TRANSCRIPT of the stenographic notes of the proceedings in the above-entitled matter, as taken by and before Nicole Cannistraci, a Court Reporter and Notary Public, held at TLC Commission Room, 33 Beaver Street, New York, New York, on Thursday, October 3, 2013, commencing at 6:00 p.m.
Appearances:

ELENA BARNETT,
Henningson Durham & Richardson, Inc.

PANEL:

RICHARD JOHNS, Moderator, Executive Director of Special Projects
JUSTINE JOHNSON, External Affairs Analyst
CONAN FREUD, Deputy Commissioner for Finance and Administration
MEERA JOSHI, General Counsel
KEITH WALSH, Assistant General Counsel
EDWARD GONZALES, Commissioner
MR. JOHNS: Good evening. My name is Richard Johns. I'm the Executive Director of Special Projects at the Taxi and Limousine Commission, also known as the TLC, and will serve as the moderator for today's public hearing. Excuse me.

My name is Richard Johns. I'm the Executor Director of Special Projects at the Taxi and Limousine Commission, or TLC, and will serve as the moderator of TLC. For the record, the date of this evening's hearing is October 3rd, 2013. The time is approximately six o'clock p.m. and the meeting site is the TLC Commission Room at 33 Beaver Street in Manhattan.

TLC, as lead environmental review agency, has determined that an Environmental Impact Statement, also known as EIS, pursuant to the requirements of the New York State Environmental Quality Review Act, also known as SEQRA, and the City Environmental Quality Review, also known
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as CEQR, is required to evaluate the potential impacts of the public sale of up to 2,000 fully transferable taxicab licenses, which are also known as medallions. All of these new licenses would be required to be used with the taxicab vehicles that are accessible to individuals who use wheelchairs.

The public sale of these fully transferable medallions by the Mayor of New York through TLC constitutes the discretionary action, or Proposed Action, that is the subject of this evening's public hearing. Sale by public auction of these medallions is authorized under New York State Chapter 602 of the laws of 2011 and Chapter 9 of the laws of 2012, both of the State of New York.

In accordance with CEQR requirements, TLC completed a process to define the scope of the final EIS, which is also known as the -- sorry -- the scope of the draft EIS, which is also
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known as the DEIS. As part of that process, the TLC prepared a Draft Scope of Work for the DEIS that it made available for comment by agencies and the public on March 19th, 2012. Based on comments received on the Draft Scope of Work, including comments received during the April 19th, 2012 public meeting on the Draft Scope of Work, the TLC published a Final Scope of Work for the DEIS on May 22nd, 2012. The TLC has prepared a DEIS that assesses the potential impacts of the Proposed Action in conformance with that Final Scope of Work.

This DEIS is an update to the DEIS previously issued by the TLC in May 2012. Notices of availability of the DEIS for public review were published in the City Record on September 17th, 2013 in the Environmental Notice Bulletin on September 25th, 2013 and in the New York Post on September 13th, 2013. The DEIS was also posted on TLC's Web site at
www.nyc.gov/tlc on September 13, 2013, and notices of its availability were e-mailed to the offices of the borough presidents and the affected community boards on September 13th, 2013. The DEIS continues to be available for download at TLC's Web site.

As indicated in those notices, the TLC will consider public and agency comments on the DEIS no later than the close of business on October 15, 2013. Written comments on the DEIS should be addressed to New York City Taxi and Limousine Commission, attention Justine Johnson, 33 Beaver Street, 22nd floor, New York, New York 1004.

In conformance with CEQR requirements, the Final EIS, which is also known as the FEIS, will be prepared by the TLC after consideration of these public comments.

As part of the public review process for the DEIS, the purpose of this hearing is to receive verbal
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comments on the DEIS. Copies of the DEIS are available for review at the reception table located at the entrance to this hearing room. If you would like to register to offer verbal comments on the DEIS this evening, please complete the comment registration form with your name and affiliated organization, if any, available at the reception table. Registration to speak will close at 7:30. Verbal comments will be accepted until eight o'clock.

Each speaker at this evening's session will be called in the order in which he or she registered at the reception table. In deference to their public offices, elected officials will be afforded the opportunity to speak prior to others. We ask that you please limit your verbal comments to five minutes. When you approach the microphone, please provide us with your name and affiliation, if any.

All statements made at this
meeting will be recorded by the stenographer seated at the front of the hearing room and provided to TLC for its consideration. In addition to providing verbal comments, you may also provide written comments either at this evening's hearing or to the address I provided earlier prior to the close of business on October 15, 2013. Written comments at this evening's hearing should be provided to the TLC personnel staffing the reception table at the entrance of this room. All comments, whether offered verbally here tonight or provided in written form, will be considered by TLC in the preparation of the FEIS. A transcript of this evening's meeting will be produced and made available for public review.

Prior to asking for public comments, Justin Johnson will provide a brief presentation on the Proposed Action and its purpose and need, after which Elena Barnett from the consultant
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to the TLC responsible for preparation
of the DEIS, will briefly summarize the
findings of the DEIS.

MS. JOHNSON: My name's Justin
Johnson and I'll be providing an
overview of Proposed Action and its
purpose and need.

Fifty-four percent of New York
City households do not own a car and
rely heavily on public transportation,
yellow taxis and other for-hire vehicles
to make their daily trips. Yellow taxis
are particularly essential to the
1.6 million residents of Manhattan,
where only 24 percent of households own
a car. Taxis are also used by the
approximately 2.3 million people who
work in Manhattan each day and the
approximately 50 million people who
visit the city each year. New York City
taxi provide approximately 500,000
trips each day. The projected increase
in the population of the city by 2030 to
approximately 9.1 million residents, and
the population of Manhattan to over
1.8 million residents will increase the
need for yellow taxis, as will the
projected increases in employment and
visitation to the city.

As compared to other cities that
rely heavily on public transportation
and taxi services, New York City's taxi
supply is relatively low. For example,
New York City's 8.4 million residents
share 13,237 taxis, or one taxi for
every 630 residents. In contrast,
London has 22,000 black cabs that serve
its 7.5 million residents, or one taxi
for every 340 residents. Similarly, in
Chicago, where the 71 percent household
car ownership rate is over 50 percent
higher than New York City's household
car ownership rate, there is
approximately one taxi for every 385
residents. Of course, New York City's
livery and black car industries
supplement service provided by yellow
taxis, but yellow taxis are not the only
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services that may accept street hails anywhere in the city, including the city airports and the Manhattan exclusionary zone.

The demand for taxis is reflected in the long hours of operation, of the current taxi fleet, and the observed time that it takes to locate an unoccupied taxi. This has resulted in a 13 percent increase in the number of hours each day a cab is hired, from 6.8 hours each day in the first quarter of 2009, to 7.9 hours each day in the first quarter of 2012.

To address the observed and projected shortage in the number of taxis, the Proposed Action would authorize the issuance of 2,000 new medallions, an increase of approximately 15.1 percent above the existing number of medallions, all of which would be required to be used with taxicab vehicles that are accessible to individuals who use wheelchairs. This
would increase the supply of wheelchair accessible vehicles from 231 wheelchair accessible vehicles to 2,231 wheelchair accessible vehicles. The increase in the number of taxi vehicles available for use by persons with disabilities would foster increased access, mobility and independence of persons with disabilities, and a major goal of the city's transportation policy.

As dictated by the legislation, no more than 400 of the 2,000 taxicab licenses authorized pursuant to the legislation can be used by the TLC until a Disability Access Plan is approved by the New York State Department of Transportation, also known as NYSDOT. TLC anticipates that the public sale of the initial 400 taxicab licenses would be by June 2014 and that the remaining 1,600 additional taxicab licenses would be issued by public sale subject to approval of the Disability Access Plan by the NYSDOT.
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Previous sales of medallions by TLC occurred in 2004, 2006, 2007 and 2008. Since the late 1940s, the number of medallions has increased approximately 12 percent.

We will now have an overview of the findings of the DEIS.

MS. BARNETT: Good evening. My name is Elena Barnett, Vice President of Henningson Durham & Richardson Architecture and Engineering P.C., the consulting firm responsible for preparation of the DEIS for the Proposed Action described by Ms. Johnson. As mentioned by Mr. Johns, the DEIS can be found on the TLC website.

The DEIS provides a comprehensive assessment of the potential effects of the Proposed Action consistent with the detailed requirements in the current version of the City Environmental Quality Review Technical Manual. As shown on this slide, the DEIS includes assessments of the effects of the
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proposed action on:

Land use, zoning and public policy;

Socioeconomic conditions;

Community facilities and services;

Open space;

Shadows;

Historic resources;

Urban design and visual resources;

Neighborhood character;

Natural resources;

Hazardous materials;

Waterfront revitalization program;

Infrastructure;

Transportation;

Air quality;

Greenhouse gas emissions;

Noise;

And public health.

In addition, the DEIS identifies:

The unavoidable significant adverse impacts of the Proposed Action;

The growth-inducing aspects of the Proposed Action;
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The irreversible commitment of resources that would occur as a consequence of the Proposed Action;

And measures to be applied to mitigate any anticipated significant adverse impacts that would occur with the Proposed Action;

The cumulative effects of the Proposed Action with those of actions and projects that would be completed prior to the full implementation of the Proposed Action anticipated to be the year 2017.

The assessment of impacts of the Proposed Action was based on the projected incremental change to the environmental setting that would occur with the Proposed Action based on a comparison of conditions in the year 2017 with and without the Proposed Action. In describing the future no Action Conditions for each impact area, the DEIS incorporated the effects of generalized growth and the effects of
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development projects that would be
completed independently of the Proposed
Action by the year 2017 identified in
coordination with the New York City
Departments of City Planning and
Transportation. The No Action condition
also incorporated anticipated changes to
the yellow taxicab fleet that would
occur due to the anticipated replacement
of the existing fleet of yellow taxicab
vehicles for the Taxi of Tomorrow. The
study areas for assessment of impacts
differed depending on the technical area
being analyzed.

Based on preliminary screening
assessments prepared in accordance
with --

(An off the record discussion took
place.)

Based on preliminary screening
assessments prepared in accordance with
impact screening procedures outlined in
the 2012 CEQR Technical Manual, it was
determined that the Proposed Action
would not have the potential to result
in significant adverse impacts and,
consequently, would not require detailed
assessments in the DEIS for the
following impact areas:

Land use, zoning and public
policy;

Community facilities and services;
Open space;
Shadows;
Historic and cultural resources;
Urban design and visual resources;
Natural resource;
Hazardous materials;
Water and sewer infrastructure;
Solid waste and sanitation
services;
Energy;
And noise.

The DEIS provided summaries of the
screening assessments for those impact
areas; however, it was determined that
detailed impact assessment of the
Proposed Action were required regarding
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its potential impacts on:

Socioeconomic conditions;
Transportation;
Air quality;
Greenhouse gas emissions;
Public health;
And neighborhood character.

The results of these impact assessments are summarized on the following slides.

The assessment of the impact of the Proposed Action on socioeconomic conditions included assessments of the impact of the Proposed Action on the:

Value of a yellow taxicab medallion, including separate assessments of the impact of the Proposed Action on the values of Independent and Corporate Medallions;
The income of taxicab drivers;
The livery car industry;
And the overall New York City economy.

These assessments indicate that
the Proposed Action would result in an approximately .5 percent to 3.6 percent reduction in the value of an Independent Medallion and a .4 percent to 2.7 reduction in the value of a Corporate Medallion;

An approximate .5 percent to 3.7 percent decline in driver net income, assuming lease rates stay at the current maximum lease caps set by TLC;

A minimal impact on the livery car industry;

Additional city-wide earnings for taxicab drivers of approximately $226 million per year, an increase in employment for an additional 5,077 taxicab drivers and a city-wide increase in employment of approximately 6,200 additional jobs per year.

None of these effects would be considered to be an overall city-wide significant adverse impact on socioeconomic conditions.

Regarding the impact of the
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Proposed Action on transportation, as shown on this slide, the Proposed Action would result in:

The results of this assessment indicate that in 2014, 21 of the 54 studied intersections would have significant adverse impacts in the a.m. peak hour; in 2015, 29 of the 54 study intersections would have significant adverse impacts in the a.m. peak hour; in 2016, 35 of the 54 study intersections would have significant adverse impacts in the a.m. peak hour and in 2017, 37 of the 54 study intersections would have significant adverse traffic impacts in the a.m. peak hour. The number of significant adverse traffic impacts also varies by peak hour. For example, in 2014, 15 of the 54 study intersections would have significant traffic -- would have significant adverse traffic impacts in the midday peak hour and 12 of the 54 study intersections would have
significant adverse traffic impacts in the p.m. peak hour.

Measures to mitigate identified significant adverse impacts were evaluated for each intersection at which a significant adverse impact was projected to occur. The goal of the mitigation measures is to reduce the impacts to a non-significant level, while not causing new impacts at other locations. Mitigation measures were developed for each individual year and peak period. The analysis took into consideration the effect that a proposed mitigation measure would have on nearby intersections. For example, timing changes at one location can affect downstream operations at subsequent locations. For this study, only signal timed changes without facing changes were considered for the project mitigation measures. There are a number of locations, however, where signal timing improvements were either not
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possible, or were not sufficient to mitigate the identified impacts. If full mitigation could not be achieved, improvements were proposed to decrease impact to the extent possible.

There were no significant adverse impacts on parking since taxis would spend the vast majority of their time cruising for fare on the city roadways and any parking or standing would be staggered and dispersed throughout the street network.

There were no significant impacts on pedestrians or bicycles, since it would not generate a sufficient number of new pedestrian or bicycle trips at any location.

There were no significant adverse impacts on transit facilities, since it would not result in a significant number of new bus or subway trips.

There was an increase in the volume of traffic in 25 locations in the study area that experienced five or more
pedestrian and/or bicycle related accidents during any one year in the most recent three-year period. The DEIS identifies a range of ongoing and planned improvements to address high accident locations within the study area.

Regarding the impact of the Proposed Action on air quality, the Proposed Action would result in -- forgive me.

The results of the detailed microscale analysis for the Proposed Action were below the applicable state and federal ambient air quality standards and CEQR thresholds for CO, PM10 and 24-hour PM2.5, and above for annual PM2.5 neighborhood. However, transportation mitigation would bring the annual PM2.5 neighborhood levels below the significant thresholds. Additional analyses are being undertaken prior to the FEIS in order to further refine the results. In addition, the
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Proposed Action is not expected to significantly impact NOx and NO2 concentrations in New York City. Therefore, the proposed addition of 2,000 taxicab medallions would not result in a significant adverse impact to air quality with the proposed traffic mitigation.

Regarding greenhouse gas emissions, the Proposed Action would result in an approximately 1 percent increase in greenhouse gas emissions generated from on-road vehicles and an approximately .2 percent increase in total greenhouse gas emissions generated in the city.

Since the Proposed Action would not result in any significant adverse impact on water quality, hazardous materials or noise, it would not result in any significant adverse impact on public health. Similarly, since the Proposed Action would not result in any of the elements identified in the CEQR
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Technical Manual that, together, define
the character of an area, the Proposed
Action would not result in any
significant adverse impact on
neighborhood character.

This ends my public presentation.

MR. JOHNS: We will now accept
public comments at this time. We have
no speaker, but if anybody would like to
speak, you can sign up on the form in
the back and we'll take you in the order
that you come. If you do speak, please
speak directly in the microphone at the
front of the meeting room. State your
name and affiliation, if any, with any
organization. The speakers, we ask that
you limit it to five minutes.

MR. TUNCEL: My name is Airhon
Tuncel (ph). I'm with the League of
Mutual Taxi Owners. I was just
wondering whether any of these comments
that were made will be available to the
public, either online or in written
form, so that I can go over it in
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preparation for my written testimony.

MR. FREUD: We'll post the

presentation.

MR. TUNCEL: Online, the TLC Web

site?

MR. FREUD: And under the

"Medallion Auction" section.

MR. TUNCEL: Thank you.

MR. JOHNS: The time at this point

is 6:28. We're going to adjourn for

five minutes -- I'm sorry -- for 45

minutes -- 45 minutes. So we will

return here at 7:15, let's say, and see

if there are any comments or any

commenters or speakers, okay? Great.

(A recess was taken at 6:28 p.m.)

MS. JOHNS: Well, for the record

it's 7:15. We've received no additional

comments, so we will adjourn this public

hearing. However, public comments can

be submitted to the TLC up until the

close of business on October 15th.

And I would like to thank

everybody that participated here, Elena,
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Conan Freud, Justine and Keith Walsh. I would also like to thank Commissioner Gonzales for attending and Meera Joshi, our general counsel, both she and Commissioner Gonzales.

So that concludes the hearing.

Thank you all for coming.

(A recess was taken at 7:15 p.m.)

(The record was closed at 7:33 p.m.)
CERTIFICATE

STATE OF NEW YORK )
 ) Ss.
COUNTY OF QUEENS )

I, NICOLE CANNISTRACI, a Shorthand Reporter and Notary Public within and for the State of New York, do hereby certify:

That I reported the proceedings in the within entitled matter, and that the within transcript is a true record of such proceedings.

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 15th day of October, 2013.

NICOLE CANNISTRACI