NYC TAXI AND LIMOUSINE COMMISSION

Public Meeting

Held on Thursday, November 19th, 2009

40 Rector Street

5th Floor

New York, New York 10006

1:00 p.m.
APPEARANCES:

MATTHEW W. DAUS
Chairman, Commissioner

HARRY GIANNOULIS
Commissioner

LAUVIENSKA POLANCO
Commissioner

ED GONZALES
Commissioner

IRIS WEINSHALL
Commissioner

CHARLES FRASER
General Counsel
COMMISSIONER DAUS: Good afternoon, everybody. Can we take our seats. We're actually, we're working from a revised agenda. It was revised this morning actually, I apologize.

First item, the Chair's Report. I know its been a little confusing because we've changed our times. We're going to potentially be, because of Commissioners' schedules, we're looking at different dates. I know we usually do the second Thursday in the morning. It's turning out to be a conflict. We're actually here today and in December in the afternoon because it's hard to get everybody together given the schedules of the Commissioners. So we're going to try to come up with, we're going to poll the Commissioners over the next couple weeks to try to come up with, at least for the new year, a date most likely in the morning but a date that will work, the first or second Tuesday of the month, whatever that might be but it's probably not going to be the second Thursday of every month anymore unless things change. But we will let you know that soon, probably by the December meeting, so at this
point people can plan ahead.

The first item I have is the Accessible Dispatch Report. As I promised every month, as of November 15th these are the numbers. To date we've had 4,277 dispatches. We've completed 3,821 trips as of the 13th of November. And cancelations, we've had 455. The average wait time is about 36 and a half minutes. On average, the number of daily dispatches is 8.5. Those numbers have remained fairly consistent.

Item 2, Distracted Driving and Cell Phones. As you know, we had a staff presentation last week, I mean last month and we had some very good comments from the Commissioners. I want to thank Commissioner Giannoulis in particular for pointing out some good ideas about how we deal with the business needs of the limousine, black cars and livery industry. We took that advice to heart and we went back to the table and we had meetings with several stakeholders. Personally and either me or my staff will be meeting with everyone who wants a meeting and we will be continuing our outreach between now and the December public hearing. We actually drafted
rules, which are subject to change, which are in
the back, posted on the website and City Record
and the Commissioners have them and I think most
of the industry folks have them. So I'd ask you
to get your comments in early. Some of the
drafting is challenging, I would say at the very
least for some of the things that are being
proposed, such as exemptions and technologies, so
Chuck and his staff have his work cut out for
him. I'm confident he can pull it together but
rather than waiting until the last second, I'd
appreciate it if we could get the comments in
earlier. The next Commission meeting will be
December 17th at 1:30 p.m. At that point, we'll
be having a public hearing on cell phones among
other things.

We are moving along on our Rules Revision
Project. We are going to vote on some more rules
today. But the next Rules Revision hearing topic
will be Medallion Owners, Chapter 8. We do not
have a hearing date yet but we'll advise everyone
as soon as we do.

On the FHV rules, the limitation we
currently are seeing is a 53 percent failure rate
on initial inspections, 21 percent on reinspections. We are also continuing to work actively on the training component, we should have some results soon. I know Commissioner Polanco is interested in that.

We also have continued our outreach. I don't know if there's been a rule that we've been as reasonable on in terms of enforcing as the new requirements for the Bill of Rights, the license posting and the decals. I think we've been very reasonable given the circumstances, in terms of outreach, getting people to cooperate. I think there's a decent level of compliance but in the next week or two, I'm going to be announcing a firm enforcement date. If you look at the penalties, they are pretty stiff penalties. So when I announce that enforcement date that's the last call. Deputy Commissioner Mullings is going to be going out there with everybody. If you don't have your license sticker, you are going to be pulled off the road. I'm giving everybody warning. It's been 6 months since we passed the rules. I think we've been reasonable and after talking to some of the Commissioners and some of
the staff, we are going to have to announce an enforcement date at some point. We will do that shortly and it'll be a firm date, everyone will know about it and plan accordingly. So if you're from the FHV industry and you represent a trade group, you need to get the word out that this is going to happen.

COMMISSIONER GONZALES: When you get an opportunity, I'd like to know how many inspections were done and also how many, what was the most common failures for these inspections.

COMMISSIONER DAUS: We could get that for you.

COMMISSIONER GONZALES: These are all DMV inspections, right, at our facility?

COMMISSIONER DAUS: At our facility. We're DMV certified. So try to get it together if you can before the meetings over.

Also, on group rides, we've made some progress. If you remember at the State of the City address, the Mayor at the beginning of the year asked the TLC to come up with some plans that we all voted on, some pilot programs that we're looking into at the Commission meetings I
think in the spring. So I'm happy to announce that three of them are almost ready to go and the livery stand or Satellite Bass Project is also almost ready to go. So within the next week or two we'll be announcing a request for participation in that program and we hope before the year's over to actually have at least three group ride stands up and running. I'm not going into the details because Assistant Commissioner Epstein is going to be doing the staff presentation to update the Commissioners here today. She'll brief us on it and I just want to thank and commend everybody for working on this and I want to thank the DOT, the Port Authority and also the Business Improvement Districts we've been working with because we couldn't have gotten this far so far without their help. This is not something we can do on our own.

Last but certainly not least, we have a major, major personnel announcement, which I'm sure many of you know already because word travels fast in this industry that our first Deputy Commissioner is unfortunately going to be leaving us but fortunately not leaving the City
family. He's going to the Department of Finance.

I don't know if that makes him more beloved or
not, I'm not really sure than the TLC but, you
know, certainly I can't believe that 5 years, I
think it's about 5 years have gone by since he's
been here. When we welcomed Andy at the TLC, I
think the thought was we hadn't had for many,
many years somebody even from the days of
Commission Chair Delvalley, he had Brucaley, he
had a research unit. Many years went by without
studies and research and statistics that are the
quality and level that Andy's been able to pull
together for us and, you know, really I think you
need to balance taking action and doing things
and not just sitting on studies all day but I
think we found that balance with Andy. I think
Andy helped make sure that when we brought a
higher level degree of sophistication in terms of
research and studies and analysis to basically
not just promote transparency but come to the
truth. Sometimes we hear things from owners and
drivers and people on the street and even within
our own staff ranks, people have different
opinions on what the earnings are. Andy helped
spearhead many major reforms with us over the last 5 years. There's just too many to name and he's really been an indispensable part of our staff and he hired some very good people that he's brought onboard and have done great and we're going to miss him tremendously. So I wanted to first of all thank you, Andy and we're going to miss you. We hope we have projects we can work on with you over there, though I doubt it. He's going to be Deputy Commissioner of Operations; is that right? So I want to thank you and commend you for all your work here. I know some other Commissioners might want to say a few words as well.

COMMISSIONER WEINSHALL: I just want to make a presentation to Andy, if that's all right?

COMMISSIONER DAUS: Good, good.

COMMISSIONER WEINSHALL: Why don't you open this first.

I just want to say that, I just want to say that I met Andy in 1997 when he came to work with me at DCAS and the thing that always struck me about Andy is he's an idea guy. And he was in a unit that was really called upon to come up with
new and innovative ways for City Government to do both procurement and real estate and personnel. And Andy was so good at what he did that Deputy Commissioners wouldn't let him on their floors. They didn't let him roam around and talk to staff because inevitably when he did that, he came up with somebody that most Deputy Commissioners didn't want to do but in the end we did do it and it worked out well.

Then Andy came with me to DOT. For those of you who don't know, Andy really after 911, I think he was one of the more instrumental people in getting Lower Manhattan moving again. And there were actually days and weeks that Andy never went home. He just stayed at the office and really worked really hard to try to get the City back up and operating.

When Matt was looking for a First Deputy a number of years ago, he and I talked about possible candidates and I said, even though Andy would be a great loss to DOT, he would really be a great addition here at TLC and he has really proven himself to be just that, starting with the fair increase a few years ago. I know a lot of
people from the industry are in this room and
they know about the back and forth that we had at
City Hall but we got it done, all the technology
improvements, now the new rules change that we're
going through at the TLC and Matt sort of touched
on this but I really have to say, you know, you
can tell a lot about a leader by the staff that
they hire and the staff that they bring with
them. And I have to tell you, Andy, I think
you've assembled just a spectacular staff here.
I just want to end by saying that those in
elected government, we serve because we care
about people, we really care about the City and
we really care about the job we do each and every
day and I think Andy really just qualifies in all
those categories. He's a great, great civil
servant, so I want to wish you all the best in
Finance.
COMMISSIONER DAUS: Thank you Iris. Anybody
else want to say anything?
COMMISSIONER GONZALES: Yes. Andy, just
like to say thanks again for helping my personal
transition from being solely from the private
sector to come into the government and to really
appreciate for everything that the public sector here does and can do. You're going to be missed here but I'm glad you're still with the City.

COMMISSIONER POLANCO: I too echo Commissioner Gonzales's expression. And I want to thank Andy because the first day that I got basically sworn in as a Commissioner, the first thing he did, I really wanted to see the industry, so we took me down to Woodside and basically showed me around and I really appreciate that. We'll definitely keep in touch and I appreciate everything that you've done for me. Thanks.

COMMISSIONER GIANNOULIS: I also want to thank you and congratulate you on your new job. It sounds interesting and exciting and look forward to seeing you there.

COMMISSIONER DAUS: I've asked Andy to say a few words but before we do that, we didn't have time to get him together the plaque that we would like to give to him but we will at some point present that to him. Traditionally what we do is we take the badge and we laminate that, so we will bring you back to do that. But for now, we
have something that I'd like to read and ask you
to come up and join us so we can take a photo
with the Commissioners. This is a plaque
presented to Andy with great gratitude by the TLC
for your dedication, to excellence in public
service, which was an inspiration to us all. In
your hands, statistics were more than just
columns on a page, they were a universe of
questions answered and knowledge revealed.
Congratulations, Andy. Why don't you join us for
a photo.

(Whereupon, photographs were taken.)

MR. SALKIN: Thanks very much for that, Matt.

I want to thank Matt for the opportunity and
for his leadership over these, oh gosh, 5 years.

Iris, obviously I want to thank you so much
for the opportunity and guidance you've given me
to clean up the City. I feel very fortunate to
continue that.

And to all the Commissioners. I think, I
want to thank you all for teaching the agency to
work with you and all the good things you've done
for the citizens of New York and the riders. No
one reports on that. They report on the things that the TLC does. I appreciate you guys coming out all the time to these meetings, you're unpaid and lobbied and hassled but I think it's been great stuff. I think the industry is, the Commission that I see today was a very strong one, so thank you for all that.

To everyone here, I've been listening and talking to people. It's been great to hear things of all the different things we did. I do want to thank the staff that works here, that was here, that came and worked with me, you guys are great. I know the TLC is really in great hands, so keep up the good work and keep making me as proud as I am today.

To the industry, going way back to the first time we toured and learned all about the industry and knew nothing, you were great and you really opened up and explained a lot and shared a lot. I think because of your willingness to share and help make sure the industry understood, we did a lot of really great things.

And to the drivers who worked so hard and you do work hard, you're under appreciated and
people might not understand everything you do. Keep up the good work and hopefully have a good holiday season. And really to the riders of New York, who looks like none of you are here and I want to thank all of you who are the riders because you don't really know what the people in this room do. Since riders don't come to the meetings, let me represent a rider. I want to thank everyone here for providing service to New York, whether you're an owner, a car owner, a licensee, a driver or Commission or member of the Commission, someone who works here, over 1.2 million people get rides everyday from TLC regulated vehicles. They go from point A to point B. Everyone talks about the MTA, everyone talks about the Staten Island Ferry, people talk about how they get around the City. One of the ways you get around New York is you get around in a taxi, a Gipsy cab as people still call them and no one really knows how that works except for the people in this room. You guys really in this room, as I look around, there's some people missing that you guys know and keep up good work, keep up the good
service.

I hope in the Mayor's final term, you can continue to expand and improve. I think a Times article came out a couple of weeks ago saying how New York leapfrogged other taxi industries and provided services to the passengers with credit cards and other services within the cabs is tremendous. I think it's Matt who I think trying to get the chain rules and things we're doing now are leapfrogging the service that's being provided to the City, not just in one part of the City but all over the City and what future might hold better, which are better vehicles, cleaner vehicles, smarter vehicles, better drivers, smarter drivers that are compensating everybody, cheaper fairs, I don't know what it is but I know this agency can do that and I think everyone in this room can do that.

I look forward to being a passenger, I look forward to filling a complaint and complements. But for that as a passenger/rider, thank you everyone.

COMMISSIONER DAUS: Thank you, Andy.

So Item 2 on the agenda is the Adoption of
the Minutes. Any questions or concerns?

(No response given.)

COMMISSIONER DAUS: A motion to approve?

COMMISSIONER POLANCO: I move.

COMMISSIONER DAUS: Second?

COMMISSIONER GONZALES: Second.

COMMISSIONER DAUS: All in favor?

THE COMMISSION: (In unison hands raised.)

COMMISSIONER DAUS: Minutes approved.

Comission Item 3, Base Applications. Georgia?

MS. STEELE-RADWAY: Good afternoon.

Licensing would like to present before the Commission 26 bases with a recommendation for approval.

COMMISSIONER DAUS: Do we have a motion?

COMMISSIONER GONZALES: Motion to approve.

COMMISSIONER DAUS: Second?

COMMISSIONER POLANCO: Second.

COMMISSIONER DAUS: All in favor.

THE COMMISSION: (In unison hands raised.)

MS. STEELE-RADWAY: Licensing is recommending one base with a recommendation for denial with a request that the Commission grants an additional 30 days so that they may present
the outstanding items.

COMMISSIONER DAUS: Motion to deny?

COMMISSIONER GONZALES: Motion to deny for 30 days.

COMMISSIONER DAUS: Second?

COMMISSIONER WEINSHALL: Second.

COMMISSIONER DAUS: All in favor?

THE COMMISSION: (In unison hands raised.)

COMMISSIONER DAUS: Thank you, so denied.

MS. STEELE-RADWAY: Thank you.

COMMISSIONER DAUS: Thank you, Georgia.

Item 4, For Commission Action, the Rules Revision Project, Item A, Chapter 18, Adjudications. I'm going to turn it over to Chuck Fraser. Chuck?

MR. FRASER: This is the 13th TETC chapter to come before the Commission for conditional approval. This is proposed Chapter 18, which would replace existing Chapter 8 relating to Adjudications.

We published the rules for the required 30-day comment period. We received two written comments and we had three speakers at the public hearing. The comments, both written and
testimonial were overwhelmingly for subsitive [sic] changes to be made to the rules and so we're deferring those to phase three of the Rules Revision Project. There are three changes that we did make to the proposed rules as they were published and the Commission has both the revised rules, the transcript of the public hearing and copies of the written comments. So the staff is recommending that this chapter, like the previous 12, be conditionally approved subject to further vote after the remaining six chapters are approved.

COMMISSIONER DAUS: Does anybody want to make a motion to approve?

COMMISSIONER WEINSHALL: So moved.

COMMISSIONER DAUS: Second?

COMMISSIONER GONZALES: Second.

COMMISSIONER DAUS: All in favor?

COMMISSIONER POLANCO: Are there any comments basically from the industry today in terms of them approving these rules because from what I see here, you mentioned that there have been several subsitive [sic] changes to Chapter 18. I want to know more about them. You specify
6 of the bullet point statements and I know you mentioned consist, that is mentioned, I'm sorry, consistent with local law, consistent with practice to fully incorporate the provisions of local law.

MR. FRASER: The local law that that refers to is Local Law 16 of 2008. We did a rule making, we were under a fair amount of time pressure because the local law had a very short effective date and we did a rule making to implement it and we found consistently as we've gone through the chapters that we missed points. So these are subsitive[sic] changes to the old rules but they're also legally mandatory because they're mandated by Local Law 16 of 2008.

The one on the vehicle towing and storage fees, we've updated that because the vehicle towing and storage fees are not what the rules say they were. We use some, Deputy Commissioner Mullings would have to explain this. We use a different towing than we used to and so it has a different fee and we do storage at the PD's pound so it's the PD's fee, so we updated the rules to reflect that.
COMMISSIONER POLANCO: I'm sorry, when local law to fully incorporate the provision of local law, they are items that are mandatory?

MR. FRASER: Yes. The local law was passed and as I said, we did a rule making at that time to implement the requirements of it but as we've gone through, we found, you know, as we've been doing this comprehensive revision, we have found a number of instances where we didn't fully, we didn't get everything, so we are correcting that now.

COMMISSIONER POLANCO: We cannot wait until the phase --

MR. FRASER: Our preference, we have a rule that's actually not legal. We would prefer to do it now. It is true we are not making subsitive [sic] changes in this rules revision in a general manner but we have a rule that doesn't comply with statutory law, we have been changing it. This is the most we've had. Usually it's one or two changes in a chapter and this is I think six and that is the most but then Local Law 16 was about Adjudication, so I think three or four of the points here are Local Law 16.
COMMISSIONER DAUS: You've made, the way
we've been working this is that we've been having
public hearings separately and we give you the
transcript. I think you did make some changes
that the Industry wanted you to make, correct?

MR. FRASER: We made three changes that were
requested. They were not subsitive [sic]
changes. They were changes where our drafting
was not as clear as it should have been, so those
were not subsitive [sic] changes. Those are not
listed, therefore, in the listing of subsitive
[sic] changes in the bank.

COMMISSIONER DAUS: Are you going to vote
for, against it or abstain or do you want more
information?

COMMISSIONER POLANCO: I think I'll need
more information because I know that we do, from
what I've noticed from the hearings, the comments
are attached but then I don't hear the reply from
the other side.

COMMISSIONER DAUS: We actually, there
was --

COMMISSIONER POLANCO: Well, basically I
hear the changes.
COMMISSIONER DAUS: I apologize but there was an memo that we e-mailed yesterday to all the Commissioners, sorry for being so late. But Chuck went and itemized every point and responded to every single one. You didn't get that?

COMMISSIONER POLANCO: No.

COMMISSIONER DAUS: If you're not comfortable, we'll just table it.

MR. FRASER: There was an unusually large number of comments this time, I believe came to 99 total comments, meaning not commenters but points made in the total comments.

COMMISSIONER POLANCO: Correct.

MR. FRASER: So it took longer than it usually does to summarize them.

COMMISSIONER DAUS: If you want, we'll just table it.

COMMISSIONER POLANCO: Can you? I'd feel more comfortable.

COMMISSIONER DAUS: Yes because you only did get the memo yesterday, so that's fine. Why don't we table this and we'll bring it back up at next month's meeting.

COMMISSIONER GIANNOULIS: Is there specifics
we could discuss now, if you want to go forward?

COMMISSIONER WEINSHALL: Why don't you let her get comfortable with the memo. It's a rather full memo, I read it. So why don't you let her read it and then vote in December.

COMMISSIONER DAUS: Okay. Sounds good. We'll table Item 4 A.

The next item is Item 5 A, Pilot Program Proposal For Commission Review and Action, called the Blade. David Clar is going to show us what the Blade is.

MR. CLAR: Hi. Good afternoon, everybody. I did bring in the Blade. We don't, vehicle pilot I can't bring in to show you but this kind of mechanical pilot I can.

What this is is a device intended to go on the end of a tailpipe of a car. It comes in two pieces. There's inner, we'll call it a sock for lack of a better word and then an outer housing. You can see it screws on by a kind of a screw and bolt assembly.

What this is is a device manufactured by a company called Saber Tech and we received a proposal from a distributor of this device called
Drive the Change based in Pennsylvania. The intent is you put this on your tailpipe of your taxi or for-hire vehicle and the sock captures much, if not all of the particular matter that is supposed to be coming out of your tailpipe. And then Drive the Change also claims this will improve your gasoline mileage. All though, when we replied to them and asked them to explain how that happens, they were unable to do so.

The device is similar to a lot of other devices that have already been looked at over the last 20, 30 years by the EPA, none of which have proven to be a really substantial contribution to either reducing emissions or increase mileage. If people in the industry really want to drastically reduce their gas consumption and drastically reduce the amount of pollution, they should buy a hybrid electric vehicle, which is consistent with the City and the Mayor's policy in general.

Therefore, the staff's recommendation on this particular pilot is to reject it and to kind of move on to more general policy solutions to this problem.
COMMISSIONER GIANNOULIS: In honor of Andy Salkin, I will not complain about anything today and I put a motion in to reject the Blade.

COMMISSIONER DAUS: Do we have a second to that motion?

COMMISSIONER WEINSHALL: I second.

COMMISSIONER DAUS: All in favor.

THE COMMISSION: (In unison hands raised.)

COMMISSIONER DAUS: It's so rejected.

MR. CLAR: Thank you.

COMMISSIONER DAUS: The next item is Item 6 A. We have a presentation by staff involved with the NYC Media Sticker. I know we have from the Mayor's office of film, theater and broadcasting we have both Ally Cleaver and Todd Asher with us. I think, Ally, you are going to chat?

MS. CLEAVER: We both are.

COMMISSIONER DAUS: You're both going to do it?

MS. CLEAVER: Yes.

COMMISSIONER DAUS: This is a late addition to the agenda. I just want to point out to the Commissioners that Catherine Oliver is now taking, has taken over NYCTB.
COMMISSIONER WEINSHALL: Really?

COMMISSIONER DAUS: Yes. She has been really very helpful to us. She's been doing very good work with the Commission over the last couple of months and we're thankful for that and for her wonderful staff. They have a proposal for another sticker.

COMMISSIONER WEINSHALL: Can I just say something before this presentation?

COMMISSIONER DAUS: Sure.

COMMISSIONER WEINSHALL: Maybe I'll be tarred and feathered for this, how many stickers are we going to put on these cabs? I mean for God's stake it's a yellow cab. How many more stickers are we going to put on these cabs? They're like Christmas trees already.

COMMISSIONER DAUS: Is that a rhetorical question or.

COMMISSIONER WEINSHALL: It's rhetorical. I got it out of my system. Harry said he would behavior himself at this meeting, I didn't say I would.

COMMISSIONER DAUS: I guess it depends, the answer is how pretty the sticker and how
subsitive [sic] it is.

COMMISSIONER WEINSHALL: Are we taking off any stickers or just adding a sticker?

COMMISSIONER DAUS: Well, I think this is a proposal for a voluntary sticker.

COMMISSIONER WEINSHALL: Oh, okay.

COMMISSIONER DAUS: Not to prejudge anything but I think it looks wonderful but go ahead.

MR. ASHER: It was Andy's last wish that we put this sticker on the cabs before he leaves.

Thank you for seeing us, I know we were a late addition. And just for the benefit of those who might not know, NYC Media are the TV stations for and radio stations owned and operated by the State of New York, all of a noncommercial nature. And what we are looking to do is develop programing that's in line with the Commission of the City to promote City initiatives, working closer with sister agencies and also to celebrate the diversity of the City.

We have begun creating that program but what's really important to us is making sure that there's the ability for people to see and awareness of the fact that the channels exist.
Channel 5 is available over the air, so it's available to people who don't have the benefit of cable or satellite as well. It happens to also be on the cable and satellite systems.

So Ally has been working very closely with the communications department and with other agencies to develop a new brand and this is one of the elements we think would give great visibility to the station and great things to the City of New York.

MS. CLEAVER: The idea, basically we're rebranding. We've been over the last couple months not only NYC Media but the individual properties that broadcast channels as well as the radio station. In an effort to generate awareness of the new rebranding, as well as just generate awareness of the assets and the resource to New York City residents, we're looking to take an opportunity to work with the TLC and display this kind of messaging in the new year.

COMMISSIONER WEINSHALL: Where would this decal go?

MR. ASHER: It would go on the rear of the cab on the inside on either window.
COMMISSIONER DAUS: This is just like, remember we approved the 2012 stickers and Commission on Women's History Month stickers. It would be a voluntary thing.

COMMISSIONER WEINSHALL: So still someone could read the sticker?

COMMISSIONER DAUS: Yes.

MR. ASHER: From the passenger viewpoint. And we're also in the process of creating new intros and outros at no cost for the TLC for the benefit of the passengers. So when you get into the cabs now, we created one years ago but created now three new ones for the Candlewood Aware Campaign and to promote the interactivity of the screen. So when you get in the cab and it tells you to put your seatbelt on, it gives you all the information about the ride, as well as letting you know when you exit the cab to collect your affairs and having a good day. So we're also working on that. This would give us a more permanent visible presence as there's other videos going on on the screen.

COMMISSIONER WEINSHALL: I'm confused. Todd, you're saying you're going to put a video
now?

MR. ASHER: We're already doing that and we are refreshing that as we speak, so that'll be out later.

MR. FRASER: This is unrelated to the sticker.

COMMISSIONER WEINSHALL: It's above and beyond that.

COMMISSIONER GIANNOLIS: It's a video that's a public, I'm not sure, the contracts that were done with the companies, I don't really know what they are. There's a certain amount of time that's given to the City.

MR. FRASER: Right, correct, correct, yes.

COMMISSIONER DAUS: Right. People are kind of board of the and it's really kind of worn out its welcome. It's not as interactive as it could be. Its been on there for a long time, so the Mayor's office has been kind enough to help us revamp that. So they're doing a lot of work with us on this and rebranding is a part of that. So we're getting really good, free talented help with the Passenger Information monitor, like the intro and outro, the beginning and the end when
it says buckle up your seatbelt, etcetera.

COMMISSIONER GIANNOUTLIS: I have a question
and I'll go along again in honor of Andy Salkin
with whatever I respond to today. But your
channels are great, I watch them, I listen to
them and you guys do a great job. Do you do
anything for the taxi industry?

MR. ASHER: Do we do anything in which
regard? Through the TLC?

COMMISSIONER GIANNOUTLIS: Well, no. For the
taxi industry. You're the channel of New York,
there's a lot of, the taxi industry is pretty
big. Is there involving your channels or your,
any of the programs or media that you provide
that's related to the taxi industry?

MR. ASHER: Absolutely. We do a number of
things. One, we're looking to promote economic
development in general in terms of transportation
issues. We have a channel that's entirely
dedicated to traffic, above-street traffic.
We're working on collecting more data that we
could put onto the screen and we'd love to work
with anyone related to the TLC or the taxi
industry to collect that data, display it, get
more visibility to the riding public about their options. As well as looking at issues including the disabled access to transportation and things that really resonate within the sectors of the TLC.

COMMISSIONER DAUS: They also broadcast all of these meetings, Harry. That's something pretty --

COMMISSIONER GIANNOUNLIS: How much of your contract would you call entertainment?

MR. ASHER: If you look across all of the properties, less than half and really our mission since Catherine took over in April, May is to develop all of our programing being in line, having an intersection with New York City and promoting things that are educational but always with an entertainment so they're enjoyable to watch and present people to watch them. Part of that is this awareness effort to make sure that people know that there's programing that can better their lives but where to find it.

COMMISSIONER GIANNOUNLIS: Thanks.

COMMISSIONER WEINSHALL: Can I just ask one other thing. So we have all these bus stop
shelters all over the City of New York. I would hope that you're also going to put these in a larger form. 20 percent of the advertising space is set aside for public messages. So I'm sure you're already on it but I would hope that not only are you going to dress up our cabs with this but you will add this to the bus stop shelters.

MR. ASHER: We're working very closely with the NYC Co. right now, yes.

COMMISSIONER WEINSHALL: Great. Thank you.

COMMISSIONER DAUS: Any other questions?

COMMISSIONER POLANCO: It's voluntary?

COMMISSIONER DAUS: Yes. I would like to make a motion to approve the sticker for voluntary placement on the rear quarter panel window.

COMMISSIONER WEINSHALL: So moved.

THE COMMISSION: (In unison hands raised.)

COMMISSIONER DAUS: It's unanimous.

MR. ASHER: Thank you very much.

COMMISSIONER DAUS: You're welcome. I think it looks nice but that's just my opinion. Thanks again for all your help. We appreciate everything that you're doing for us, we really do
and thanks for covering us for the last 10, 15 years.

MR. ASHER: Our pleasure.

COMMISSIONER DAUS: And also for covering us when we go before the City Council.

So we're now up to Item 6 B. Assistant Commissioner Samara Epstein is going to give us an update on the Taxicab Stand Pilot Program.

MS. EPSTEIN: Good afternoon. So I'm just here to update you on the group ride highlights that we talked about. Back in May was the last presentation that we did and we've been working since then with DOT and the Local Business Improvement Districts and Port Authority to work on these and see if there's any additional locations. So there are some new ideas that have come up through these conversations and I'll just update you on where we are with that.

So just a reminder of what we had discussed, which is that a group ride would be a pilot. They are for two or more passengers only. They would be for group ride pilot locations only. It would be limited to the morning rush hour, the idea being that there are a lot of people that
take cabs when they come into the City in the
morning or from one place to the next, so we're
going to focus on just that morning rush.

Passengers will be dropped off along the quarter
route and I won't go through the locations. Just
to remind you what we had discussed in May, it's
a flat fair per person, which is less expensive
for them, so passengers are going to have some
sort of incentive to take these.

In May, you approved these six locations and
as the Chair mentioned at the beginning of the
meeting, we are going to start with three of them
by the end of the year is our goal. The first
three are the last three on this list. Those are
the ones we're going to start with. The reason
for that is a little more complicated to get
these stands up and running. The transportation
help is more involved in doing that. So those
first three will be the first ones to go and you
can see with the prices per person, it's $3 or
$4. And they go to these specific locations and
by being dropped off along the quarter route,
what we mean is anywhere along Park Avenue to
42nd Street. That's how long the flat fair will
be applied and people will be dropped off along that route. They can't say I want to go to Madison, it's just going to go down that route.

Over the course of these discussions, we did talk to a bunch of the businesses. The Times Square Alliance who we talked to about one of the ones in Midtown said, you know, we'd really like to see if you guys could try this idea after shows during the week because we'd like people to share cabs. It can be hard for cabs to get into the location, so they're hoping that it will help the cab drivers get more passengers and the passengers will same money getting home and of course, it's a more efficient way to move people too. So they surveyed theater owners and theater owners were into this idea and they want to do a single pilot stand for that whole area, which would be on 44th Street. We still have to finalize the location because we're working with the theaters to make sure it's okay with everybody and it would only be active on weekdays after the evening theater performance from 10:30 to 11:30 p.m.

So this is something, the pilot possibility
I'm bringing to you today is something we are going to actually vote on in December. So we can talk about it today and then if there's anything else we need to follow up on, we can do that before December's meeting.

The other additional pilot possibilities are at LaGuardia Airport. Right now we have TLC rules in place that specify a group ride and they're not used. They haven't been used in a long time. They were put in the books in 1993 and from internal conversations and talking to the industry and talking to Port Authority, we think they were put in place really because there weren't a lot of cabs going to LaGuardia at that time, so it was an incentive to get cabs to go there. We don't have that problem today. A lot of people use cabs to go to and from LaGuardia Airport. So the Port Authority and the staff are recommending that we repeal these rules so that we can try out a different pilot. You'll also note, I've listed the amount that's in the rule. It's really not a lot of money, so it doesn't make sense. The rates have changed a lot since then. So that's the other thing that we would
like to talk about and more on our conversations
with the Port Authority are they discussed Marine
Air Terminal, which is where the Delta shuttle
comes in. It's a lot of commuters, so in line
with our original idea, they thought that would
be a good place to start it.

We ran some trip sheet data and the average
fair is about $32 per person. That's averaging
across Manhattan and we are proposing a fair of
$20 per person to any Midtown location. We also
talked to the Port Authority about doing one of
the larger terminals and they have agreed that US
Air Terminal might be another place to do that.
So in December, we'll bring to you more final
numbers for US Air Terminal. We still need to
run that trip sheet data and see, make sure that
the $20 will work there too.

The next step in December, we're going to
bring a rules reposal to appeal the LaGuardia
group ride rate so that we could then vote on a
pilot. We have to appeal the group ride rate in
order to be able to do that and we will also
bring to you a decision for the Times Square
pilot with all the final details on that. And
then hopefully we'll have, be in the process or already be done of installing and activating these first three locations that you voted on in May.

Do you have any questions, comments?

COMMISSIONER WEINSHALL: Did you ever consider, there are portions of the City that have become very popular during certain parts of the day, like the Lower East Side. Did you ever every consider setting up a stand there and maybe having cabs not only do a flat rate in Manhattan but maybe in Brooklyn, like going to Flatbush Avenue at night? Did you ever look at that?

MS. EPSTEIN: That was something we had talked about a few months ago as part of this kind of review. What we ended up deciding was we wanted to start with areas that we knew people were going to be coming in in the mornings, see how that works and then we can expand that along the way. If that's something you want us to look at, we can certainly look at the data and see if it --

COMMISSIONER WEINSHALL: I would. I'd like you to look at that because, you know, that area,
Williamsburg in Brooklyn, I mean these are areas that are, yeah, they get very popular because, you know, they're a destination and I just know from folks that I've spoken to that particularly from the Lower East Side, it's very difficult to get cabs to go to Brooklyn at 1:00 or 2:00 in the morning.

MS. EPSTEIN: So you are thinking for late night?

COMMISSIONER WEINSHALL: Yes.

MS. EPSTEIN: On the weekend? During the week? Any idea what --

COMMISSIONER WEINSHALL: Well, it's mostly busy on the weekends.

MS. EPSTEIN: Let's say Thursday through Saturday.

COMMISSIONER DAUS: Why don't we take a look at the data.

COMMISSIONER WEINSHALL: I've been told Thursday is the new Saturday.

MS. EPSTEIN: It's true.

COMMISSIONER DAUS: Especially in the summer.

MS. EPSTEIN: So we'll get back to you on
that.

COMMISSIONER DAUS: Any other questions, request?

(No response given.)

COMMISSIONER DAUS: So we'll have more information before the next meeting. Thank you, Samara.

MS. EPSTEIN: Thank you.

COMMISSIONER DAUS: Where are we now, 7. We're going to have to adjourn this, correct? We don't have enough people because I have to recuse myself, so unfortunately we have to adjourn Item 7 A and B to the next meeting and the next executive session held thereafter.

I'd like to wish everybody a happy Thanksgiving. We'll see you in December.

Do we have a motion to close the meeting?

COMMISSIONER WEINSHALL: So moved.

COMMISSIONER DAUS: All in favor?

THE COMMISSION: (In unison hands raised.)

COMMISSIONER DAUS: Thank you.

(Time noted: 2:04 p.m.)
CERTIFICATE

STATE OF NEW YORK )
COUNTY OF SUFFOLK ) ss

I, NICOLE LIMONCELLI, a Notary Public in and for the State of New York, do hereby certify:

THAT the foregoing is a true and accurate transcript of my stenographic notes.

IN WITNESS WHEREOF, I have hereunto set my hand this day of , 2009.

NICOLE LIMONCELLI