NYC TAXI AND LIMOUSINE COMMISSION

PUBLIC MEETING

held on Thursday, October 11, 2007

40 Rector Street
5th Floor
New York, New York
Public Meeting convened at 9:30 a.m:

PRESENT:

MATTHEW W. DAUS, COMMISSIONER/CHAIR
NOACH DEAR, COMMISSIONER
IRIS WEINSHALL, COMMISSIONER
HOWARD R. VARGAS, COMMISSIONER
EDWARD GONZALES, COMMISSIONER
LAUVIENSKA POLANCO, COMMISSIONER

CHARLES FRASER, GENERAL COUNSEL
CHAIRMAN DAUS: Could everybody take their seat, please. We are going to get started.

Good morning, everyone. I would like to proceed to Item 1 on the agenda, the Chairman's Report.

We have, first of all, another potential taxicab service disruption that is being planned for October 22nd. As the Mayor had stated, we are going to be taking a look at the contingency plan that was in place during the last taxi work disruption and we will be announcing any changes, if any, to it very soon. So you should be hearing something probably coming out of the Mayor's office, some type of announcement for the industry to know what the contingency plan will be.

On taxicab technology service enhancements project, a couple of updates. First of all, many of you may have heard that we have been sued in federal court. There was some litigation commenced to try to stop the program basically. Without going into all the legal theories, there was a motion for a preliminary injunction to halt the program
pending the lawsuit proceeding which the
plaintiffs had made, and the judge had denied
that about a week or so ago.

What that means is that the program
is allowed to continue, the roll out continues
in full force, but the underlying lawsuit does
remain pending and is going through discovery
and the usual motions that lawsuits go
through. So as we are moving forward, I just
want to give everybody a status update as of
yesterday. 24 percent, actually closer to 25
percent of all cabs, have been equipped with
the new taxicab technology.

The roll out is proceeding very
smoothly. Now it is at the inspection
facility where Assistant Commissioner
Schenkman and his staff are checking and
testing these vehicles and making sure that
they are all properly installed before a cab
is allowed to proceed onto the road following
an inspection.

We have also performed additional
quality control testing. Over 50 percent of
the units out there have been subjected to
additional ongoing rigorous quality control
and functionality testing to make sure that all the service level agreement components that these vendors are required to meet are being met.

The good news, of all those vehicles tested, 99 percent of them have passed every single service level goal that they are supposed to meet. And we are going to continue that live testing which involves also us taking the cars out ourselves, piloting them and testing them and running the credit card swipe through. The one area that may even improve further is the credit card swiping capacity, which now potentially could go to three to five seconds with one of the companies from start to finish.

The preliminary data that we have analyzed also shows that of those transactions over the last several months where people are using credit cards, that credit card tips are are averaging about 21 percent, which is higher than many people expected, somewhat what we anticipated. So we will keep an eye on that.

We have a couple of issues that we
are dealing with which the industry should
know about. There are some industry notices
and letters that have gone out over the last
couple of days that one of the companies
called Taxicab Technology has some issues not
relating to the functionality of the units,
but primarily relating to other requirements
under our contracts.

They must correct those issues within
30 days; otherwise, their contract will be
terminated. But they do have a chance to
correct those issues. Based on that, we have
sent letters out to all of the people who had
signed contracts with this company, about
2,200 medallion owners are affected. What we
basically did for them was we allowed them an
extension of time. We don't want those people
who were diligent in signing these contracts
to be affected adversely, so for anyone who is
scheduled to have an inspection or had
scheduled an inspection for October 1st
through November 30th who has a signed
contract with Taxi Technology, they will get
an extension until their next scheduled
inspection, which would be, obviously, four
months.

They still have to come for their inspection to get their vehicle inspected, but they won't have to show that they had the unit installed until the next scheduled inspection after that.

As of December 3rd, that doesn't apply. If you have a contract with Taxicab Technology and you are scheduled for inspection on or after December 3rd, you must have a unit installed.

Also, Garden In Transit, I am sure many of you have seen that there are flowers on many cabs out there. I have received many positive phone calls about, they look great. There are several thousands out there, we don't have an actual number. But Portraits of Hope, that is leading the volunteer effort and heading up the project, estimates that there is anywhere between two and 5,000. But everywhere you look if you stand on a street corner long enough, you see them. They look great.

We are going to also be seeing more about it on New York One. Everyone who was
involved with Gardens In Transit has been named New Yorker of the Week, so there should be a very, very nice spot on New York One this coming weekend.

Also the new taxicab logos that the Commission approved are out there. They look great. We get lots of compliments on them, a nice sleek inviting look. We anticipate that least 10 percent of the fleet have them at this point. That is confirmed. But there are also a lot of people that are voluntarily putting them on before their inspection. So everywhere you look you see flowers and these new logos, so it is very exciting this fall, new looks for our cabs.

The big news of the day is the medallion sale. We have a medallion sale update for all of you. There were a couple of seminars that were held, the first on September 28th and the second on October 3rd. They were well attended. This year we are going to have a streaming video of the actual seminar. For those of you who could not make the seminars to learn more about the ability to purchase a medallion in
our upcoming auction, you will be able visit
our website and watch the whole thing live.

We also had our first technical
workshop yesterday where people come in who
have already decided that they are very
interested in buying a cab medallion and want
to get some advice on filling out the
paperwork and how to go about applying at the
auction.

There is one more technical workshop
that is scheduled for Tuesday, October 16th
from 10:00 to 11:00 a.m., and also from 6:00
to 7:00 p.m. and I think those are being held
here at 40 Rector Street in this room.

The first auction will be for 63
accessible individually owned and operated
medallions. The minimum upset price has been
set at $189,000, which is a very, very low
upset price that we set to spark interest,
especially since there are additional expenses
that go along with purchasing an accessible
vehicle. So we hope that will spark a rise in
bidding.

We have bid collections scheduled for
October 26th, the 29th, and also the 31st,
from 9:00 a.m. to 12:00 noon at 40 Rector Street. The bids will be opened on November 1st. There will be one more final auction of accessible medallions at a date to be named in spring 2008, and that basically wraps it up for all of the medallions that we are legally obligated and authorized to sell.

The Rules Revision Project, I want to thank the Commissioners for spending a lot of their valuable time meeting with our rules consultants. We have a very aggressive timetable and schedule, which we are moving up very quickly. Basically everywhere I look around the office, I see these consultants from TATC swarming and interviewing people, including staff.

Most of the Commissioners have been interviewed, one-on-one meetings, talking about what they would like to see out of our rules, what they should look like, raising issues, and just a broad-based question and answer session. We also going to be extending that review and initial analysis by the consultants to the industry. So all of the major stakeholders in the industry will be
contacted and have those orientation meetings with the consultants.

And, in addition, at some point right after, that we will be holding focus groups with actual members of the industry that are more concentrated to basically get people's impression of what the rules should look like, and should read and how they should be organized. We plan to present the report to the Commission, and also some revised or clarified rules, before the end of the year.

So I want to thank you Andy Salkin and also David Klahr for heeding our request to work with the consultants to move this time frame up and get this done as soon as we can. A lot of the Commissioners are very exited about it. I got some positive feedback from the Commissioners that met with the consultants so far, so we are on our way.

We have a bill signing this Tuesday with Mayor Bloomberg. He basically signed a Bill that was passed through the City Council and will become law requiring that commuter vans stickers on the side. Initially Chairman Lew had requested that vans be painted a
different color. We didn't think that that was that workable in terms of solving the issue of passengers and law enforcement being able to identify the legal from the illegal vans.

The compromise that we reached, the administration and the Council, which I think is a good compromise, that we are going to have stickers that are going to go at various points on the van that are going to be designed by us to be foolproof, fraud resistant, going to have a hologram and very, very difficult to be replicated. The last thing we want is imposter commuter vans out there who have no insurance and aren't licensed and haven't been inspected, picking people up with some bogus stickers.

So that's something that will be brought to the Commission in some form over the next couple of months, and staff is researching the best way to come up with a prototype sticker, and at some point the Commission will have to vote on something to implement this new legislation.

We have two upcoming Commission
meetings, we are actually slightly off schedule. We are going to do the November Commission meeting on a Tuesday, which is November 13th, and go back on our regular schedule for Thursday, December 13th.

The November meeting we have the accessible dispatch program rules that the Commission has reviewed several times at prior meetings. There is going to be a public hearing on those rules. And we are hoping at the December meeting we will be able to have a public hearing on 25/30 miles per gallon requirements for the taxicabs.

Also, on a personnel note, I don't know if she is here, but we have an Urban Fellow, Kirsten, welcome. Kirsten Iler (ph) is joining our staff. For those of you who don't know about the Urban Fellow program, she is a graduate of Barnard, a recent graduate. Also studied at the London School of Economics.

The Urban Fellows Program is very prestigious program that the city holds where we actually don't interview and pick the scholars; they pick us, which is kind of a
vote of approval what we do is interesting and exciting and that we have good people to work with here. Basically the best and the brightest are selected by Commissioner Herst's staff at the Department of Citywide Administrative Services and they basically go to the different city agencies and they interview the agencies. And Kirsten was kind enough to select us, so welcome, and we look forward to working with you. She is going to be working on a lot of policy administrative and operational issues over the next nine months.

And last, but not least, I want to congratulate my colleague, Noach Dear, on his primary victory in the Democratic primary for civil court judge. Congratulations, Noach. I know it is not over yet, but mazel tov. And that's my report. Any questions, comments?

COMM. DEAR: First of all, thank you very much For your kind words and congratulations. I must tell you, this was an interesting experience for me, and the seven years that I am here, I can't believe it,
close to seven years, it will seven years in December, helped me a lot, both in the
campaign and where I am moving to. So I appreciate it, from staff, to my colleagues
here and to everybody else. Everybody out there helped me grow to where I am today, so
thank you very much.

I just want to, first of all, tell you that absolutely the logos, the New York City NYC logos, I might have resisted in the
beginning only because I thought we were putting enough demands on the cabbies. But it is something. I think it's great. The only thing I don't understand, I know we did it and let's move on, that is those paintings of flowers. I think people just try to figure what is that all about, someone having fun with graffiti or something.

But in all seriousness, we talked about this, and I don't know if we will take care of it while I am still on the Commission, but it is something you should talk about, and I made mention even when the Mayor announced the green cabs by Yahoo. And I thought the design on the cars then was really with taste
and was really great, but I understand now
that that was just for the demonstration. But
we should think about the future of
advertising or something for cabs besides just
the tops, something where -- you know, all
kinds of ideas came forward, with taste. We
could do it for special events and for
temporary, but I think we should take a hard
look, because people really look at cabs.
There is something about it, and if everyone
can benefit from it, I think it's a great
idea. So I hope you take a hard look at it.

CHAIRMAN DAUS: Duly noted.

Any other questions or comments?

(No response.)

CHAIRMAN DAUS: Okay, thank you.

Let's proceed to Item 2, Adoption of
the minutes from the September 10, 2007
Commission Meeting.

Any questions, changes, corrections
to the minutes?

(No response.)

CHAIRMAN DAUS: Okay, do I have a
motion to approve?

COMM. WEINSHALL: So moved.
CHAIRMAN DAUS: A second?

COMM. DEAR: Second.

CHAIRMAN DAUS: All in favor?

(Chorus of "Ayes.")

CHAIRMAN DAUS: Item 3, Base Licensing Application Review. Do we have a rep from Licensing here?

MS. STEELE-RADWAY: Good morning.

Licensing would like to present before the Commission 21 businesses with a recommendation for approval.

CHAIRMAN DAUS: Does anybody have any issues with any particular bases that are noted on the agenda?

COMM. DEAR: A lot of them are round two already, right?

MS. STEELE-RADWAY: All are round two?

COMM. DEAR: We finished already round one, okay. And did we find from round one to round two an improvement in their operations?

MS. STEELE-RADWAY: There are some bases that do have a large number of violations within the past two years.
COMM. DEAR: Again -- listen, I don't want to start this all over again, but a base owner shall not dispatch unlicensed drivers. And I thought after round one, we said we couldn't do anything about and we shouldn't -- for example, I am looking at one right now, A & R Golden Express. It looks like they take the cake.

I want to set it aside. I am not so sure we should approve it today.

CHAIRMAN DAUS: A & R Golden?

COMM. DEAR: Yes.

CHAIRMAN DAUS: Well, I guess we will have to do that.

MR. SALKIN: I just want to interject. You are point is well taken, and the Commission has talked a lot about that. And what we have been working on, really, at the Commission's direction, is putting together a set of enhancements, if you will, to the regulations placed on the bases and the drivers and the owners of the vehicles.

And I think it would make a 612-K-2 summons that you all look at, actually mean a little bit more than it really does mean. So
while today you are saying you are concerned
about two 612-K-2s, we have talked a lot about
this. The base, while the car was working for
them, it is unclear that the driver was
actually affiliated with them or if the driver
doing the right thing. So you could be
penalizing the base for something that they
don't even know is happening.

Now we talked about that being a
cconcern and the Commission has raised those
cconcerns, and that's why we have proposed
different sets of regulations that would set
some of the pressures and requirements, not
just on the base but on the vehicle owner and
the vehicle driver. Because right now, it is
missing from the loop.

CHAIRMAN DAUS: I actually don't know
if you were here for that meeting, but in
response to the concerns that I think you and
Commissioner Arout were raising, and everybody
kind of joined in, we basically, Andy and Sara
and the staff put on a whole presentation of
changes and reforms to address this issue.
And those are coming down the pike. And we
are hoping to get those on the agenda in
December, if not January, which will resolve a lot of these issues.

So while I understand you want to single this base out --

COMM. DEAR: I see quite a few of them.

CHAIRMAN DAUS: -- it would be inconsistent with what we have done in the past.

COMM. DEAR: That's what I heard in the first round. What is the difference between the first round and the second round?

MR. SALKIN: The first round was the first time we actually started enhancing the level of scrutiny on them and started requiring them to put in business plans and requiring them to fill out applications and they were given a lot more scrutiny. And we had many bases that had, for many years, not completed the full process because of the complexity and the bureaucracy associated with it.

So we streamlined the whole process. We created a lot more scrutiny. They now know they go in front of the Commission. The
Commission has rejected, or at least delayed renewal for several bases several times, and the word is out there that you have to at least have a minimum level of order. I think what we did two years ago, before we started, it was unclear what bases were performing at a high level and a lower level.

CHAIRMAN DAUS: The bottom line is that there are a lot of bases that are lazy, that are shoddy, that do inappropriate things, that do illegal things. And we can't really just gloss over this and paint it as some type of bureaucracy. I mean, some of these bases are bad bases with bad people and doing bad things and skirting the law.

And I think we all acknowledged that and agree to it. And we need tough penalties. We proposed tough penalties. There is a process. Lawyers have to draft the rules. We had a whole presentation that everybody seemed to have, I think including -- I don't know if you were here. And I think that is the solution. To start picking out these bases and singling them out out of the blue, I don't know if that is legally the best way to do it.
MR. SALKIN: The other thing I want to point out to Commissioner Dear is part of the new rules actually has the ability for the Commission to suspend or revoke licenses before the two years are up. So if this base, A & R Golden, is engaged in behavior that the Commission finds inappropriate and are convicted of those, you don't have to wait two years. I think that is also one of the things that also, as a loop hole, in the past, they wait two years and they can do whatever they want.

Well, that is not the case anymore. There's going to be penalties throughout the process.

COMM. DEAR: But you have here, there are three, A & R, New Relampago, and I think a third one I just passed it over. That are absolutely just defying us and, I think, spitting in our face by just laughing in our face and saying that they can operate with illegal cars. It's just --

MR. SALKIN: Again, 612-K is not an illegal car. It is a car doing illegal dispatching.
COMM. DEAR:    Right.

MR. SALKIN: But it doesn't say that
the car is a straight plate.

COMM. DEAR: A base owner shall not
dispatch unlicensed drivers.

CHAIRMAN DAUS: The other thing, too,
one of the rules that needs to be cleared up
is that the vehicle owner needs to bear some
responsibility in addition to the base. The
vehicle owners have a scam, quite frankly,
where they get a couple of these convictions
and they reregister their car in somebody
else's name, they have corporations that own
several vehicle ownerships.

There are really shady things going
on out there. We need to clean it up. When
these rules were passed 20 years ago, whatever
it was, when the industry first started
regulating, all these loop holes were kind of
created. We need to close them.

So I understand and I agree with you
that A & R has a horrendous record. There are
many over the past year that have horrendous
records. And I think I would opt and just beg
your indulgences, Commissioner, that we should
actually vote on this just to be consistent, noting for the record your legitimate concerns.

COMM. DEAR: Just a question: What is a straight plate? What violations would that be?

MR. SALKIN: Again, the straight plate is real complicated because, in theory, a straight plate is not affiliated with a base.

COMM. DEAR: Right, so what would the violation be?

MR. SALKIN: But that doesn't apply here because this is bases. So straight plate, those are separate.

COMM. DEAR: I am talking about if a base dispatched a straight plate.

MS. STEELE-RADWAY: You mean, the actual violation?

COMM. DEAR: Yes. What would it be called?

MS. STEELE-RADWAY: It's either K-1 or K-2.

MR. SALKIN: We will get you the information exactly, but the problem is it is
still vague on what the penalty is for the base for doing that.

COMM. DEAR: So the base doesn't get charged for that?

MR. SALKIN: There are different charges for base. What Commission Daus is suggesting is that the vehicle owner is completely exempt from anything and the drivers also sometimes get exempt.

What we are trying to do in the new rules package is provide the relationship between the base and the vehicle and the vehicle and the driver and have it all tied in together, so that up and down the chain, there is responsibility. And right now, one of the things we have realized over the last two years is the responsibility through the rules falls a lot on the bases and requires the bases to have oversight of activities that, in theory, they make the argument to the Commission that they don't have oversight on, given the way things are written and the way that the practice is.

CHAIRMAN DAUS: Commissioner Gonzalez?
COMM. GONZALEZ: One general comment, Mr. Chairman and Commissioner Dear.

With respect to this particular violation, I share your sentiment as far as being concerned and what have you. One thing that did come out, at least in the initial scrutiny, is digging a little deeper into what goes into this violation. It kind of broke it up, and at least in my assessment, there are two types of violations, one that is administrative and one not administrative.

The administrative one would be, say, something where a base is unaware that they dispatched an unlicensed driver because they didn't cross-reference on a daily basis to a list here at the TLC. And I think in our initial discussions on this issue, that's one of the things that I think that we can work towards just correcting. Let's just nail down the administrative ones and then let's start dealing with the more serious violations that sort of fall under this 612-K-2 umbrella.

One of the things I would like to, either, Andy, or possibly, Pansy, with respect to this particular violation, is there a way
to I guess add a little more context around what exactly the violation was. I mean, if it is, say, something that is more administrative?

MR. SALKIN: What we can do is, going forward, in the base summary, we will read the result of the case and we can provide a little synopsis if it is something that warrants, a situation where the base is clearly egregious and behaving inappropriately, you are saying add that kind of context?

COMM. GONZALEZ: Yes. Adding that kind of context, I think, would enable us to make --

MR. SALKIN: Footnotes to the summons, a summary page.

COMM. GONZALEZ: Yes, on this particular violation.

CHAIRMAN DAUS: That's a good idea. We can do that?

MR. SALKIN: Yes.

CHAIRMAN DAUS: For the record, Commissioner Polanco has joined us.

So does anybody want to make a motion
on this?

COMM. DEAR: I make a motion to approve with reservations.

CHAIRMAN DAUS: Duly noted.

Is there a second?

COMM. WEINSHALL: So moved.

CHAIRMAN DAUS: All in favor?

(Chorus of "Ayes.")

CHAIRMAN DAUS: Okay, it's unanimous.

And also we have a denial, right?

MS. STEELE-RADWAY: Yes, that's correct. With a request that the Commission grants an additional 30 days so that they may correct the outstanding items.

COMM. DEAR: And what is the denial for? Why?

CHAIRMAN DAUS: Not completing paperwork.

MS. STEELE-RADWAY: That is B02015 for their '06-'07 contract and Department of Finance.

CHAIRMAN DAUS: They haven't paid their city taxes.

MS. STEELE-RADWAY: Correct.
MR. SALKIN: Again, this is basically something we couldn't have done two years ago where the staff is basically saying here's a base that is up for -- they didn't complete their paperwork, they seem to not want to complete it pay their taxes in this case, so we are recommending them for a denial.

What the Commission has decided to do with that is give them one more warning, that is what you are voting on now, we are going to give them a 30-day notice to get it all together, then we will let them proceed. But if they don't, they are done. And that's something we couldn't have done two years ago.

COMM. DEAR: Do I have a motion to deny?

COMM. GONZALEZ: I will make a motion.

CHAIRMAN DAUS: A second?

COMM. DEAR: Second.

CHAIRMAN DAUS: All in favor?

(Chorus of "Ayes.")

CHAIRMAN DAUS: Okay, let's get all those FHV reforms on the calendar no later
than the January meeting, let's try to move
towards that.

COMM. DEAR: December will be my last
meeting.

CHAIRMAN DAUS: We will try to get
it on the December calendar. We have to work
late nights in legal. They are already
working late nights, they will have to work
into the morning.

Item 4A on the agenda is a proposed
pilot program for Commission action.

Assistive Audio: Hearing Loop Technology. I
would like to ask David Klahr from our staff,
as well as Fred Palm from Assistive Audio, if
he is here, join us.

Before I turn it over to David, he is
going to talk a little about this proposed
pilot program, which I am recommending to the
board for approval, I would like to first
thank Janice Shachter (ph) who is here today.
Janice appeared before the Commission before.
We have had numerous interactions and meetings
with her, and I can basically say that there
is no way that this would have happened if it
wasn't for you. You have done an outstanding
job of being an advocate, of educating us in this new technology, which is something that we, quite frankly, just didn't know about.

There are a lot of advances that have been made in this area to help people with hearing impairment, and it is, really, quite fascinating. And we will learn a little bit more about it today. But after seeing it and learning more about it, thanks to Ms. Shachter, I would basically recommend that we approve the pilot to the Commission. And that's why we are here today.

Thank you, Janice, you have done an outstanding job. And we appreciate, even though it may seem like it was a long road to get here because there is a lot of process, at the end of the day, it is for the best. So thank you.

David?

MR. KLAHR: Good morning. My name is David Klahr from the office of the First Deputy Commissioner.

As mentioned earlier by the Chair, we have been approached by several advocates, individual citizens who are interested in
seeing specific assistive technology in
taxicabs. Among them were induction loops.
Since we didn't know very much about this
technology, we issued a Request for
Information just to get as much information as
possible to make a good recommendation for
Commission action.

So within the Request for Information
responses, we heard from a wide variety of
people, including nine individual citizens,
all of whom supported assistive technology in
taxicabs. We also heard from two advocacy
groups, the League for the Hard of Hearing,
which specifically supported induction loop
technology, as well as the Hearing Assess
Program, which also specifically endorsed
induction loop technology and also gave us a
great deal of technical information on it.

We also hear from two individual
manufacturers, Ovo Window Audio, which is
based in Colorado, they are an actual
manufacturer of the systems, and then
Assistive Audio in Ohio, which sent a
representative to talk to you today. And they
are an agent and distributor of Ampetronic
brand induction loop systems and they also perform installations.

So as the Chair had mentioned earlier, the staff is recommending the pilot program that Assistive Audio proposed as a result of this Request for Information. And so they would use the induction loop technology, which they will tell you more about in a moment.

Staff also thinks that additional manufacturers might be interested in providing this technology for taxicabs. There are several manufacturers out there. But we also want to make sure that there is enough testing to make sure that it is appropriate for the New York market, that it fits well in the standard New York City taxicabs, that it is usable for people who are hard of hearing, and that it is durable enough to stand up to kind of the beating that our taxicabs take on a yearly basis.

So we are recommending that the pilot move forward and that we come back to the Commission with a report after about six to 12 months of testing, which should be sufficient
to determine if these are the right solution
for this particular issue.

Just to give you a little bit of
background on induction loop systems before I
pass on to Fred, how they work is they
transmit sound directly to a properly equipped
hearing ring. So this is not like a
loudspeaker within the cab, although it can be
integrated into a loudspeaker system, this is
something that will transmit directly to a
person's hearing aid or a cochlear implant.
So any hearing aid that is equipped with what
is called a T coil can receive these
transmissions.

And this is fairly common technology
worldwide. It is in wide use in the United
Kingdom, Scandinavia, Israel, Australia.
Really, around the world this is a very
popular technology. More than 50 percent of
American users of hearing aids have the
technology already. I have been told that it
is more than 60 percent at this point and new
users are added every day. And here in New
York, there is already a presence of this
technology in a lot of tourist attractions and
There is new technology being added every day in lots of different institutions. Parks Department is working with it. The National Park Service is working with it. So this is a fairly common technology.

So what I would like to do is bring Fred up, talk a little bit about his firm and the technology that they specifically provide.

MR. PALM: Thank you.

I returned to the U.S. from the U.K., I had lived over in Europe for a number of years. Ampetronic is the largest designer and manufacturer of this type of equipment in the world, okay.

We have the longest warranty in the business, five years. As David pointed out, the beauty of these systems is the simplicity of this. It's in your hearing aid, so you always have your receiver with you. This is the only solution that is really effective in what we call transient environments. We are using these in the London subways. We are doing some work here with New York subways. We are going to do this pilot proposal with
We think you will be very pleased with the simplicity of this. It is relatively inexpensive, invisible installations. It should be, I think, a very good program.

The only one thing that I would want to caution anybody, there are standards for this technology, which is an IEC 60118-4, which is an international standard dealing with field strength and frequency response. This can be measured. I don't want to bore you with this, but you can do this with a third octave sweep. This is critical for the intelligibility of speech for the end users.

So however this plays out at the end, you want to be sure that whatever is installed meets the standard.

I will be happy to answer any questions that you guys have about this. I think you basically understand, we are going to take an audio input from a driver or we can take it from the TV screens or whatever you guys want to use, the driver talks, it goes into an amplifier, you drive a current around the passenger compartment of the car, people
switch to the T switch on their hearing aid,
they can hear, okay.

It eliminates all background noise
and greatly increases the intelligibility of
speech.

CHAIRMAN DAUS: We have some industry
folks that are lined up as volunteers, right?

MR. PALM: I am sure we can get the
League of the Hard of Hearing.

CHAIRMAN DAUS: Is the MTBOT
involved in this?

MR. GIANETTO: We spoke to Fred.

MR. PALM: We were going to work
with Joe. I believe we would like to do 15
cabs. I believe that's acceptable.

CHAIRMAN DAUS: Great.

MR. PALM: And I had some earlier
conversation with a Jennifer Palmer, who I
understand is now at City Hall.

CHAIRMAN DAUS: She has moved on.

MR. PALM: She has moved on. And
Jennifer suggested that what we needed to do
was get 15 yellow cabs. And I don't know how
you guys are doing this with these wheelchair
accessible, I don't know if that would be what
we would want to do with these. I was going
to work with Joe to try to get a hold of 15
owners or medallion holders, whoever we have
to get to put these in.

   CHAIRMAN DAUS: We greatly
appreciate, obviously, the fleets, the
medallion owners that are willing to
participate in the pilot, so thanks.

   Commissioner Gonzalez, do you have a
question?

   COMM. GONZALEZ: Yes, two quick
questions.

   One on the installation process. The
wiring, is it exposed within the cab or behind
panels?

   MR. PALM: No. The top of a vehicle
is actually called the headliner. You pop the
headliner out, put the cable up, you reaffix
the headliner, it's invisible.

   We actually put one of these in
Monday with all the -- Taxi Instrument, I
believe was the name of the firm over in
Queens. This will be down here after you guys
are done, if anybody wants to go down and see
it or hear it or listen to it. It's
COMM. GONZALEZ: And how long does the installation process take?

MR. PALM: I would think this installation process would be down to about 30 minutes after you do the first couple. It's relatively simple. A liner pops off, you run a couple of turns of cable, affix it to the headliner by stapling or tape, pop the headliner back up and you are ready to go.

COMM. GONZALEZ: One last question. You mentioned a five year warranty. What is the actual useful life of the unit itself?

MR. PALM: We will give you a full five year warranty. This is pretty simple electronic equipment. I would imagine this would run years, ten years. It's very simple, it is very small units and there is nothing esoteric about this at all.

COMM. GONZALEZ: Okay, thank you, Fred.

MR. PALM: You are welcome.

CHAIRMAN DAUS: Any other questions?

(No response.)

CHAIRMAN DAUS: I would like to make
a motion to approve the pilot program that is
outlined in the booklets.

COMM. WEINSHALL: How long is the
pilot program for?

CHAIRMAN DAUS: It is for a maximum
of 13 months.

COMM. DEAR: I second that motion.

CHAIRMAN DAUS: Actually, to make
that motion, I would like to refer to a
handout to make it part of the record, a
statement of outline for the pilot program to
test induction loop technology in medallion
cabs. We can make copies available for the
public as well, but all the Commissioners have
had it in their books and it is now in front
of them.

Basically I think you touched upon
the main components of it in your
presentation.

MR. KLAHR: That's correct.

CHAIRMAN DAUS: So I have a motion
to approve and Noach seconded it.

COMM. DEAR: I just want to make one
comment. We should thank MTBOT for their
cooperation, because every time we have a
pilot or we want to do something, it is always
them coming forward. So the fleets are always
stepping up to the plate. I know they get
beaten up a lot of time, so I just want to
commend them for all their work and the
cooperation they have given us.

CHAIRMAN DAUS: Absolutely.
So we have a motion with a second on
the floor. All in favor?
(Chorus of "Ayes."

CHAIRMAN DAUS: Okay, it's unanimous.
Thank you and congratulations. We
look forward to working with you.
That's it. Any other comments,
questions, issues?
(No response.)

CHAIRMAN DAUS: Great.
A motion to close the meeting?
COMM. WEINSHALL: So moved.

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

CHAIRMAN DAUS: Have a good weekend
everybody.

(Time noted: 10:10 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