Public Meeting convened at 9:45 a.m.

PRESENT:

MATTHEW W. DAUS, COMMISSIONER/CHAIR
ELIAS AROUT, COMMISSIONER
HARRY GIANNOLIS, COMMISSIONER
IRIS WEINSHALL, COMMISSIONER
LAUVIENSKA POLANCO, COMMISSIONER
EDWARD GONZALES, COMMISSIONER
JEFFREY KAY, COMMISSIONER
CHARLES FRASER, GENERAL COUNSEL

CHAIRMAN DAUS: Good morning, everyone. I would like to proceed to item one on the agenda, my report.
First, I would like to begin with some good news. I would like to announce that on January 27th of this year, Mayor Bloomberg has announced the reappointment of both Commissioner Arout from Staten Island as well as Luvi Polanco from Manhattan, who will be joining us in a minute, to a new seven-year term each. You will have your terms expiring on January 31, 2015.

COMM. AROUT: If I live that long.
CHAIRMAN DAUS: I am sure you will outlive all of us.
I want to first just thank Commissioners Arout and Polanco for doing a fantastic job and for their commitment to the Commission and certainly in your respective boroughs for your dedication and all the good work that you do for no salary or compensation other than just being a good public servant. So thank you and congratulations.
COMM. AROUT: Thank you very much.

CHAIRMAN DAUS: We look forward to working with you.

Two, the Mayor's state of the City.
On January 15th, you may have heard by now that the Mayor had announced that he like the TLC and the Board of Commissioners here to look into group rides and the possibility of outer borough livery service opportunities. These are ideas that are in flux that we are thinking about now and that staff will at some point in the future, possibly in the spring, bring before the Commission some ideas on how to do something similar to what was happening and very well received after the transit strike in '05 where people grouped to take group rides from one location to another, passengers pay less, drivers earn more, everybody wins. Great idea.

Now, the devil is the details in figuring out how we are going to do it. We will be working very close together with ideas as well as some opportunities for liveries in the outer boroughs to be able to work from stands.

COMM. WEINSHALL: Can I ask a question.
In the transit strike we had zones that we had set up where people could go to get a group ride.
Is that -- Jeff, do you know?
COMM. KAY: That's part of it.
COMM. WEINSHALL: Certain times of the day or not yet?
CHAIRMAN DAUS: Zones are one of the concepts but also the other concept is to get the meter to work with multiple fares, something we are exploring as well.

My hope, in addition to working with the Mayor's office are staff presenting a presentation in the future to the commissioners so we can get multiple ideas. Ultimately, in most situations this would be probably to vote on a pilot program that we would initiate. So that's basically what we are looking at, to test it to make sure that it works and see what things work before we declare victory and make it a permanent part of what we do.

Speaking of liveries, we testified before the Council. Chuck Fraser and Ira Goldstein on a livery bill of rights, Intro 880 A yesterday. It actually passed the Council and it provides for a set criteria for livery drivers and owners and bases to abide by that's similar so taxi riders bill of rights that we have had since, I think, 1995. It creates rights that will have to be replicated in our laws.

And there's a copy of the testimony as well as the bill outside, so at an upcoming meeting, most likely April, when we consider or planning to consider major changes to FHV rules, at that time we will be putting into our rules, not only the Council's bill of rights, which we are required to do, but any additional rights that are created that would involve the posting of these rights in some form in the vehicles, how and where in the vehicles are some of the details we are going to be working out.

Also, the Mayor has not signed the bill yet, so we will wait to see what the Mayor does, though we anticipate he will favorably look upon it since the administration and the TLC has worked very closely with the Council on comprising on this legislation. We certainly supported the concept, but we had some issues on how it was worded and how it was done, but we have been able to work through those.

Luvi, I think we also announced your reappointment.

COMM. POLANCO: Thank you.

CHAIRMAN DAUS: No. Thank you.

I wanted to again congratulate you and thank you for all your hard work you are doing and your term expires on January 31, 2015.
COMM. POLANCO: Wow.
CHAIRMAN DAUS: The accessible dispatch program monthly update.
We have, as you know, 237 vehicles. We have 1,017 dispatches. We have reached the 1,000 milestone. We have 440 drivers trained. 218 vehicles and drivers have been equipped with Blackberries. We have seen an increase in monthly average drivers logged on to the system, approximately 30 at any given time.

We are also now aggressively beginning a public outreach campaign. We have been testing the system to now and we are hopefully going to be doing a public service announcement, getting that out there, and there is also a flier and a brochure to the general public that's on our website and I think we have it at the back of the room. We are going to be going everywhere and anywhere to get attention to let people know that the service is available so that we can maximize the usage and see that it is working.

The numbers are a lot lower than we ever anticipated in terms of the usage, so we won't know for sure until there is some outreach, so you may be hearing about things in the media or on the radio. We will see where it goes and report back in the coming months.

As I promised, we will continue to have monthly reports and we will see how it is doing.

Also, on a related note, there has been a lot of controversy about the system that we have set up at the airport that was a pilot program to have people cut the line if they are in an accessible cab. We are now working on possibly taking a fresh look at that to see if there is another solution to give drivers an incentive to take out accessible cars and also be able to reasonably cut the line at the airport. So we will have more details on that.

We are working on the issue and we know that a lot of people have been complaining about it, especially drivers at the airports. The whole concept is that we wanted to make sure that we gave an incentive to the drivers to actually take out accessible cars. So there will be some news forthcoming on that shortly.

Hotels, there seems to be a surge in illegal activity at hotels. It always has been but it seems to be getting worse. We have targeted various hotels in Manhattan. I
am not going to tell you which ones are on the radar screen going forward but I will tell you that we recently did a very effective operation at the Waldorf Astoria as well as the Four Seasons Hotel in midtown where Deputy Commissioner Mullings sent several inspectors and we issued a total of 37 summons for violations, we seized two vehicles and confiscated a diamond. We will see more of that.

I think it's egregious what's going on at the hotels. In addition, we are trying to work with the hotel association and other folks to make sure there are people there to help us police the areas. We are going to continue our undercover operation and I will report back on that.

I think in prior meetings I mentioned that we are starting pretty much pursuant to a law that was passed by the Council and signed by the Mayor that allows us to do teleconferencing for hearings. We are engaging in the pilot program with the general public, people who are filing complaints. But we did something special out in Staten Island where there has always been issues where we haven't had judges in Staten Island for a while and Commissioner Arout expressed some concerns about that, that the folks in Staten Island have to travel all the way out to Queens to go to a hearing.

So as a pilot program we offered in December teleconferencing options to respondents, vehicle and base owners, drivers to Staten Island to be able to if they waive any identity issues, testify over the phone instead of going to other locations. Unfortunately so far not one single person has availed themselves to the program. Commissioner Arout and Deputy Commissioner Weiss, I believe, have sent a letter out to every base in Staten Island to make sure that they are aware of the program. And it's possible we may be able to get video conferencing out there as well. I want to make sure that there is awareness out there, but so far the pilot in Staten Island seems to be a dud, and I think it is only because a lot of people don't know about it. I don't know if everybody got the industry notice of whether they check on the website regularly, but I will report back on that.

On the rule project we are going to vote on or consider a vote on Chapters 14, 15 and 19 today and we will have a brief staff
presentation about that.

I would like to let everybody know that there's a third public hearing on Friday, February 20th at 2:30 p.m. in this public hearing room on Chapters 2 and 13 of our rules.

Chapter 2 deals with TLC generic matters and Chapter 13 deals with agents. Our upcoming meeting schedule will include a tentative date of March 26th for our next meeting, at which time we hope to have a public hearing and possible commission action on the disincentive proposal that the Mayor had announced with us.

Also, we hope to have a public hearing on the Clean Air Vehicle Retirement Extension Inspection. I think that has actually been published. Yes, if you recall, some concern was expressed in the past about people who have these extensions, retirement extensions for clean air vehicles, that on their third inspection, basically if they fail inspection they have to take the car off the road as opposed to a minor violation like a taillight being out and just fixing it and coming back. So we will correct that. So that's what that hearing is about.

In April, and I don't have a specific date for the meeting yet, we hope to have a livery reform rules as a bill of rights as I mentioned. And sometime in the spring we will be talking about the group rides and livery stands.

That concludes my report.

Any questions?

Okay, there being no questions, I will proceed to item two, the adoption of the minutes from both the December 18, 2008 and January 8, 2009 Commission meeting.

Any changes, questions or corrections to the minutes?

Okay, I make a motion to accept both.

COMM. AROUT: I make a motion to accept.

CHAIRMAN DAUS: Do we have a second?

COMM. WEINSHALL: Second.

CHAIRMAN DAUS: All in favor?

(Chorus of "Ayes.")

CHAIRMAN DAUS: It's unanimous.

Item three, base applications for determination.

MS. STEELE-RADWAY: Good morning.

CHAIRMAN DAUS: Good morning.

MS. STEELE-RADWAY: Licensing would
like to present before the Commission 37 bases
with recommendation for approval.

    CHAIRMAN DAUS:  Any issues?
(No response.)

    CHAIRMAN DAUS:  Do we have a motion
to adopt?

    COMM. AROUT:   Motion to adopt.

    CHAIRMAN DAUS:  Is there a second?

    COMM. POLANCO: Second.

    CHAIRMAN DAUS:  All in favor?
(Chorus of "Ayes.")

    CHAIRMAN DAUS:  It's unanimous, okay.

    MS. STEELE-RADWAY:  In addition, we
have five bases that we are recommending for a
denial with a request that these bases be
granted an additional 30 days to submit the
outstanding items.

    COMM. AROUT:   Motion to deny?
(No response.)

    CHAIRMAN DAUS:  We have a motion.

    Is there a second.

    COMM. POLANCO: Second.

    CHAIRMAN DAUS:  All in favor.
(Chorus of "Ayes.")

    CHAIRMAN DAUS:  It's unanimous, thank
you.

    Item four, this is the TATC Rules
Revision Project.  I would like to ask David
Klahr to join us, who is going to give a very
brief presentation, bring our Commissioners up
to speed on the project, where we are and what
we are doing today.

    MR. KLAHR:  Good morning, everyone.

    I will try to keep this very, very
brief and just go over a little bit about what
the process is because this is going to be the
first set of new chapters that you are going
to vote on.

    I will go over what the process is,
and this is also for the benefit of the people
in the audience today, many of who have been
coming to our public hearings and appreciate
the attention that they have spent on this and
their time and their comments.

    Voting on the new rules will take
three steps.  First there is public hearings.
Then there is going to be a conditional vote
that is going to happen today.  Finally at a
later date, most likely later this summer will
be a repeal a final vote.

    So what will happen at public
hearings, and this has been ongoing, we are
scheduled one or two chapters at time as they
have been revised and as they have been
approved by the law department.  These are
open hearings. Anyone can come. You don't need to sign up in advance. You can just come and comment, sign up on the fly like you do at the Commission meetings. We also accept written comments. And I am also available after the meeting in case individual people have questions about the process.

The hearing was on December 5th and January 23rd. As the Chair mentioned, the next one will be February 20th. I would invite everyone who is interested in the Chapter being discussed to come and give their comments.

What will happen today is a conditional vote. And what will happen is Chapters that have already had their public hearing and public comment period will be presented to be individually or as part of a group for your approval. When you approve them, you are going to approve them without them taking effect. Normally when you are approving rules, they take effect a short time after. What you will do today is approve them without effective date. And there is a reason for that. The reason for that is that rules project is so large and the rule book is so large that it would be completely unwieldy to have you read every single Chapter at once, vote on them all on the same day, expect members of the industry to deal with comments all at the same time and have everything take effect in 60 days or 90 days. This is a very large project affecting every aspect of the industries that we regulate. It affects thousands and thousands of licensees. We want to make sure people in the industry have time to comment and let us know what their concerns are. This is a request that we had when we began this project.

I was asked specifically that one of the concerns was that we kind of dump Chapters on people and say here is a new rule book, you have a month to look at it, let us know what you think. We do not want to do that. We want to spare you from a 14-hour Commission meeting where you have to read and discuss every Chapter, so we are breaking it up into small chunks. We are going to not have them take effect because you can't approve parts of the rule, have them take effect and the old rule is still in effect. Everyone will be way too confused and no one will know what's going on if all the rules take effect at the same time. But at the same time we can't read them all in all one session and that's why we are
doing this way.
We are also able, if we do it this way, to add additional hearings on specific topics later on if there are some changes. If there is a legislative action that takes place, if there is an issue that comes up that wasn't a concern at some time but later becomes a concern, we can make final corrections if we need to or make small changes if we need to. And also it keeps people in the industry engaged in the process doing everything at once, we are dolling it out in small bits so they can move at a more reasonable pace.

After we have done all the Chapters, and that will happen later this summer, there will be a full, large vote where you will repeal all of the existing rule book. Then immediately thereafter you will vote to activate the rule new book. So it's one vote to repeal and then immediately after vote to activate so we don't have periods where there are actually no rules. And you will be able to choose the actual date when this happens, you will be able to work in coordination to schedule when this is the most reasonable time for the industry to take on the new rule.

That's what we were planning to do, so if you have any questions about the process, I am happy to answer them. If not, I will let you move on to vote.

COMM. WEINSHALL: Will there be a training period for the industry and for the lawyers and for all the people who come before the TLC? Will there be informational training meeting so that they can understand what these new rules are?

MR. KLAHR: Absolutely, will do extensive outreach on this. This is a lot we are asking people to do.

Even though the fact that we are going through this particular phase of the rules process, we are not making any substantive policy changes. It is different language and organized a different way, so I know there are a a lot of people that have memorized the the text of the rules to that affect that if they want to cite them at the courts or communicate with us. There is going to be a lot of confusion, so this will be a multi-moment outreach project so you can have a better sense of when the actual outreach will take place. We are going to actively reach out to the people and the industry and let them know about this.
COMM. WEINSHALL: Also, will there be documents that sort of have the old rule and the new rule and its number?

MR. KLAHR: As part of the process TATC has been preparing that for us. Something that has been posted on the rules revision web page, but we will move that over to the general web page as it becomes more relevant.

CHAIRMAN DAUS: I thank Commissioner Weinshall for all her support on that.

COMM. WEINSHALL: If it doesn't work, it is Matt's idea.

CHAIRMAN DAUS: It is an idea that she came up with years ago.

My only question why would there need to be a gap, why couldn't we vote to have a repeal on a date certain and that be the same date that we make the new rules in effect?

MR. KLAHR: It could be. It's up to the Commission to decide that.

MR. FRASER: I am anticipating a single vote that the Commission would repeal the existing rules and approve the new rules all on the same vote.

MR. KLAHR: A lot more efficient.

MR. FRASER: Since it wouldn't make any sense to repeal the rule and approve it.

MR. KLAHR: We want to do this at the same meeting at the very least.

CHAIRMAN DAUS: I saw some people salivating when they realized there might be a point where there will be no TLC rules.

Okay, does anybody have specific questions?

Thank you, David. That was excellent.

Any specific questions?

COMM. POLANCO: The only question I have is that we just added a new Chapter, right, on the industry representatives?

MR. FRASER: It is not a new Chapter. We have a Chapter now, it's Chapter 7 on representatives. So it's not a new Chapter in that sense.

COMM. POLANCO: So what's the difference? I see new changes will be underlined but the all the pages are underlined. We are now requiring industry representative to be lawyers; was that a rule before?

MR. FRASER: The rule does not change in substance except for that one little thing pointed out in the base purpose. We are now requiring industry representatives, they are
already required to give us their address.  
Now they are required to give us their e-mail address. That's the change, and we committed to that when we do make a change in the rule, we will identify it.  
COMM. POLANCO: It's only been the rules approved by the commission?  
CHAIRMAN DAUS: Yes. We change and evolve over time, but certainly we will be looking in the next phase at the substance of that. Things have changed. Industry reps were originally there because drivers couldn't afford representation, and things have changed, they have attorneys working for them even though they are not attorneys. Unique TLC thing.  
But certainly we will be taking a look at the scope of representatives.  
And also one thing I want to point out is I think one of the comments, I think it may have been from MTOBT and Mr. Mazer about the public versus private meter shops. This was something that was discussed with Mr. Sherman of the MTOBT going years back. I think it's an interesting and good comment. However, this isn't the phase of project to change that but I think we should look at that.  
The concept is if someone is a meter shop and not opening themselves up to the general public, however if they have certain requirements in their rules regarding signage, why are we having signage for members of the public when members of the public are not being served and only the fleet that's being served. So it does seem a little ridiculous and it a glitch in the rules when the rules first passed. But since we are not dealing with major substantive changes just now, that's something that we will look at when we get to that phase.  
For now the only substantive change as I understand it are the intervening changes that are required because the Council has passed laws in between and very minor things like e-mail.  
MR. FRASER: In fact, I would like to note for the record that we, the staff has made two changes to the rules in front of you from what we published in the City records. These are Sections 14-02(b) and 15-02(b). These changes are necessary to conform our local law that was passed last year providing a 30-day period for payment of a fine assessed
by our adjudication staying payment further, 
if it's a timely appeal that is filed. That 
was a change in the law that we simply 
overlooked when we did the rules implementing 
that law last fall. 
And we caught it now and so it's a 
substantive change, but it's obviously a 
substantive change required by law. 
CHAIRMAN DAUS: Any other questions? 
MR. FRASER: What the staff is 
recommending as David said is a vote to 
conditionally approve the three rules 
Chapters. The condition being a future vote 
on the entire rule book and repeal of the 
existing rule book at the same time. 
CHAIRMAN DAUS: Okay, do we have a 
motion to adopt as per Mr. Fraser's -- 
COMM. AROUT: Motion to adopt. 
CHAIRMAN DAUS: Do we have a second 
on the resolution? 
COMM. GONZALES: Second. 
CHAIRMAN DAUS: All in favor? 
(Chorus of "Ayes.") 
CHAIRMAN DAUS: Harry? 
COMM. GIANNOLIS: Just give me a 
minute. 
CHAIRMAN DAUS: Okay. 
COMM. GIANNOLIS: There have been 
public hearings on these particular rules? 
MR. FRASER: Yes, I have presided 
over them. The theory of that being since we 
are not making substantive changes for the 
most part, it's really more about language and 
drafting, they are not being held by the full 
Commission. 
COMM. GIANNOLIS: Is there 
participation by the industry? 
MR. FRASER: There was limited 
participation. There were a couple of written 
comments submitted and a couple of people 
tested. 
I think the reason for that is that 
we have done extensive prepublication 
outreach. There is a public period of comment 
that has been very active where people look at 
the draft rules on the website, submit 
comments. We then make a fair amount of 
changes and then we submit them to the Law 
Department for approval. 
COMM. GIANNOLIS: Thanks. 
COMM. WEINSHALL: And these have 
been approved by the Law Department? 
MR. FRASER: You must get Law 
Department approval under the New York City 
Procedures Act before you can publish proposed
rules, so, yes, we did that.

CHAIRMAN DAUS: Are you okay with them?

COMM. GIANNOULIS: Yes.

CHAIRMAN DAUS: All right, it's unanimous. Thank you.

And thanks also to David and Chuck and his staff have put a lot of work into this. Painstaking process, thousands and thousands of rules and it can really make you dizzy after a while.

Item five is Proposed Rules for Public Hearing and Commission Action. This is the proposed deferral of the implementation of the minimum fuel efficiency standards and vehicle retirement rules for black cars due to the economic situation that the black car industry is facing. And this is something that I think we have stated publicly several months ago. There are two main reasons why I am recommending that the Commission basically prolong the date for implementation to January 1, 2010.

Number one, there has been a significant decline in business as a result of the economic climate in the City of New York for the black car industry. Significant, upwards of 30 percent revenue loss based on the last stats that I saw. It may have worsened things since.

Number two, the vehicle financing situation, which is affecting all Americans obviously affects the black car industry, and that was big a part of the whole process for buying hybrids and getting them on the road.

I will now turn it over to Chuck.

MR. FRASER: Nothing bad except the notes on the record that these rules were published for public comment for a 30-day period and no comments were received.

CHAIRMAN DAUS: We do have one registered speaker, Mr. Berj Haroutunian from the Black Car Assistance Corporation.

MR. HAROUTUNIAN: Good morning, Chairman Daus, Commissioners.

My name is Berj Haroutunian from the BCAC. As you know, Vic was recently hospitalized so I am here on his behalf. Vic lives for these hearings but unfortunately he couldn't be here.

The BCAC represents in excess of 40 companies, which have approximately 10,000 affiliated vehicles, it's probably less now. To the extent we represent companies, we are also very much concerned with driver issues.
The black car industry has since its inception and continues to be the industry regulated by the New York City Taxi and Limousine Commission.

Our primary concerns in addition to quality of service we provide clients has always been and continues to be the safety of our drivers and the safety of our citizens of New York, its visitor and commuters.

I came here this morning to testify in favor of the proposed amendment to 6-09 and 6-10. The Board of Directors of the BCAC have met in session and agree to passage of 6-09 and 6-10 at the present time and under the current commission economics and enable our industry to adjust and move forward.

I stand before you today as president of BCAC to thank the Taxi and Limousine Commission and the City of New York for listening to us regarding critical concerns we had before the implementation of Rules 6-09 and 6-10, understanding our needs to have implementation of those rules extend for one year as outlined and being proposed here today.

We will continue to meet with the City of New York and the Taxi and Limousine Commission to evaluate ongoing economic conditions as they are affecting the black car industry.

In closing, let me say I am an advocate of the black car industry and have always been an advocate for regulation and enhanced industry and to improve the quality of life of drivers, members and corporate clients.

Thank you very much.
If you have any questions, I am happy to answer.

CHAIRMAN DAUS: Any questions?
COMM. GIANNOULIS: If you do see Vic, wish him well. He is a very nice guy.
MR. HAROUTUNIAN: I will.

MR. GIANNOULIS: I do have question now, maybe I am confused.
Was the black car rule not part of the lawsuit that occurred?

MR. FRASER: No, it was not. The black car groups have been in favor of the 25 MGP mandate, not opposed to it.

COMM. GIANNOULIS: So their sector was not affected by the judge's decision?

MR. FRASER: Yes. The legal distinction, I think, is that taxicabs are required to be new cars. Therefore, when we
put a mileage mandate the court included a
mileage mandate for vehicle manufacturers.
Black cars are not required to be new cars so
our position is that they are not governed by
that decision.
The decision to buy a used car is
remote from the manufacturer's choice of what
the mileage to manufacture.

COMM. GIANNOULIS: So we have no
reason to believe this rule was in any way
affected by the decision?
CHAIRMAN DAUS: Not according to our
Council and the Law Department. Not to say
there are other people out there with
different opinions.
COMM. GIANNOULIS: So we can vote
today without seemingly doing the wrong things
because this rule will be overturned?
MR. FRASER: This rule was not an
issue in the lawsuit. That's correct.
CHAIRMAN DAUS: I note for the
record that Victor, just for those who were
wondering, it is not a life threatening thing,
so he will be okay.
But to the best of my knowledge, met
with us and the Mayor's office, and expressed
their commitment on behalf of the black car
industry to continue exploring voluntarily
efforts, even during this deferral period if
there is something they can do to get more
hybrids on the road. Because they know it's
good for business. This is really an issue
that them and their users have come up with,
and we will continue to work with exploring
our options in these difficult times.
Any other questions?
(No response.)
CHAIRMAN DAUS: Motion to approve
the rules?
COMM. AROUT: Motion to approve.
COMM. WEINSHALL: Second.
CHAIRMAN DAUS: All in favor.
(Chorus of "Ayes."
CHAIRMAN DAUS: It's unanimous, thank
you.
Next item six is the pilot program
proposal for Commission action.
I am recommending a denial of the
propane fuel taxicab.
David, do you want to help us out and
explain why we are recommending denial?
MR. KLAHR: Certainly.
The proposal that you should see in
the packets for hybrid taxicabs that use
propane as a backup fuel, sp there were some
legal questions about this.
We discovered that the fire code of
the City of New York would present some
difficulties in implementing the pilot, namely
that it is legal in New York City to drive a
vehicle powered by propane. However, it is
illegal to transport propane or to dispense
propane. Therefore, you cannot have propane
fueling stations in the City. So we asked the
proposer how they intended to mitigate this
concern and they had three suggestions for us.
The first was to have the fire
department change the fire code. This seemed
an unlikely prospect for a taxicab pilot.
The second was for the Commission to
approve the vehicle in defiance of the fire
code. That also did not seem like a
reasonable suggestion.
Finally, the third suggestion was to
have vehicles refuel in New Jersey, which did
not strike staff as a good option. For
example, you are finishing your shift at JFK, we didn't want people driving to Jersey City
or Elizabeth, that would vastly increase
vehicle miles traveled, increase pollution not
decrease it.
So because of the restrictions put in
by the fire code, the staff recommends to
decline the pilot.

CHAIRMAN DAUS: Any questions?
We really don't have choice. I don't
mean to give propane a bad name. It's not
right for us right now. We are going on
various different paths towards other types of
alternative fuel. The only cities that have
it are Chicago and Las Vegas. It's a very
unique situation in Canada and Tokyo, very
different operations, different scenarios.
So while we don't want to close the
door to anything, this is not the right time
to be considering this, all right.
Any -- do we have a motion to deny
the pilot program?
COMM. AROUT: Motion to deny.
COMM. WEINSHALL: Second.
CHAIRMAN DAUS: All in favor?
(Chorus of "Ayes.")
CHAIRMAN DAUS: We are confident we
did the right thing by voting this down.
Any other questions on any other
topics?
Okay, I want to make a motion to
close the meeting?
COMM. AROUT: Second.
CHAIRMAN DAUS: All in favor?
(Chorus of "Ayes.")
CHAIRMAN DAUS: We are closed.
Happy Valentine's Day everyone.
(Time noted: 10:20 a.m.)

CERTIFICATION

I, MARGARET EUSTACE, a Shorthand Reporter and a Notary Public, do hereby certify that the foregoing is a true and accurate transcription of my stenographic notes. I further certify that I am not employed by nor related to any party to this action.

___________________________
MARGARET EUSTACE,
Shorthand Reporter