and Taxi & Limousine has
always been there. They were the first to
exist. They help immigrants. My voice will
not be over enough to help with this problem.

And it's basically a warning that I'm
giving you, that the shared rides are the
issues we feel as taxi drivers, that we're
being sold as slaves.

TIMEKEEPER: Time has expired.

MR. ETIENNE: It was a pleasure for me
to tell you what's on my mind.

MS. ELUTO: Thank you for your
testimony.

We have Manjinder Singh. Mr. Singh,
you can unmute your mic and proceed.

(No response.)

MS. ELUTO:  Mr. Singh, I need you to unmute your microphone.

(No response.)

MS. ELUTO:  Okay. Mr. Singh, if you wish to testify, you need to unmute.

MR. SINGH: Hello?

MS. ELUTO:  Good. Yes, go ahead. We can hear you.

MR. SINGH:  Yes. Good morning to all Commissioners and the other parties present.

Actually, this is the next proposal about taxi like the bailout, and we are the ones already paid to the -- paid to the -- to the bank, like cash bill, and we have like a lot of debt with the like -- to the (inaudible) car money, SBA loan, everything.

Right now, we are eligible for the $30,000. It should be unfair for us if the other people can get it, the people already get the bill, but they not get it. My brother has taken depression, if I cannot pay debt on time, he going to be dying this time, you know.
So, I take a lot of money from the other creditor and pay to the -- my bank. And I feel like very, very different for the other, if I cannot get the same deal, you know; that's my testimony for the medallion.

Hello?

MR. WANTTAJA: Yeah, we can hear you.

MR. SINGH: Yes. And I feel very, very, you know, like cheated from the system. 'Cause whenever, like if you want me to sent you the proof, when we say it to the bank and -- (technical difficulty) -- you know, so we did but we should deserve $30,000 from the City, 'cause we are on the same page like last -- like for 13 years, and we pay the same debt to the City and everything, you know.

So, it's not fair for us if you gave only them to pay a lot of money and we not get it, it's very unfair. Thank you so much. Think about us, too, you know. We got a lot of bills, too, to pay to the bank and the SBA loan.

So, look to us the same problem we're having and you only give -- the bank only
have the loans.

TIMEKEEPER: 30 seconds remaining.

MR. SINGH: So, please help us, too.

Thank you so much.

MS. ELUTO: Okay. Thank you, Mr. Singh. Someone from our external affair staff will reach out to you to continue the conversation.

That was our last speaker for today. The hearing is concluded. Thank you.

MR. WANTTAJA: Yeah. Thanks, all. I thank everybody for their contributions today. Every time we talk about the fare, there's a lot of moving parts and a lot of things to consider.

So, I appreciate all the testimony today, and I look forward to hearing from all of you this spring and summer, to talk about the rates of fare going forward, so thanks, all.

(TIME NOTED: 10:51 a.m.)
CERTIFICATE

STATE OF NEW YORK

:SS

COUNTY OF QUEENS

I, Sabrina Brown Stewart, a shorthand reporter within and for the State of New York, do hereby certify that the within is a true and accurate transcript of the statement taken on April 5, 2022.

I further certify that I am not related to any of the parties to this action by blood or by 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 12th day of April 2022.

[Signature]
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April 5, 2022

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