

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

NEW YORK CITY  
TAXI AND LIMOUSINE COMMISSION  
APRIL 18, 2013

COMMISSION MEETING AND PUBLIC HEARING  
AND  
OPPORTUNITY TO COMMENT ON PROPOSED RULES

TRANSCRIPT OF PROCEEDINGS

Held on April 18, 2013

33 Beaver Street

New York, New York

Time: 9:59 a.m.

Reported By:

Margaret Crane

STENO-KATH REPORTING SERVICES, LTD.  
139 MAMARONECK AVENUE  
MAMARONECK, NEW YORK 10543  
(212) 95-DEPOS (953-3767) \* (914) 381-2061  
FACSIMILE: (914) 381-2064  
Email: stenokat@verizon.net  
stenokath@verizon.net

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

APPEARANCES:

FOR THE COMMISSION:

- DAVID YASSKY, Commissioner
- LASHANN DEARCY, Commissioner
- ELIAS AROUT, Commissioner
- FRANK CARONE, Commissioner
- EDWARD GONZALES, Commissioner
- IRIS WEINSHALL, Commissioner
- MEERA JOSHI, General Counsel

SPEAKERS:

- CHRIS TORMEY, Director of Applicant Licensing, TLC
- CINDI DAVIDSON, Director of Policy and Governmental Affairs, TLC
- RICHARD THALER, OMN Gateway LLC
- ETHAN GERBER, Greater New York Taxi Association
- OSMAN CHOWDHURY, United Taxi Driver Association
- DAVID POLLACK, Executive Director of the Committee for Taxi Safety
- BHAIRAVI DESAI, Executive Director of NYTWA
- TAIFOUR DISHABY

1

2 SPEAKERS: (Continued)

3

4 LIAQAT KHAN

5 HARON UR RASHID

6 NOOR MENGLE

7 MOHAMMAD KARIM

8 BILL LINDAUER, NYCTA

9 VICTOR SALAZAR

10 LUIS MOLINA

11 GHAORE LIKOUD

12 CHEIKH MBAYE

13 ABDOULAYE MBOU

14 MOHAMMED IQBAL

15 FODAY TAMBADOU

16 BERESFORD SIMMONS, NYTWA

17 KAZI KARIM

18 RYAN RICHARDSON, NYTWA

19 VINCENT OKYERE

20 ASIM AKHTAR

21 BIJU MATHEW, NYTWA

22

23

24

25

1  
2 CHAIRMAN YASSKY: Good  
3 morning. It is now instructively  
4 10 o'clock a.m. It's now  
5 9:59 a.m., let's be honest, and I  
6 call this public meeting of the New  
7 York City Taxi & Limousine  
8 Commission to order. Present are  
9 Commissioners Gonzales, Weinshall,  
10 Arout, and Carone and myself, and  
11 here we are.

12 A few notes before we  
13 undertake our business for the day.  
14 First of all, as we discussed in  
15 January, we have done a great deal  
16 over the last few years and  
17 continue to do a great deal to  
18 strengthen our enforcement capacity  
19 both to protect the customers  
20 against unlicensed and unscrupulous  
21 operators and to honestly protect  
22 our licensees against competition  
23 from those who do not play by the  
24 rules.

25 And I am pleased to say that

1  
2 once again our enforcement folks  
3 have outdone themselves. The TLC's  
4 enforcement officers, also known as  
5 New York's Proudest, followed a  
6 record setting 849 seizures in  
7 January, with 617 hustlers taken  
8 off the street in February and an  
9 extraordinary 724 in March.

10 Allan, I think the word  
11 "extraordinary" is no longer, is  
12 not really appropriate since that  
13 is now the norm, but I'll just say,  
14 an impressive 724 in March. Once  
15 again, well done, Deputy  
16 Commissioner Scanlon and Assistant  
17 Commissioner Hunt and Chief Ron  
18 Sobers, and all of your team.

19 Speaking of enforcement, I  
20 am pleased to report that we began  
21 working with Mike's Towing.  
22 Commissioners, we have mentioned  
23 this often over the last couple of  
24 years that one of the constraints  
25 on our enforcement capacity was, we

1  
2 could not seize cars that we'd have  
3 no room to store. And we filled  
4 our parking lot at Woodside, which  
5 we turned into a makeshift tow  
6 pound, that is, Deputy Commissioner  
7 Scanlon creatively made it into a  
8 makeshift tow pound. We then got a  
9 property owner in Queens to lend us  
10 for free for the last year and some  
11 a parking lot. We filled that up.

12 Chief Operating Officer  
13 Conan Freud arranged with some of  
14 our sister agencies to get scraps  
15 of space here and there. I kid you  
16 not, I mean, 10 spaces here, 15  
17 spaces there, and we filled those  
18 up. But finally, we now have an  
19 agreement with Mike's Towing  
20 Company, obviously we had an RFP  
21 and selected a partner, and they  
22 will take as many cars as we seize.  
23 So now that constraint is gone.

24 Just this week we finally  
25 had the first of our auction of

1 cars that have been hanging around  
2 unclaimed in our storage for a  
3 while. 69 vehicles were sold  
4 returning a tidy sum to the general  
5 fund, the City of New York.  
6

7 So at this time, I would  
8 like to ask Deputy Commissioner  
9 Scanlon and our Assistant  
10 Commissioner Jeff Hunt -- and  
11 Commissioners, I know you've met  
12 Ray in the past, I don't know if  
13 you've met Jeff Hunt. He came to  
14 us a year and a little bit ago from  
15 NYPD to be our assistant  
16 commissioner for Enforcement, and  
17 the astounding productivity of our  
18 folks in that time, in that year's  
19 time is due in no small measure to  
20 Jeff's energy and calm yet firm  
21 management style.

22 So at this time, I would  
23 like to ask Deputy Commissioner  
24 Scanlon and Assistant Commissioner  
25 Hunt to accept this plaque.

1  
2 We have hanging in Woodside,  
3 Commissioners, I'm sure you've  
4 noticed it last time you were  
5 there, a plaque commemorating the  
6 record month of seizures.

7 Ray, when was that plaque  
8 for?

9 MR. SCANLON: It was  
10 January 1998.

11 CHAIRMAN YASSKY: In January  
12 1998 the TLC Commission gave the  
13 enforcement folks a plaque because  
14 they did such a bang-up job on the  
15 Enforcement. We have now broken  
16 that record for the most seizures  
17 in a month, and there will be a new  
18 plaque hanging in Woodside.

19 You know, this is not built  
20 for me to walk down there, so can  
21 you guys come over here, and I will  
22 give you this plaque? Or maybe  
23 it's not built for that either --  
24 oh, all right.

25 Thank you very much.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

MR. SCANLON: Thank you,  
sir.

CHAIRMAN YASSKY: Thank you,  
Assistant Commissioner.

MR. HUNT: Thank you.

CHAIRMAN YASSKY: Please  
ensure that that is hung up solidly  
on the wall so it doesn't fall.

MR. SCANLON: We will, thank  
you. (Applause.)

CHAIRMAN YASSKY: That will  
be Instagramed out promptly.

Truly, I think it is having  
an impact. You know, like any kind  
of -- like a lot of other  
Enforcement things, you don't  
eradicate the bad behavior  
overnight and you don't eradicate  
it at all completely, but I do  
believe that we are having an  
impact.

Okay. Last, but not least,  
-- I think we're really ready to  
start business, honestly. I don't

1  
2 need to take up your time with a  
3 whole series of litigation updates,  
4 but I can summarize by saying, all  
5 our litigation -- as Abraham  
6 Lincoln said, The progress of our  
7 attorneys upon which all else  
8 chiefly depends, I'm sure the  
9 progress is as satisfactory to you  
10 as it is to me.

11 That's a slight paraphrase,  
12 but that's basically what he said.

13 Shall we begin our business  
14 now? The adoption of minutes.  
15 Commissioners, before you are the  
16 minutes of the February 21st, 2013  
17 Commission meeting. I move that we  
18 adopt those meetings as printed.

19 All in favor, say, aye.

20 (Chorus of ayes.)

21 CHAIRMAN YASSKY: Opposed,  
22 no.

23 (No response.)

24 CHAIRMAN YASSKY: The  
25 February 21st meeting minutes are

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

adopted.

We have a series of base applications, and we have Director Tormey.

MR. TORMEY: Hi, good morning. My name is Chris Tormey, director of Applicant Licensing at the Taxi & Limousine Commission.

This month we have five new bases for approval and 27 renewals.

CHAIRMAN YASSKY: I move that the bases listed here on the documents be approved and the new base be approved and renewal applications also be approved.

All in favor, say, aye.

(Chorus of ayes.)

CHAIRMAN YASSKY: Opposed, no.

(No response.)

CHAIRMAN YASSKY: Thank you, Chris. Your recommendations are adopted.

MR. TORMEY: Thank you.

1  
2 CHAIRMAN YASSKY: We now  
3 have a brief -- before we get to  
4 the rules before us, Commissioners,  
5 it's been six months since we began  
6 service with our Accessible  
7 Dispatch Program, a program that  
8 enables wheelchair users to call  
9 311 and have one of the  
10 wheelchair-accessible taxis sent to  
11 get them. I asked the staff to  
12 report back to us on the six-month  
13 period on the progress of that, and  
14 you will now hear that report.

15 MS. DAVIDSON: Good morning,  
16 Commissioners. My name is Cindi  
17 Davidson, and I am the director of  
18 Policy and Governmental Affairs for  
19 the TLC.

20 I'm excited to update you on  
21 the Accessible Dispatch Program, a  
22 city-sponsored service that enables  
23 wheelchair using passengers to  
24 request an accessible taxicab to  
25 pick them up anywhere in Manhattan.

1  
2 This presentation is an update for  
3 you, and there is no vote  
4 associated with the presentation.

5 As you can see from the map  
6 on the screen, this is a map of all  
7 the pickup locations that  
8 Accessible Dispatch performs  
9 service. From the map, you can see  
10 that Accessible Dispatch provides  
11 service in parts of Manhattan where  
12 even nonaccessible taxicabs are  
13 scarce.

14 The program has been up and  
15 running for six months, and I have  
16 a lot to share with you about the  
17 program's performance.

18 CHAIRMAN YASSKY: And I'm  
19 sorry, Cindi, just if I can  
20 interrupt to remind the  
21 Commissioners, of course we debated  
22 this and voted, as you recall.  
23 This is a program that we initiated  
24 by a vote of the Commission, not  
25 six months ago, but sometime before

1  
2 that. I don't recall exactly when,  
3 but it has been in operation now  
4 for six months just so -- if you  
5 were thinking back.

6 Cindi, please.

7 MS. DAVIDSON: Thank you,  
8 Commissioner.

9 Before I get started,  
10 though, I would like to introduce  
11 the team that makes this program  
12 possible. First, I'd like to  
13 introduce Bill Scalzi and Isabelle  
14 Scalzi from Metro Taxi, the  
15 selected vendor who operates and  
16 administers the Accessible Dispatch  
17 Program.

18 Thank you, Bill and  
19 Isabelle.

20 MR. SCALZI: You're welcome.

21 MS. SCALZI: You're welcome.

22 MS. DAVIDSON: I would also  
23 like to thank the team of the TLC,  
24 Deputy Commissioner Ashwini  
25 Chhabra, Deputy Commissioner Allan

1  
2 Fromberg, Cheryl Aleo (phonetic),  
3 Adrian Gonzalez, Patrick Schway  
4 (phonetic), Seth Melnick, Jake  
5 Nussbaum. We wouldn't be where we  
6 are today without this team. So I  
7 want to thank them as well.

8 CHAIRMAN YASSKY: This is my  
9 last interruption. I will add to  
10 that that we should also thank and  
11 acknowledge our industry partners.  
12 As you recall, this initiative is  
13 funded entirely by the medallion  
14 owners. Each medallion owner was  
15 assessed a fee, and I think Cindi  
16 will give you the numbers, so there  
17 are no tax dollars going into this.  
18 This is paid for by the medallion  
19 industry.

20 MS. DAVIDSON: So there's a  
21 lot of stats to share on the  
22 report, but first let's just go  
23 over the program and the milestones  
24 that we've reached.

25 As Commissioner Yassky

1  
2 mentioned, we first tested  
3 Accessible Dispatch as a  
4 demonstration project over the  
5 course of two years, from 2008 to  
6 2010. From the demonstration  
7 project, we learned that there  
8 needs to be more advertising and  
9 outreach to let the public know  
10 about the program.

11 In addition, driver  
12 participation should be mandatory  
13 and drivers should receive  
14 compensation or payment for the  
15 distance traveled to the pickup  
16 location. Both of these elements  
17 were incorporated into the program  
18 and, you will see in later slides,  
19 have made the program much more  
20 successful than the demonstration  
21 project.

22 Back in December of 2011,  
23 the Commission approved rules for  
24 Accessible Dispatch. The program  
25 is financed through a

1 taxi-accessibility fee that is paid  
2 by each medallion owner. The fee  
3 for year 1 is \$98 per medallion and  
4 the fee for year 2 is \$54 per  
5 medallion, and we are on track.  
6 Letters for the year-2 fee are  
7 being sent to medallion owners now.  
8

9 This past September, the  
10 program officially launched with  
11 the participation of successful  
12 medallion owners, fleets and  
13 drivers. And in just six short  
14 months, the program surpassed the  
15 number of trips provided during the  
16 entire two years of the  
17 demonstration project. The  
18 demonstration project completed  
19 5,828 trips in two years.

20 Accessible Dispatch reached that  
21 very same number on March 12th.

22 So what is Accessible  
23 Dispatch and how does it work?  
24 Accessible Dispatch matches  
25 wheelchair users to accessible

1  
2 taxicabs, and customers may request  
3 a pickup anywhere in Manhattan.  
4 Metro Taxi operates the on-demand  
5 service which is available to  
6 customers any time of the day,  
7 every day, year-round. Because we  
8 know some passengers like to plan  
9 ahead, advanced reservations are  
10 also an option, but not necessary.

11 What's important to know is  
12 that this service makes  
13 wheelchair-accessible cabs  
14 available to the customer at no  
15 extra charge. Passengers pay the  
16 standard meter fare, and the meter  
17 does not start until after the  
18 passenger is secured safely in the  
19 taxicab. Once secured in the  
20 vehicle, the passenger may request  
21 a destination anywhere yellow cabs  
22 operate.

23 Now I'm going to go through  
24 the steps that passengers take and  
25 that Metro Taxi takes when

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

dispatching a trip.

The first step, customers can request a taxi to pick them up anywhere in Manhattan five different ways. Since Accessible Dispatch is a safety-sponsored program, customers can also call 311 and be directed to Accessible Dispatch. However, the most popular methods are to call Accessible Dispatch directly or use the Wheels on Wheels smartphone app, pictured here in this slide. In recent weeks, 82 customers called Accessible Dispatch directly and about 17 percent of customers booked through the app.

After the customer submits his or her request, Metro Taxi assigns the trip to the closest available taxi using GPS technology and dispatch equipment that is installed in all 233 accessible taxicabs. The driver in the

1  
2 closest available taxi then accepts  
3 the trip request and proceeds  
4 directly to the pickup location.  
5 Drivers may not pick up fares along  
6 the way. Depending on the distance  
7 traveled, drivers receive \$6, \$10  
8 or \$15 for each dispatch trip in  
9 addition to the meter fare.

10 After the driver accepts the  
11 trip request, the customer receives  
12 confirmation that a taxi was  
13 identified and is on its way. It  
14 is then the passenger's  
15 responsibility to be on the curb  
16 ready to ride. All the drivers are  
17 required to wait for the passenger  
18 for up to 10 minutes. Once the  
19 customer arrives, the driver  
20 assists and secures the passenger  
21 safely in the taxi. After that,  
22 the passenger is ready to ride and  
23 the meter is engaged to start the  
24 trip.

25 Now that we've reviewed how

1  
2 the program operates, I will  
3 discuss trip statistics for the  
4 first six months of the program.

5 In this chart, you can see  
6 how the program compares to the  
7 demonstration project. The three  
8 columns include statistics for  
9 March of this year, then the first  
10 six months of the program,  
11 September to March, and the  
12 two-year demonstration project,  
13 which took place between 2008 and  
14 2010.

15 Average weekly completed  
16 trips has increased significantly.  
17 In March, we completed 392 trips  
18 each week on average, which is much  
19 higher than the six-month stat, and  
20 does not even compare to the  
21 two-year demonstration statistics.  
22 I'm also happy to report that  
23 Accessible Dispatch completes more  
24 than 50 trips per day compared to  
25 just eight trips per day during the

1  
2 demonstration project. These  
3 numbers are higher because we  
4 advertised the program, but more  
5 importantly, the program works and  
6 is changing the way  
7 wheelchair-using passengers can  
8 experience the city. On its  
9 busiest day, which happened to be  
10 March 12th, Accessible Dispatch  
11 provided 96 trips.

12 In recent weeks, the program  
13 has been averaging a passenger wait  
14 time of 13 or 14 minutes. We are  
15 still not satisfied with the time  
16 it takes to get a taxi and we will  
17 continue to find a solution to  
18 decrease the wait time. We are  
19 very aware, wait times could go up  
20 as customer demand grows, and the  
21 answer is simple: We need more  
22 accessible taxicabs. Once we have  
23 more, the wait time should be less  
24 than five minutes.

25 Now let's talk about how

1  
2 many customers have used the  
3 program. In the first six months  
4 there were a total of 1,432 unique  
5 users. Over half of these are  
6 repeat customers, and about  
7 20 percent have already used the  
8 service more than five times,  
9 suggesting that customers are  
10 finding this to be a useful and  
11 quality service. However, you will  
12 also note, there are more than a  
13 thousand customers who have tried  
14 the old program, but have not tried  
15 the new service. Therefore, we  
16 have not reached peak usage.

17 This chart shows customer  
18 demand in blue with average  
19 completed trips per day. On the  
20 left, you can see that when the  
21 program first started, we averaged  
22 16 trips per day. Now six months  
23 into the program, we are averaging  
24 over 50 trips per day and as many  
25 as 96 trips in just one day.

1  
2 Now let's see how that  
3 compares to wait time. The line in  
4 red is average wait time. The  
5 scale on the right shows wait time  
6 minutes. On the left, you can see  
7 that when the program first  
8 started, passengers waited more  
9 than 20 minutes, especially in the  
10 first month. Now that drivers are  
11 more familiar with the program and  
12 understand how it works, passengers  
13 are waiting less and wait time has  
14 decreased, and now takes 13 to  
15 14 minutes for a taxi to arrive at  
16 the passenger's pickup location.

17 Now we're going to look at  
18 those two charts together and see  
19 how average completed trips  
20 compares to average wait time.  
21 Remember the scale on the left in  
22 blue represents the number of  
23 trips, and the scale on the right  
24 in red represents wait time in  
25 minutes. Wait time continues to go

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

down as passenger demand goes up.

Now I'd like to provide more context because there were some major events that took place during the first six months of the program. The first would be Hurricane Sandy, October 28th. The program continued to provide service during the days before and after Hurricane Sandy. While there were fewer requests for trips each day, the taxis that were on the road responded to trips quickly. Passengers were picked up within 20 minutes of calling a taxi, and we think this is pretty good considering the weather conditions and the limited transportation options available during that time.

The second milestone I would like to highlight is the date Metro Taxi started running ads on the popular commercial radio stations, 1010 WINS and WCBS-AM 880. The ad

1  
2 campaign ran from January 14th to  
3 February 25th, and I've marked  
4 where it starts on this chart. The  
5 third event that took place was the  
6 school bus strike. The program was  
7 used to help transport children to  
8 and from school.

9 The fourth event is when we  
10 started the on-street advertising  
11 campaign, which I will get to in a  
12 few slides, and this began on  
13 February 11th. And the fifth  
14 event, I've already mentioned  
15 today, March 12th. This is the day  
16 Accessible Dispatch matched the  
17 total number of trips completed by  
18 the year-2 demonstration process,  
19 and that was 5,828 trips.

20 The previous charts showed  
21 average wait time. Let's dig a  
22 little deeper to see how long it  
23 takes for a taxi to arrive at a  
24 pickup location.

25 In recent weeks, 80 percent

1 of customers are waiting less than  
2 20 minutes for a taxi to arrive at  
3 their pickup location. More  
4 importantly, 45 percent of  
5 customers are getting a taxi in  
6 less than ten minutes after they  
7 make the request.  
8

9 However, there are instances  
10 of customers who wait more than  
11 30 minutes for a taxi or don't get  
12 service at all, and this is a  
13 problem. We are continuing to work  
14 with Metro Taxi to decrease wait  
15 time and provide excellent services  
16 to all customers.

17 Now that we have reviewed  
18 the latest trip statistics, I  
19 wanted to share our outreach  
20 efforts to-date. We learned from  
21 the demonstration project that we  
22 need dedicated resources for  
23 outreach and advertising. As part  
24 of the contract with Metro Taxi,  
25 \$320,000 of the budget for year 1

1  
2 and \$196,000 of the budget for year  
3 2 is dedicated to outreach  
4 advertising.

5 Since the launch, some 50  
6 original media stories have been  
7 published about Accessible  
8 Dispatch, and these are shown here.  
9 The program is also featured in the  
10 following news publications and  
11 disability magazines such as  
12 Paraplegic News and New Mobility.

13 Earlier this year, we  
14 advertised the Accessible Dispatch  
15 Program on 60 kiosks and bus  
16 shelters throughout Manhattan. The  
17 poster-size ads were located on  
18 sidewalks across Manhattan where  
19 the program operates. I have seen  
20 several myself. I saw one on the  
21 Lower East Side, one on the Upper  
22 East Side, and one right outside of  
23 Mount Sinai Hospital.

24 We will also be working with  
25 Metro Taxi to distribute palm or

1  
2 postcards at strategic locations to  
3 help get the word out about the  
4 program. Here is a picture of the  
5 palm card or postcard that Metro  
6 Taxi is currently designing. The  
7 card will be in English on one side  
8 and Spanish on the other.

9 I hope you agree that  
10 Accessible Dispatch is providing a  
11 much-needed service to  
12 wheelchair-using passengers. But  
13 we are not done yet, not even  
14 close.

15 Anecdotal evidence suggests  
16 that many wheelchair users are  
17 still unaware of this program.  
18 Outreach is crucial and we plan to  
19 let more people know about this  
20 program through paid advertising  
21 including advertising at airports,  
22 major transfer hubs, and palm card  
23 distribution via hotel concierges,  
24 senior centers, hospitals and major  
25 transit hubs. We will continue

1  
2 working with Metro Taxi, fleets,  
3 drivers and passengers to increase  
4 driver participation as well.

5 Since this is a new program,  
6 there are definitely kinks that we  
7 need to work out and we cannot do  
8 this alone. In the last six  
9 months, we have held four training  
10 sessions for drivers to bring them  
11 up to speed on how the program  
12 works. At these sessions, we also  
13 listen to drivers to tell us what  
14 is working and what isn't working  
15 about the program in order to get  
16 timely constructive feedback.

17 In January, we set up a  
18 driver hotline so they could reach  
19 the TLC dispatch team to provide  
20 feedback or bring up issues. We  
21 are also working with Metro Taxi to  
22 hold drivers accountable and  
23 monitor driver participation. When  
24 necessary, we will also summons  
25 drivers for refusing service for

1  
2 Accessible Dispatch trips as these  
3 trips are mandatory and not  
4 optional.

5 CHAIRMAN YASSKY: All right.  
6 I think we've pretty much covered  
7 the whole content here. Is there  
8 anything else you want to add?

9 MS. DAVIDSON: There are two  
10 more points to add.

11 CHAIRMAN YASSKY: Go for it.  
12 Very briefly.

13 MS. DAVIDSON: The other  
14 factors that affect passenger wait  
15 time -- and we are also going to  
16 work on decreasing passenger wait  
17 time. We think the level of  
18 service with 233 accessible cabs is  
19 not feasible as customer demand  
20 grows.

21 In closing, in order to  
22 provide excellent service, and we  
23 are not there yet, we need more  
24 accessible cabs on the road. We  
25 are hopeful and optimistic that the

1  
2 five boroughs' tax legislation will  
3 be of help, which will add 2,000  
4 accessible cabs and provide 3,600  
5 wheelchair-accessible borough taxis  
6 to service areas where yellow taxis  
7 are scarce.

8 Thank you for your attention  
9 on this matter. I am happy to  
10 answer any questions that you may  
11 have.

12 CHAIRMAN YASSKY: Thank you.

13 MR. AROUT: I just want to  
14 thank you for an excellent job. As  
15 you know, I'm a Staten Island  
16 Commissioner. We have no cabs on  
17 Staten Island. Maybe we can work  
18 something out with the companies on  
19 Staten Island to hire vehicles to  
20 maybe insert something like that in  
21 one particular cab service that we  
22 can use.

23 As of now, I'm sure no one  
24 is going to come from New York or  
25 Brooklyn, a cab, to take care of an

1  
2 accessible person on Staten Island.  
3 So maybe you can do something on  
4 that end. Thank you.

5 CHAIRMAN YASSKY: I'm glad  
6 you raised that, Commissioner. I  
7 was going to address that myself.  
8 And Commissioner Weinshall, during  
9 the presentation, asked me a  
10 similar question. She said, wait,  
11 this is only in Manhattan.

12 One of the problems that we  
13 saw with the demonstration project  
14 on this that is remedied here, and  
15 I think is one of the keys to the  
16 success, the demonstration project  
17 purported to offer service  
18 throughout the city. And the day  
19 it started, I think, it was evident  
20 that that was not going to work.  
21 The yellow cabs were simply not  
22 going to go to Mill Basin, to  
23 Staten Island to pick people up if  
24 they're in Midtown Manhattan. And  
25 so trying to fight that reality

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

killed the demonstration, and in my view, the single biggest problem.

We wanted to set up something that would work and would deliver service so that people in wheelchairs would get the same yellow taxi service that someone else can, and that means, within, really, Manhattan, because that's where the yellow cab service is available.

Now, saying that -- and I think that we have not fully succeeded yet, but not just turn a corner, but really, night and day. I mean, six months ago, a wheelchair user had no access to the system, effectively. Today, 13-1/2 minutes, not good enough, but in terms of, if this is where it started and this is the goal (indicating), I'd say, a lot more than halfway. But that's Manhattan.

1  
2 And I want to underscore,  
3 most wheelchair users in New York  
4 City, like most people in New York  
5 City, live outside of Manhattan and  
6 still have absolutely no access to  
7 wheelchair-accessible services.

8 I really urge you, and I  
9 will send around a link,  
10 Commissioners, it's six minutes  
11 maybe, a video document that was  
12 made and produced by The New York  
13 Times, and it's on their website,  
14 and I'll send you a link to it,  
15 just illustrating the painful  
16 impossibility of somebody in a  
17 wheelchair in Brooklyn to get to  
18 where they're going. And that is,  
19 you know, that's an ongoing  
20 disgrace.

21 You recall that we -- when  
22 we put forward the proposal for  
23 this service, we originally had a  
24 proposal for both yellows and for  
25 the FHV sector. We were able to

1  
2 consensus and we move forward on  
3 the proposals for the yellows, and  
4 your work here is really hard.

5 FHV was, first of all, we do  
6 not have consensus, and second of  
7 all, we were also, at that time,  
8 starting to get some traction on  
9 the broader borough plan, which  
10 does solve this problem. The  
11 borough plan, which, as you know,  
12 20 percent of the borough taxis all  
13 of which have to be affiliated to  
14 bases have to be wheelchair  
15 accessible.

16 So when that finally goes  
17 forward, and that will be resolved  
18 by the Court of Appeals in the next  
19 six weeks, eight weeks, when that  
20 goes forward, there will be 3600 --  
21 fully deployed 3600  
22 wheelchair-accessible cars serving  
23 the boroughs all affiliated with  
24 bases, which means that 311 can  
25 direct you to one of those bases or

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

people in wheelchairs will know which bases have those cars affiliated. That is how we will solve the borough problem.

Anyway, so that's the history there. Thank you and good luck.

MR. AROUT: Thank you.

MR. GONZALES: I'd like to say thank you very much for the presentation and the effort overall for the program to-date. I look forward to the service standards and improvement and taking a look at the wait time decreasing over time. I'm confident that you guys are able to -- are going to pull that off.

CHAIRMAN YASSKY: So, 231 cabs. I think what we can conclude now, definitively, is, we are not going to get the wait times we want with 231, period. We can get maybe a little further with Metro Taxi

1  
2 folks and the industry folks, you  
3 know, we've been working and we  
4 still have -- they still sometimes  
5 have to go through three or four.  
6 So they ping somebody, driver  
7 doesn't respond, so they ping the  
8 next, ping the next. We didn't  
9 want to be overly heavy-handed at  
10 first. We are now summoning  
11 drivers who get pinged and do not  
12 respond, because that's a service  
13 refusal. And I think we've seen  
14 that have an impact already. But  
15 even if we do that, the reality is,  
16 the demand is going to keep  
17 growing, right?

18 So the progress we've made  
19 on wait time, there's probably not  
20 a lot of room to go. We may even  
21 backslide once that demand goes up,  
22 so we've got to get those 2,000  
23 cabs on the street. That's the  
24 only way we are going to get the  
25 wait time that we need.

1  
2 MR. GONZALES: Yes, I agree,  
3 because I remember the discussions  
4 around just trying to gauge what  
5 the demand is. It was pretty  
6 taxing on the demonstration  
7 program. But given the results of  
8 this program, it does suggest that  
9 demand is there and demand is  
10 increasing.

11 CHAIRMAN YASSKY: All right,  
12 Cindi. Thanks so much.

13 MS. DAVIDSON: Thank you.

14 CHAIRMAN YASSKY: Okay. We  
15 have two pieces of rule business.  
16 First is a proposed rule on  
17 retirement extension.

18 Meera, are you going to  
19 describe this?

20 MS. JOSHI: Before the  
21 Commission are proposed amendments  
22 to the TLC retirement rules, which  
23 were given an automatic one-year  
24 extension to any taxicab whose  
25 fixed retirement date is between

1  
2 April 1st, 2013 and the launch of  
3 the Taxi of Tomorrow. The rules  
4 were published in the city record  
5 on March 15th and the comment  
6 deadline was April 17th. Two  
7 comments in support of the rules  
8 were received.

9 Today we will hold the CAPA  
10 public hearing, after which  
11 Commission members will vote on the  
12 proposed rules as it appeared in  
13 the city record.

14 I don't currently have  
15 anyone listed to speak on the  
16 retirement extension rules.

17 CHAIRMAN YASSKY: I'm not  
18 surprised by that. Commissioners,  
19 just very briefly, we agreed in a  
20 litigation settlement, but it was a  
21 good idea, with the Metropolitan  
22 Taxicab Board of Trade over a year  
23 ago to promulgate this rule. The  
24 idea was that owners who wish to --  
25 who were said to retire in the

1  
2 months before the Taxi of Tomorrow  
3 goes into production can defer  
4 their retirement if they wish to  
5 wait until the Taxi of Tomorrow is  
6 there. I think it's a good idea  
7 and over and above the litigation  
8 settlement.

9 So I recommend that we adopt  
10 it. I'm not surprised that there's  
11 no one speaking, because it has not  
12 been controversial.

13 MS. JOSHI: Okay. If there  
14 are no public speakers, we'll go  
15 straight to the vote.

16 CHAIRMAN YASSKY: Are there  
17 are questions?

18 (No response.)

19 CHAIRMAN YASSKY: Okay.

20 MS. JOSHI: All those in  
21 favor, please raise your hand.

22 (Show of hands.)

23 MS. JOSHI: So with a vote  
24 of five in favor and none opposed,  
25 the rule is passed.

1  
2 CHAIRMAN YASSKY: Okay. We  
3 now have a second package of rules.

4 Meera, will you describe  
5 these as well.

6 MS. JOSHI: Before the  
7 Commissioner are proposed rules to  
8 amend the TLC fare and lease cap  
9 rules as they affect fleet leases,  
10 DOV leases and all leases.

11 Amendments affecting fleet  
12 leases are as follows: Clarifying  
13 that fleets are not required to  
14 offer a weekly rate to drivers who  
15 actually lease on a daily basis;  
16 clarifying that fleet lessors and  
17 drivers leasing fleet vehicles on a  
18 weekly basis can agree that the  
19 driver will be liable for damage to  
20 the vehicle caused by the driver's  
21 negligence and that the lessor will  
22 refund to the driver any insurance  
23 proceeds received; clarify that  
24 fleet drivers can be charged a \$25  
25 per hour late return fee.

Amendments affecting DOV

leases are as follows: Amend provisions on collision coverage for DOVs to allow agents and lessors to impose a \$250 per week deductible; amend provisions on permissible additional charges to provide that drivers leasing only medallions or drivers leasing in a DOV model can be charged a late fee of \$50 per each weekly payment paid late; amend provisions requiring that the lease payments be prorated when a vehicle is unavailable to clarify that they do not include when the vehicle is being inspected or must be repaired because the leasee failed to properly maintain it; clarify that the driver and the lessor can enter into a medallion-only lease instead of the medallion-and-vehicle lease, the all-in lease, when the driver has a separate arrangement for purchase

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

of the vehicle as long as the lessor does not have a 2 percent or more interest in the entity selling or financing the vehicle.

And proposed amendments that would affect all leases are as follows: Lease cap rule making effective in the fall of 2012, lease caps were increased by \$10 per shift and to cover the cost of credit card processing. Those costs were shifted from the driver to the lessor. The proposed amendment converts this increase to a \$10 per shift credit card surcharge that is reevaluated twice a year. Allow lease agreements to hold drivers liable for owner summonses issued for unlicensed drivers and missed inspections. These summonses are generally issued to both the owner and the driver. Reduce penalties for retaliation from \$10,000 to \$1,000

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

plus restitution for the first offense and a fine of \$10,000 plus restitution to the driver for the second offense within five years.

Some additional changes to the rules are to replace a provision requiring reports every two years on the fare and lease cap issues with a requirement that a public hearing be held every two years. Update marking requirements to fully reflect previously passed fare and lease cap rules and a technical amendment to the agent rules relating to credit card surcharges to conform them to changes in the related lease cap rules relating to the credit card surcharge.

The fare and lease -- the proposed rules were published in the city record on March 7th and the comment deadline was April 8th, but the TLC continues to accept and

1  
2 review comments. Today, pursuant  
3 to CAPA, we will take public  
4 testimony on the proposed rules,  
5 and the Commission action is  
6 scheduled at the following  
7 Commission meeting held in May,  
8 tentatively May 16.

9 CHAIRMAN YASSKY: Thank you.  
10 I know there are a number of  
11 speakers, so let's begin that. But  
12 before we do that, let me just  
13 frame it how I see these rules.

14 First of all, I support this  
15 package of amendments. I'm going  
16 to give you a frame for why we're  
17 dealing with these now.

18 You will remember that we  
19 adopted a package of fare and lease  
20 cap changes some time ago, in  
21 September of 2012. And to be  
22 honest, while we did engage a fair  
23 bit with stakeholders, I think the  
24 engagement with the medallion owner  
25 side wasn't as productive as I

1  
2 would like, as it could have been,  
3 and I would like for it to have  
4 been. I think there were a number  
5 of the medallion owners who felt  
6 that the whole package -- who just  
7 opposed that package at the time.  
8 We did not, therefore, get in --  
9 and opposed it in kind of a  
10 threshold manner. So we did not  
11 really get into many of the details  
12 of what we adopted with the  
13 medallion owners.

14 Subsequent to adoptional  
15 rules, we were able to have  
16 productive discussions with some of  
17 the medallion-owner community, and  
18 they made a number of arguments  
19 about some of the details of what  
20 we passed then that I think are  
21 persuasive. And had we kind of  
22 been exposed to those arguments at  
23 that time, I would have put them  
24 forward as part of the original  
25 package. So here we are revisiting

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

this now some six months later.

Those productive discussions were occasioned by litigation, and we entered into a litigation settlement with the Metropolitan Taxicab Board of Trade in which we committed to promulgate these rules. And I promulgate them pursuant to that, but believing that they're a good idea and recommending their passage.

So with that frame -- and further, I want to note, I know that there are a number of speakers signed up from the New York Taxi Workers Alliance, and I know that beyond the ones who are signed up, there are several dozen who are still outside the building, correct me if I'm wrong. Apparently building security felt that there were just too much -- you know, not "felt," but the building, our room here is at its limit and building

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

security has held a number of additional people who, I gather, would wish to testify downstairs outside the building.

I guess, I would just assure the members of the Taxi Workers Alliance who are here that Commissioners understand that the people who are speaking speak not just on behalf of themselves, but on behalf of many, many other drivers who would also participate.

So with that, the first person who signed up is Richard Thaler, and the second speaker signed up is Ethan Gerber.

And given that there are many speakers signed up, we will limit each speaker to two or three minutes.

MR. THALER: Richard Thaler, OMN Gateway LLC.

"While it was stated that the proposed rules, quote, 'change

1  
2 how credit card charges are paid  
3 and implement a surcharge payable  
4 by a driver coupled with a lower  
5 lease cap,' the Commission's TPEP  
6 rules are in violation of Visa and  
7 MasterCard rules for merchants as  
8 applied to taxi lease driver  
9 independent contractors.

10 "The current TPEP rules for  
11 merchants would have been valid  
12 only until 1979 when the horse  
13 hiring switched to independent  
14 contracting leasing. Under the  
15 Commission's definition of  
16 "merchant" in Chapter 51, and the  
17 Taxi Services Rules, Chapter 58,  
18 the TPEP rules prevent lease  
19 drivers from becoming merchants for  
20 credit and debit card fare payment.

21 "However, Visa and  
22 MasterCard rules referenced below  
23 require that it's the, quote, 'bona  
24 fide' business of the person or  
25 entity that is the seller of

1  
2 products and services to a  
3 cardholder customer that must be  
4 the merchant. Under a drivers'  
5 lease, the cardholder passenger is  
6 a customer of the driver. The one  
7 exception referred to as a  
8 sub-merchant in these rules, in the  
9 Visa/MasterCard rules, does not  
10 apply to lease drivers since the  
11 driver revenue exceeds the limit  
12 for a sub-merchant under  
13 Visa/MasterCard rules.

14 "Then, under Visa/MasterCard  
15 rules, a lease driver merchant has  
16 the right to select their Payment  
17 Gateway and an Acquirer Processor  
18 in good standing as a member  
19 service provider, MSP, of  
20 MasterCard and Visa for transacting  
21 credit and debit card fare payment.  
22 Therefore, all fare payment  
23 transaction data and payment card  
24 track data presented by passengers  
25 to the TPEP vendors' installed card

1  
2 reader hardware must be securely  
3 routed by the TPEP vendor at the  
4 lease drivers' request to the  
5 drivers' Payment Gateway for  
6 authorization and settlement by the  
7 drivers' MSP. This is standard  
8 card payment card industry  
9 practice.

10 "Therefore, each TPEP vendor  
11 must be required under the TPEP  
12 rules to install the lease drivers'  
13 Payment Gateway API for transaction  
14 routing based on the drivers' login  
15 ID and TLC license number. In  
16 meeting their responsibilities  
17 under MasterCard/Visa rules to the  
18 fullest extent possible under TPEP  
19 rules, lease drivers have already  
20 begun becoming first data merchants  
21 under the appropriate merchant  
22 category codes, MCC.

23 "Until this TPEP rule  
24 violation of MasterCard/Visa rules  
25 for merchants is corrected, it is

1  
2 estimated that under the current 5  
3 percent rule, lease drivers are  
4 forced to pay an estimated,  
5 additional surcharge of  
6 \$100 million annually. It should  
7 not come as a surprise that if the  
8 TPEP rule for lease driver  
9 merchants is not corrected, lease  
10 drivers could be seeking  
11 compensation."

12 The next comments pertain to  
13 a proposal replacement. I'm not  
14 going to recite them because you  
15 have the text, but I should say  
16 that they propose a replacement to  
17 the lease cap. And the purpose of  
18 this replacement is so that you  
19 have an explicit delineation of the  
20 compensation due all parties to the  
21 lease, which the lease cap payment  
22 cannot achieve. And it's explained  
23 in the text, so I don't have to  
24 repeat that.

25 Thank you for your time.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

CHAIRMAN YASSKY: Thank you.

Mr. Gerber, followed by  
Osman Chowdhury.

MR. GERBER: Good morning,  
Commissioners. I'm Ethan Gerber  
from the Greater New York Taxi  
Association.

As the preamble to this rule  
states, it was brought about  
because of a stipulation resulting  
from a lawsuit against the  
Commission, one of many, that have  
become necessary in recent years to  
get a good-faith hearing. It's a  
shame that it takes court activity  
to get our concerns addressed.

These proposed rules call  
for periodic public hearings to  
review these lease caps, the rate  
affair and the newly proposed  
credit card processing charge. The  
concept encouraged -- but the  
proposed rules should be amended  
right now to require that a public

1  
2 hearing be a real public hearing by  
3 the actual decision-makers.

4 The idea of a public hearing  
5 is that the decision-maker has as  
6 much information as possible. A  
7 staff report is not a substitute  
8 for that. That is, a public  
9 hearing must be before a quorum of  
10 the Commissioners to be actually  
11 present for the entire proceeding.

12 There has been too many  
13 instances where a public hearing  
14 takes place where no member of the  
15 Commission is present, or only one  
16 member is present, sometimes only  
17 an agency staff person is present.  
18 Sometimes the hearing is scheduled  
19 late on a Friday afternoon, and  
20 junior-level staff are present. I  
21 have been at such hearings where  
22 the staff didn't even take notes.  
23 It's pure and simple a sham, as  
24 effective as a lawyer summing up  
25 while the jury's on a recess.

1  
2 Although the Commissioners  
3 received staff reports, it is  
4 prepared by someone who probably  
5 wrote it and is advocating for or  
6 against the proposal. It is often  
7 heard from Commissioners that some  
8 of the point was not brought to  
9 their attention. It is impossible  
10 when they're not present. Instead,  
11 voluminous documents have been  
12 delivered to each of you a few days  
13 before vote.

14 Many of you have conceded  
15 both privately and publically that  
16 you do not have time to wade  
17 through all the materials. Even if  
18 the materials offer key facts,  
19 staff did not tell you, for  
20 example, that the Taxi of Tomorrow  
21 violates administrative code  
22 section 19-533, which was sponsored  
23 by the Chairman and passed by the  
24 City Council on December 6th, 2006  
25 and signed by Mayor Bloomberg on

1  
2 December 18th, 2006. The letter by  
3 Speaker Quinn and Transportation  
4 Chairman Babka against it were  
5 delivered a month after it was sent  
6 and buried in an avalanche of  
7 papers literally delivered hours  
8 before the vote.

9 As presented, public  
10 hearings are only window dressings.  
11 They should be full Commission. I  
12 believe also there's a drafting  
13 flaw in the proposed rule  
14 58-21(c)(1). This, I will just sum  
15 up this rule. This rule basically  
16 says that while drivers may be  
17 responsible in certain conditions  
18 for the damage to the vehicle and  
19 they may have to pay for it, any  
20 insurance money recovered would  
21 have to be paid back. That's fine  
22 in concept, it's not how  
23 deductibles work.

24 As anyone with insurance  
25 knows, the deductible is usually

1  
2 last to come back or prorated to  
3 come back. So in other words, if  
4 there's a, let's say, one-third  
5 recovery, and the court finds that  
6 the driver was two-thirds  
7 responsible, under these rules, all  
8 proceeds would have to go back to  
9 the driver even though the owner  
10 ate most of damages. It should be  
11 prorated the same way any other  
12 deductible is prorated or it should  
13 be returned on a last-serve basis  
14 the same way every other deductible  
15 is served. That, Mr. Chair, is  
16 under rule 58-21(c)(1). I  
17 understand the intent, the intent  
18 is good, but it needs to be fixed.

19 These proposals are a step  
20 in the right direction. The fact  
21 that there are so many people,  
22 drivers, who are lined up  
23 downstairs is a testament that they  
24 agree with us that the revenue  
25 generated from credit card is going

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

up, or they wouldn't be concerned  
at all.

THE PEOPLE: Liar. Liar.

MR. GERBER: The credit card  
use has gone up, it continues to go  
up, and that is why you're against  
it, otherwise they wouldn't be.

THE PEOPLE: Liar. Liar.

MR. GERBER: Okay. They'll  
tell you. The point of the matter  
is --

CHAIRMAN YASSKY: Points for  
creativity.

MR. GERBER: The point of  
the matter is --

FEMALE VOICE: You don't  
speak for drivers.

MR. GERBER: Okay.

The point of the matter is  
that credit card use continues to  
go up. All this does is put online  
what the TLC said it was trying to  
do when it passed the rules the  
first time, which was to create a

1  
2 parity and create a situation that  
3 will stay the same and lock in a  
4 certain rate. If credit cards are  
5 continued to be used the way it's  
6 going up, it will not have that  
7 parity. That's what it is intended  
8 to create.

9 My only suggestion on the  
10 rules so far is that, first, it's a  
11 real public hearing held before  
12 actual Commissioners, like this  
13 one, and not one of the Friday  
14 afternoons -- you, Mr. Chairman,  
15 haven't done this as much as your  
16 predecessor did --

17 CHAIR YASSKY: I was going  
18 to say.

19 MR. GERBER: -- but we've  
20 literally had public hearings on  
21 summer Fridays in August at 4:30  
22 designed not have anyone show up.  
23 The Commissioners don't know  
24 because they weren't there. Only  
25 us, only a person from the TLC

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

would be there, usually not even taking notes. We have to have full Commission hearings.

The other thing is, the deductible has to be fixed to reflect an actual deductible as normal insurance practices.

Thank you.

MALE VOICE: Pathetic.

MR. CARONE: Mr. Chairman, just a quick comment.

CHAIR YASSKY: Yes, please.

MR. CARONE: Mr. Gerber, I just ask, first of all, full disclosure, Fridays in August, I will not be there, so --

CHAIRMAN YASSKY: He's already beginning to lay the ground work for not being here on a Friday in the middle of August.

MR. CARONE: I ask for a follow-up letter regarding your comment on the deductible on how you envision it working on a

1  
2 pro-rata basis so I have more  
3 information on that. We don't have  
4 the time here now, but a follow-up  
5 would be helpful.

6 MR. GERBER: Absolutely.  
7 Thank you.

8 CHAIRMAN YASSKY: The next  
9 speaker is Osman Chowdhury followed  
10 by David Pollack.

11 MR. CHOWDHURY: Good  
12 morning. My name is Osman  
13 Chowdhury and I am a member of --

14 MR. FROMBERG: You have to  
15 go slow.

16 MR. CHOWDHURY: Okay.  
17 -- United Taxi Driver Association.  
18 I'm very --

19 CHAIR YASSKY: I'm sorry.  
20 Do you have the written or do you  
21 not?

22 MR. CHOWDHURY: No.

23 CHAIR YASSKY: Okay. I  
24 would just say, again, I appreciate  
25 your diligence and attention to our

1  
2 issues. The last hearing, or the  
3 one before, when you had a written  
4 statement, I found it awfully  
5 useful.

6 MR. CHOWDHURY: Last  
7 morning, I wake up and didn't --

8 CHAIR YASSKY: Okay.  
9 Understood. Please continue.

10 MR. CHOWDHURY: (Inaudible)  
11 After the hearing, Commissioner,  
12 what I just said.

13 When I got in an accident, I  
14 had to pay the insurance because  
15 the rental -- the rental cars --  
16 last 15 years, we driving the car,  
17 we never have seen that.

18 (Inaudible) because how -- like,  
19 after 8 years, there was a decent  
20 living. All the newspapers  
21 broadcasting publicly, but now  
22 this isn't (inaudible) all the  
23 (inaudible) making money, and  
24 millions after million dollar  
25 damage don't get any money enough,

1  
2 the business making money. The  
3 12-hour shift we are working, why?  
4 They making a million -- a  
5 \$2 million, why do we work the  
6 12-hour shift?

7 And also, the car is  
8 (inaudible) it's hybrid -- three  
9 years to determine, but they do a  
10 hybrid (inaudible) car. The car,  
11 lots of drivers, but we can't  
12 drive. (Inaudible) broken car.  
13 Too dangerous. This is no good.  
14 (Inaudible) my car got into  
15 accident. This car is having  
16 problems, the driver working  
17 12-hour shift, road not good, car  
18 is no good (inaudible). 2001, my  
19 car is (inaudible) who is liable  
20 for that kind of things? The  
21 driver is not going to pay the  
22 insurance. And this is the  
23 situation.

24 And also, our government,  
25 president talking, our mayor, our

1  
2 governor, our president, how many  
3 people going to fight? But who we  
4 can see, who is on our side who  
5 don't want to pay anything  
6 (inaudible). Even garages,  
7 (inaudible) increase our leases,  
8 1,000, what is --

9 MR. FROMBERG: Slow down  
10 please.

11 MR. CHOWDHURY: That  
12 happened intentionally. They can  
13 do -- the president -- how many  
14 medallion they took the driver?  
15 They don't -- even the retaliation,  
16 that's what they wanted, but  
17 (inaudible) please don't do that  
18 then. What happens with the  
19 (inaudible)? Otherwise, working in  
20 the street. Please. Thank you.

21 CHAIRMAN YASSKY: Thank you,  
22 Mr. Chowdhury.

23 David Pollock followed by  
24 Steven Bulatowicz.

25 MR. POLLOCK: Good morning,

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

Mr. Chairman, Commissioners.

On behalf of the Committee for Taxi Safety, we believe the proposed regulations regarding lease caps and fare increases both need to be modified to ensure that they are fair for all segments of our industry and to ensure that all stakeholders are protected.

We have also submitted written comments that fully address our concerns. It appears that the Commission continues to sanction income disparity between the shift segment of the industry and the rest of the industry. As examples of proposed regulations, one, deduct \$10 from all shifts or \$120 per week for weeklies and DOVs, but deduct only \$9 per shift, the Thursday, Friday and Saturday night shifts, giving the shift segment a dollar per shift increase for each of those three shifts.

1  
2 Two, allowance for late  
3 charge of \$25 per hour for late  
4 payments for a shift segment to the  
5 industry, but only a one-time late  
6 charge of \$25 for the weekly, the  
7 DOV segments in our industry no  
8 matter how late the payment is  
9 made.

10 The disparity in late  
11 charges to the different segments  
12 of the industry has exacerbated as  
13 the proposed regulations give the  
14 shift segment of the industry the  
15 right to charge approximately 18 to  
16 22 percent late charge per hour  
17 depending upon which shift in  
18 comparison, and less than 2 percent  
19 one-time charge for a late payment  
20 of a DOV vehicle and medallion.

21 Four, the credit card  
22 charges for the weeklies and DOV  
23 segments of our industry are \$120  
24 per week in comparison to the shift  
25 segment of our industry, which is

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

\$10 per shift, or \$140 per week, giving the shift segment of our industry yet another increase of \$20 per week more than the rest of the industry.

The Commission's proposed regulations that credit card usage for shifts under seven hours should not be counted is arbitrary and will result in an inaccurate review. All driver shifts should be counted, regardless if they're less than nine hours or not.

The proposed regulation also for the drivers' agreement to pay for damages to the vehicle will remain in effect for only so long as a driver is leasing a medallion from the owner or agent. That regulation needs to be changed to survive termination of the lease if the damage occurred while the driver was leasing the vehicle.

Additionally, TLC

1 regulations limit agents to  
2 charging for the vehicle for a  
3 maximum of three years. Given a  
4 choice between purchasing a new car  
5 or a used car with perhaps 100,000  
6 miles or more, and that car may  
7 have been involved in an accident,  
8 what driver would not select a new  
9 car if the driver has to pay the  
10 same amount of money for both cars?  
11

12 We also believed that TLC is  
13 imposing its vision of how the  
14 industry should operate by capping  
15 weekly charge on the deductible for  
16 collision contracts. Because  
17 repair contracts are optional, the  
18 TLC should not regulate repair  
19 costs especially if the driver does  
20 not believe that the value of the  
21 services provided are worth the  
22 cost. Let the marketplace decide.

23 And finally, the Commission  
24 has proposed increasing fines for  
25 retaliation against drivers.

1  
2 However, definition of what conduct  
3 the violation is in this regulation  
4 is unclear and should be better  
5 defined, whether drivers or agents.

6 In summary, we believe these  
7 rules need to be modified so that  
8 all segments of the industry and  
9 all stakeholders are protected and  
10 protected equally. Thank you.

11 MR. GONZALES: I have one  
12 quick question. You mentioned  
13 about the late fee difference. In  
14 your experience, what percent of  
15 the DOV drivers do you see is this  
16 an issue?

17 MR. POLLACK: It's an issue  
18 with times and there's --

19 MR. GONZALES: What  
20 percentage, though?

21 MR. POLLACK: I don't have a  
22 statistic as far as a percentage,  
23 but I know that if you have a bill  
24 to pay, you need some type of  
25 incentive to pay it on time.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

MR. GONZALES: I'm just trying to find out whether this is significant or not.

MR. POLLACK: I think the point is, it's unfair. We're saying that -- it's two sets of rules here, and it should be the same.

MR. GONZALES: Okay.

CHAIRMAN YASSKY: I understand your point, Commissioner, I would add to that that it's also really a different phenomenon in that if the fleet driver brings back the car late, that's a problem. If they bring back the car late, then the next driver isn't going to be able to go out.

In the DOV situation, what we're talking about is late payment of their charge. So it's not the same type of harm.

I'm sorry, okay. Steven

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

Bulatowicz followed by Bhairavi Desai. Perhaps we'll proceed directly to Ms. Desai, Mr. Bulatowicz is not here. (Applause.)

MS. DESAI: Good morning. I am the executive director of the New York Taxi Workers Alliance, and Commissioners, I would like to inform you that in the overflow room there are over 50 drivers that are watching this hearing on the big screen. You can actually hear many of them clapping when you're in the hallway. (Applause.)

There are over 50 drivers that are standing outside, we were not able to get everybody up in here. I do just want to say, for the record, we saw many people in suits that were able to get up here, but it seemed to be the drivers that got stomped and were asked to wait.

1  
2 MALE VOICE: They are in  
3 Brooklyn, they cannot come. They  
4 are in Queens, they're (inaudible)  
5 by the critical driver problem.

6 MS. DESAI: So we -- it's  
7 really, it is unbelievable to  
8 imagine, it took us eight years to  
9 get a raise. It has taken the  
10 fleets less than eight months to  
11 come back here and plead poverty to  
12 you all.

13 Please do not believe these  
14 lies. These rules are absolutely  
15 horrendous. If they are passed,  
16 they will be economically  
17 disastrous for thousands and  
18 thousands of drivers. (Applause.)

19 MALE VOICE: That is the  
20 truth.

21 MS. DESAI: This is a really  
22 hefty rules package. There's 12  
23 different points. I've already  
24 presented to you in writing a  
25 detailed response to each one, so I

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

will really try to make this brief, especially so drivers can come up here and testify themselves.

First of all, the rule that says that the repair should be passed on to the drivers, I mean, this is absolutely absurd. You're paying for -- when you lease from a garage, in the 40 years of leasing, garage leases always took care of repairs and maintenance. Drivers who leased from a garage pay at a higher lease than any other drivers in the industry. And the value of that lease has always included not just maintenance and service, but also the repair cost.

And just to give you an idea, if a nightshift driver on a hybrid is paying \$141 on the lease, plus \$4.77 sales tax, that's \$145.77 they're paying in total, plus they're paying for fuel.

Now, the amount of money the

1  
2 garages are already paying, they  
3 have to cover for liability. I  
4 mean, there are state insurance  
5 requirements here that go beyond  
6 the TLC. What they're trying to do  
7 is say, in cases where they can  
8 hold the driver responsible, that  
9 they can make the driver pay for  
10 those damages directly.

11 In other words, in any  
12 accident, drivers will have to pay  
13 up front for their repairs. It  
14 could be that the side-view mirror  
15 is broken, which is maybe a couple  
16 hundred dollars. We have examples  
17 of drivers that are facing bills of  
18 up to \$11,000. We have a member  
19 who got a bill for \$16,000. These  
20 cars are in short, but the garages  
21 don't want the insurance to pay for  
22 it when instead they can force the  
23 drivers to pay that money  
24 out-of-pocket. This is insane.  
25 They've already crushed our rights

1  
2 as workers, now they're seeking to  
3 crush our rights, basic rights as  
4 consumers.

5 I mean, this is -- the  
6 insurance is already there. We  
7 don't get to choose the insurance  
8 policy. Many of the garages are  
9 self-insured, many of them have  
10 their own repair shops. Imagine,  
11 if your boss said to you, yeah, I  
12 have insurance, but on certain  
13 accidents, you're going to pay up  
14 front, and you're going to pay me  
15 so my mechanic can work on these  
16 repairs. I mean, this just reeks  
17 of fraud and real economic abuse.

18 It will cost them, maybe, \$2  
19 a shift to have full coverage on  
20 these vehicles. Instead of paying  
21 \$2 out of the 145 that they're  
22 collecting from the driver, they  
23 would rather put the driver at  
24 economic risk and harm and pay up  
25 to \$16,000 out-of-pocket. That's

1  
2 completely unconscionable, and we  
3 beg of you to not pass this  
4 regulation. (Applause.)

5 For 40 years we have not had  
6 to pay for repairs. That should  
7 not change. Weekly drivers  
8 would -- imagine, you work 12-hour  
9 shifts. Imagine when you're a  
10 weekly driver, you're working on  
11 average six shifts a week. As a  
12 result, you'll be charged a weekly  
13 rate, which adds up to the six  
14 busiest shifts of the week. So one  
15 shift, you're supposed to be  
16 quote/unquote "credited," and  
17 financially, that's how the numbers  
18 work out, right? Well, if this  
19 rule's passed, what it will mean is  
20 that the weekly driver will either  
21 have to pay for that seventh shift  
22 out-of-pocket, which is an extra  
23 \$20 per shift for the six days they  
24 worked, which, I assure you,  
25 members of the Commission is not

1  
2 small change for a working taxi  
3 driver even with the new fare  
4 rates, or they're going to have to  
5 work a seventh shift.

6 Would you tell someone you  
7 employ to work seven days of a  
8 12-hour shift? Because that's  
9 basically (inaudible). (Applause.)  
10 Those are the choices. You either  
11 pay out-of-pocket, you lose that  
12 extra income, or you work yourself  
13 to the bone working an extra shift.

14 I thank you, Commissioner  
15 Yassky, for giving me the extra  
16 time.

17 The other rules, you know,  
18 on the credit cards, I mean, again,  
19 you just passed regulation where  
20 the market will finally get opened  
21 up. We already know Square has  
22 said for processing, they would  
23 charge 2.75. There are going to be  
24 other vendors coming in that are  
25 going to be charging less in

1  
2 processing fees. On one hand, the  
3 processing rates for the owners are  
4 coming down, but on the other hand,  
5 with these rules, drivers are  
6 expected to pay more. It's  
7 completely unfair.

8 Why would we have to pay  
9 more when the owners are getting to  
10 pay less? And just because credit  
11 card usage -- so the number or  
12 percentage of passengers that might  
13 be paying the fare using a credit  
14 card, you know, just because that  
15 percentage might be going up does  
16 not mean that drivers are getting  
17 some fare increase. It doesn't  
18 mean that their overall income is  
19 going up, it doesn't mean that  
20 their revenue is going up.

21 Yet, what the fleets  
22 basically want is the right of  
23 every six months, based on this  
24 review of an overall average for  
25 that amount, of that lease amount,

1  
2 to go up automatically. You're  
3 rules state that it would be an  
4 automatic adjustment. It doesn't  
5 even say that there'd be another  
6 public hearing to review the impact  
7 of raising the lease in relation to  
8 the credit card fairs.

9 What should be done is, if  
10 the fleets are not satisfied with  
11 the current scenario, then, fine,  
12 give up their right to be our  
13 merchant account holder. Let  
14 drivers choose their own merchant  
15 account holder.

16 CHAIRMAN YASSKY: I  
17 recognize that these are serious  
18 rules and there are a lot of them  
19 and they're intricate, and so  
20 there's lots to talk about here. I  
21 didn't want to limit you to the  
22 three-minute time --

23 MS. DESAI: Thank you.

24 CHAIRMAN YASSKY: -- given  
25 that you represent the parties in

1  
2 interest here and there's a lot to  
3 discuss, but at the same time, I'd  
4 ask you to take just a couple more  
5 minutes and cover the most  
6 important points.

7 MS. DESAI: Absolutely, yes.

8 \$10,000 penalty right now  
9 for retaliation. I mean, the TLC  
10 has a Lease Cap Enforcement Unit.  
11 I'm sure there are prosecutors can  
12 tell you how difficult it is for  
13 drivers to come forward and file a  
14 complaint of an overcharge. We  
15 know firsthand. We've had so many  
16 drivers come to us.

17 I will be submitting this to  
18 the Commission. It's too bad that  
19 Mr. Gerber left, because one of the  
20 garages in his trade association --  
21 look at this, and I'll pass it  
22 around to you, this is a receipt  
23 that says that the driver is being  
24 charged for the "Health and  
25 Disability Fund." The TLC has not

1  
2 even authorized that yet. This  
3 individual was charged, you know,  
4 for that fund. In addition, they  
5 were charged \$49 for something call  
6 the "shift excess fee." This has  
7 been going on for years now.

8 And the late charge that  
9 Chairman Yassky was talking about,  
10 if the driver returns late to the  
11 charge, you're right, Commissioner  
12 Yassky, it's the next shift driver  
13 that gets penalized. But guess  
14 what? The late penalty doesn't go  
15 to that next shift driver, it goes  
16 to the garage. (Applause.)

17 And what this particular  
18 garage has been doing is charging  
19 every driver something called in  
20 "shift excess fee." The GPS record  
21 will show you, these were drivers  
22 who returned to the garage on time  
23 at the end of their 12-hour shift.  
24 There are already so many rampant  
25 overcharges, members of the

1  
2 Commission, and to reduce the  
3 penalty for retaliation from  
4 \$10,000 to \$1,000 makes it even  
5 more likely that garages will keep  
6 that upper hand and make it more  
7 difficult for drivers to come  
8 forward and file complaints. And  
9 in all my 17 years in this  
10 industry, I have never heard of a  
11 time where a penalty against a  
12 driver was lowered, by the way.

13 You have another rule, where  
14 the owners can pass along certain  
15 owners' summonses on to the driver.  
16 I mean, if you really want to be  
17 charitable, fine, get rid of those  
18 rules, but why allow the owners to  
19 pass the cost on to the drivers  
20 when those rules and those  
21 penalties were promulgated? I'm  
22 sure that TLC took into  
23 consideration the owners' revenue  
24 because these were penalties on the  
25 owners. So for you to allow the

1  
2 owners to pass those costs on to  
3 the drivers, it's completely  
4 absurd. It's not fair, and it's  
5 not -- you know, it's not in  
6 principle of when those rules were  
7 first passed and those penalties  
8 were first established.

9 Lastly, I will speak on the  
10 fact that, you know, the fleets  
11 would like the requirement of the  
12 evaluation of the amount of revenue  
13 necessary to generate a fair and  
14 reasonable rate of return to a  
15 medallion owner. I mean, I don't  
16 even know where to begin. We don't  
17 even understand the legality of  
18 this, certainly not the morality of  
19 it.

20 I mean, drivers should be  
21 guaranteed a livable income. That  
22 should be within your policy.  
23 (Applause.) That should be the  
24 priority. It is their blood and  
25 their sweat and their labor that

1  
2 generates that revenue. I'm not  
3 saying, therefore, that the fleets  
4 and agents are not necessary. I  
5 mean, that would be a -- we don't  
6 take that position. That would be  
7 preposterous. They're in the  
8 industry. We all co-exist within  
9 this industry, but what you are  
10 doing, members of the Commission,  
11 if you pass these rules and  
12 regulations, you're sending a  
13 glaring message to every single  
14 driver to every single member of  
15 this industry that the fare raise  
16 was only meant for us to have a  
17 liveable income for basically a  
18 couple of months.

19 And the big fleets with  
20 their money and their lawyers can  
21 go to court or can go lobbying and  
22 they can come in and take that rate  
23 right from under our feet. I don't  
24 know of any fleet owner that has  
25 filed for bankruptcy, but I know

1  
2 many drivers that live on the edge  
3 of poverty. (Applause.) Please,  
4 think of them.

5 If these rules pass, it will  
6 be economically disastrous for  
7 thousands and thousands of taxi  
8 drivers, and we ask you to take  
9 pause and reject these rules.  
10 Thank you. (Applause.)

11 THE PEOPLE: Thank you.

12 MS. DeARCY: Can I see that  
13 receipt?

14 MS. DESAI: Absolutely.

15 CHAIRMAN YASSKY: Is  
16 Mr. Gerber still here?

17 MS. DESAI: No, he left the  
18 room.

19 CHAIRMAN YASSKY: All right.  
20 I have some follow-up questions for  
21 him. I ask the staff to look for  
22 him. I would ask that he could be  
23 available.

24 MR. CARONE: Mr. Chairman,  
25 just a quick question, please.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

CHAIRMAN YASSKY: Yes.

MR. CARONE: Ms. Desai, good morning.

MS. DESAI: Good morning.

MR. CARONE: I have a question, and I may have it wrong but a few times this morning, you referenced the drivers that you represent as employees and the fleets as employers.

Are you talking about the traditional employee/employer relationship, whether there's a W-2, or are you really referring to independent contractors?

MS. DESAI: Oh, no, Commissioner Carone. Thank you for the clarification, because I'm very clear that the drivers are indeed independent contractors because they get no employee benefits like paychecks and Social Security contribution and the right to health care and retirement and paid

1  
2 time off. So we're very clear that  
3 the fleets know that drivers are  
4 not employees because we have none  
5 of the benefits of an employee.

6 The point that I actually  
7 was making, sir, was that for you  
8 all to imagine, because I imagine  
9 that some of you who have  
10 businesses, you do have employees.  
11 And so in that relationship where  
12 you as a boss control the  
13 livelihoods of the workers, in that  
14 scenario, it is comparable because  
15 the actions of the fleets combined  
16 with the regulations of the TLC,  
17 that does control the livelihoods  
18 of the drivers. And so that's the  
19 comparison that I was making.

20 MALE VOICE: Or you can call  
21 us yellow slaves.

22 MALE VOICE: Slaves.

23 CHAIRMAN YASSKY: All right.  
24 I'm going to ask, please, people in  
25 the audience to let the witness

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

    speak and question and answer go forward, and please do not shout out like that.

    MS. DESAI: Commissioner Yassky, if I may just say, I know that in the written comments I have noted that, for an example, we have a member who was given a bill for \$11,000, and another member has recently gotten a bill for \$16,000 for repairs. And also, I should say that this was immediately when the accidents first took place.

    So even your rules say that if another party compensates the fleet, they have to give that money back to the driver. But I hope you understand that means basically the working driver is now acting as like a lender, putting the money up front to the fleet.

    And Commissioners, we do have copies of those receipts as well as other receipts that clearly

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

evidence overcharges, and I will be following up and submitting those copies to you.

MR. CARONE: Just one follow-up question. Thank you for your answer on the employee question.

Do you have with you, you mentioned before this is from a particular garage. I don't see that on here. Do you have that as well?

MS. DESAI: I mean, I will submit that to the Chairperson's office because I did not want to reveal the name of the individual for the purposes of this public hearing. That's why. Because, see, retaliation is a tremendous concern for drivers even at a \$10,000 penalty, so you can imagine if you reduce it to \$1,000.

CHAIRMAN YASSKY: I will assure you, Commissioner Carone, I

1  
2 haven't looked at that particular  
3 one, but you know, in the year in  
4 sum that we have had now a Lease  
5 Cap Enforcement Unit, a small unit,  
6 one person, but nonetheless a unit,  
7 we've assessed and collected, I  
8 guess, some \$110,000 in fines for  
9 overcharges and secured about  
10 \$50,000 in restitution to drivers  
11 who have been overcharged.

12 And I guess what my -- I  
13 have two points I'm trying to make.  
14 One is, is there overcharge  
15 activity out there? Absolutely.  
16 And we are addressing it, but I am  
17 sure there's more to do. In fact,  
18 I know there is.

19 We have had a couple driver  
20 complaints from, I believe, the  
21 same medallion owner that I'm  
22 guessing this is for, because it is  
23 the same two types of charges.  
24 That's an active investigation.  
25 And we have maybe 100 at the moment

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

active investigations.

So that is absolutely part of our day-to-day business here.

MS. WEINSHALL: May I ask a question?

CHAIRMAN YASSKY: Yes, please.

MS. WEINSHALL: So I have the receipt in front of me. Can I ask you a question?

MS. DESAI: Sure.

MS. WEINSHALL: I see that there is a surcharge for a hybrid. Is that customary in garages to charge a surcharge?

MS. DESAI: Yes, I mean --

MS. WEINSHALL: They can, legally?

MS. DESAI: It's within your rules. They just -- I mean, in your regulations. So for example, if it's a day shift, nonhybrid is 115 and then hybrid is 118. So the garage may have listed like \$3 as

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

the hybrid surcharge separately.

MS. WEINSHALL: This is \$42.

MS. DESAI: Right, so --

CHAIRMAN YASSKY: For the  
weekly.

MS. WEINSHALL: Weekly,  
okay.

I'm also struck by the  
enormous number of credit card  
transactions on this one shift. I  
guess, credit cards have become the  
preferred way to pay for cabs now?

MS. DESAI: Exactly. And  
that's part of why, Commissioner  
Weinshall, it's really concerning  
to us. So usage is going up,  
right, but at the same time, you've  
opened up rules where now the  
owners will have --

MS. WEINSHALL: Charge more.

MS. DESAI: They're going to  
have more vendors to choose from  
and their processing costs are  
actually going to come down. Yet,

1  
2 they want you to pass a rule where  
3 based on usage going up, not on  
4 cost of processing going up, but on  
5 usage going up, that we would have  
6 to pay more on the lease. That is  
7 fundamentally unfair.

8 We don't choose what form  
9 the passenger will use to make that  
10 payment, right? And by us  
11 accepting a credit card payment,  
12 which, in fact, means, the driver's  
13 cash flow gets affected because you  
14 have to wait longer to get your  
15 money back, on top of that, we're  
16 now going to get penalized by the  
17 garages who want to basically  
18 charge us more on the lease.

19 And really, I would really  
20 say to you, if they think the  
21 current version of the rules is not  
22 a solution and we're too much of a  
23 burden to process for, set us free.  
24 Let us choose our own processor.  
25 (Applause.) Let the drivers choose

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

their own merchant account holder.

Drivers -- I mean, I could give you an example, Commissioners. You know, the Taxi Workers Alliance, we are a 501(c)3 nonprofit organization. We've recently become a merchant account holder, and we have drivers who can be authorized under our master agreement to be sub-merchants.

And we pay -- so when members pay their dues to us by a credit card, it would now be 1.8 percent. It would -- our small volume compared to the volume in taxis, where you can imagine how much of a lower rate they could bargain for. And so, if the fleets don't want to do that, fine, give it up. Let us choose our own merchant account holder. Let us pay those rates. Drivers can easily become authorized to be merchant account holders

1  
2 themselves, or they can certainly  
3 identify others who are willing to  
4 be the master of merchant account  
5 holders for them.

6 CHAIRMAN YASSKY: Can I just  
7 add to this, because this is  
8 something I've tried to grapple in  
9 my own head.

10 How, mechanically, could we  
11 make that work given that a fleet  
12 vehicle is used by, you know, three  
13 or more drivers over the course  
14 of -- I mean, a minimum of three  
15 over the course of a year, probably  
16 in any given vehicle, five or  
17 eight, if not many, many more.  
18 That would be the minimum, really.

19 So literally, how could we  
20 mechanically implement what you're  
21 talking about?

22 MS. DESAI: Well, you know,  
23 Commissioner Yassky, in other parts  
24 of the country, they are doing  
25 that. I mean, one --

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

CHAIRMAN YASSKY: It's probably more of an owner/driver -- I don't mean to interrupt, but it's probably more of an owner/driver model. I'm just guessing.

MS. DESAI: That's interesting. The city's I'm thinking about are where the drivers are still leased drivers, you know.

I mean, a couple of ways. One would be, one, there is the actual technology, right? You don't have to have the reader in the back. People could have even -- you know, like with the smart payments, there could be an application on your phone with a smart payment application, and that would be linked to a drivers' direct account and that money could be processed through there.

THE PEOPLE: Yes.

MS. DESAI: And remember

1  
2 that when drivers log in to the  
3 system, they do have to log in  
4 using their hack number. So  
5 already in a way, that system is  
6 individualized. And we're talking  
7 about, these are wireless  
8 transactions, right? We're just  
9 talking about some computer coding.  
10 Mr. Thaler really is the expert in  
11 the room who could share with you,  
12 I'm sure, the technological means.

13 But this is being done in  
14 other parts of the country, and we  
15 would be happy to share more  
16 details with you both in terms of  
17 the technology as well as the  
18 different wireless methods.

19 CHAIRMAN YASSKY: I do want  
20 to think that the reality is that  
21 the TPEP system that gets the  
22 credit cards into the cars also  
23 generates all this data for us.  
24 And the credit card revenue, in  
25 some sense, subsidizes some of the

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

other functions that TPEP provides.

And I don't -- I say it not to say that what you're suggesting is impossible, but it does need to be thought through, at least by me. So I don't want to delay you here.

MS. DESAI: But there is advertising revenue. I mean, there are other ways that the fleets recover that money, so it's not just in the credit cards.

CHAIRMAN YASSKY: Right.

MS. DESAI: There's other extremes they have.

CHAIRMAN YASSKY: Thank you.

MS. DeARCY: I don't want to belabor the point, but I do have a question.

When you were talking about retaliation, forgive my ignorance, but what form does retaliation take? I just have no concept of what that would look like.

MS. DESAI: Sure. A couple

1  
2 of different ways. One would be  
3 where you're removed from the car,  
4 right, and so you can no longer --  
5 you know, I mean, if you are a DOV  
6 driver and you've entered into a  
7 contract with the agent, you made a  
8 lot of payments toward that  
9 vehicle, right? And if you're  
10 retaliated against, so they could  
11 remove that medallion off that car,  
12 which makes your car completely  
13 useless and you're out of your  
14 investment and you're out of a job.  
15 And in that case, it will be more  
16 than one driver usually that will  
17 be out of work as a result of that.

18 It could be -- we have a  
19 member in the audience right now,  
20 Emmanuel Kahn (phonetic). I've  
21 informed Commissioner Yassky and  
22 his staff about this, I believe, on  
23 Monday where he was at an agent's  
24 office and he was assaulted. I  
25 mean, they went to remove the

1  
2 medallion early before the contract  
3 had expired and he just paid for  
4 inspection for that vehicle, over  
5 \$2,000. So, well, give me back my  
6 car or give me the cost of paying  
7 for the maintenance for the  
8 inspection preparation.

9 And anyway, an argument  
10 broke out -- and this I heard from  
11 his partner who was in the room --  
12 and basically two of the owners  
13 went toward him. He said, don't  
14 touch me, and they said, we're not  
15 touching you. They went behind him  
16 and pulled out the chair. He fell  
17 to the ground. We were in the  
18 hospital with him. He was in the  
19 hospital till about midnight that  
20 night. And I'm not trying to  
21 sensationalize it, but I do want to  
22 say to you in all sincerity, and I  
23 know there are other drivers in  
24 this room who've witnessed it,  
25 there are -- often times these

1  
2 things get so heated that we've  
3 even seen physical altercations  
4 take place at these offices between  
5 drivers and the management or  
6 dispatchers.

7 I know, Osman was leasing  
8 from the garage at one point where  
9 a dispatcher had assaulted the  
10 driver. The driver didn't even  
11 want to press charges because he  
12 was too scared that they were going  
13 to take the car away from him, you  
14 know, wouldn't give him a car. It  
15 was the nearest garage to his home,  
16 and he would have been out of work.

17 People are really desperate  
18 to keep their jobs. Any threat  
19 that they're going to lose the car,  
20 which means they're going to lose  
21 their job, that's the main form of  
22 retaliation.

23 MS. DeARCY: Thank you.

24 MS. DESAI: Sure. And you  
25 know, the main concern with the

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

regulations isn't -- I mean, you  
can make a statement --

CHAIRMAN YASSKY: Okay. I'm  
going to say, I think --

MS. DESAI: I'm just going  
to be really quick. I just want to  
respond to that.

CHAIRMAN YASSKY: All right.  
We did question and answer and the  
question's been answered. I  
appreciate it.

MS. DESAI: I mean, you can  
say that you can have more  
enforcement and that's absolutely  
necessary, but our fundamental  
concern is that the way these  
regulations are written, they will  
allow for loopholes that were once  
considered overcharges will now get  
legalized. And that will lead to  
economic harm to thousands of  
drivers.

Thank you very much for the  
time.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

THE PEOPLE: That's right.

(Applause.)

CHAIRMAN YASSKY: There are several speakers, there's another 15 or 20 that are signed up. I'm going to ask folks, if it's implicative your point has already been made, please do not make it again.

Haron Ur Rashid has signed up and also Waheed Malik. Kazi Karim. I'll read names until somebody shows up. Noor Mengle, or Men-glay, maybe. Pasang Sherpa. Taifour Dishaby.

MR. DISHABY: Yes.

CHAIRMAN YASSKY: Yes, sir. So that you can be ready, Liaqat Khan, is next.

MR. DISHABY: Good morning, Commissioner.

CHAIRMAN YASSKY: Good morning.

MR. DISHABY: I am Taifour

1  
2 Dishaby. I have been working for  
3 (inaudible) Yellow since 2007. I'm  
4 just hear to testify as she said.  
5 I got charged for vehicle repair.  
6 I did an accident on January 3rd,  
7 and I called the garage, that was  
8 around, like, 9:00 p.m., I called  
9 the garage, they ask me if there  
10 was nobody injured, and I said no.  
11 And then asked me if I can do the  
12 police report, I said, yes, which I  
13 did. And then after that, they ask  
14 me if I can drive the car back to  
15 the garage. I said, okay, I can do  
16 it.

17 I took the car by myself to  
18 the garage, but when I got down  
19 there, what the dispatcher told me,  
20 he said, this is my responsibility.  
21 I said, okay, I know -- I know my  
22 right and my responsibility in this  
23 country. But the thing, there is  
24 no guarantee when you take a car,  
25 you're not going to get any

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

accident.

I'm here because I want to work, so I'm not going to take a car because I want to work and make some money. I've got family, I have to go and I have to make some money for my family.

So he said, okay, so, now you got to go home and the next day you're going to come and bring the police report. I said, no problem. And then I wait like, two, three days, I went back to the precinct and they give me the police report, which I took back to the garage, and then, when they check the paper, they said, everything okay, so if you want to walk back, because you've got to give the car back. I said, okay, no problem, I live around here, I can walk. And (inaudible) this garage.

Since 2007, I'm here, and I don't take any break even leave the

1  
2 country. The only, like, vacation  
3 I took was like a week. I went to  
4 Montreal and they charged me. I  
5 called them, I said, I'm not here.  
6 I go to spend one week with my  
7 family, and they charge me. It's  
8 Sunday night, they said, they  
9 didn't get no one to take the car.  
10 How come you are not even in the  
11 country? And you already told them  
12 and they going to charge you for  
13 the lease. I don't know how.

14 And also, they give me the  
15 car, so I start driving like a week  
16 later, and I show on my, like, for  
17 a receipt, vehicle repair  
18 \$2,709.27, and they charge me for  
19 that vehicle repair. And I ask  
20 them, how come you got to charge  
21 me? Does the car have, like,  
22 insurance or not? I got my private  
23 car, I pay for insurance, so when  
24 someone hit me or I hit someone,  
25 that's why I'm paying that

1  
2 insurance. So I don't know how  
3 you're going to charge me here, I'm  
4 paying the lease.

5 So I call the Taxi Alliance  
6 Union. I told them that the garage  
7 charged me for vehicle repair.  
8 They said, okay, it's something  
9 (inaudible.) So what happened, we  
10 going to try to -- we ask you if  
11 you want to open a complaint, and I  
12 said, yes. And they ask me why,  
13 because a lot of drivers are scared  
14 to do it. As they said here,  
15 because when you, like, open a  
16 complaint against the garage,  
17 they're going to, like, tell you --  
18 they're not going to give you no  
19 more the cab.

20 So that's why a lot of  
21 drivers, like (inaudible), we are  
22 scared, so we don't want to take  
23 them to the court. So I call David  
24 Ross like two time, and then, he  
25 said, okay, if you're not going to

1  
2 open a complaint against them,  
3 we're going to do it. And then he  
4 asked me also why you want to do  
5 it. I told him, I have been  
6 working seven years in this garage.

7 And before, if (inaudible)  
8 hear you or hear someone, there's  
9 no -- they're not going to ask you  
10 for anything, even the vehicle  
11 repair. So now they charge me  
12 almost \$3,000. But I'm not going  
13 to pay. And every night, they take  
14 \$10 from my lease.

15 So we had a meeting on  
16 May 8th, and the attorney postponed  
17 the case. And now they give me  
18 another date, which it is on the  
19 22nd, I think that's on Monday. So  
20 we going to go there, I don't know  
21 what's going to happen.

22 Now, it says here, they want  
23 to like reduce a penalty from  
24 10,000 --

25 CHAIRMAN YASSKY: I'm sorry,

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

sir. I'm going to ask you to sum up. Just, we a lot of people.

MR. DISHABY: Just one more second. Please.

CHAIRMAN YASSKY: Go ahead.

MR. DISHABY: I would like to ask you, please to increase this penalty from \$10,000 to \$50,000 for the car. (Applause.) Please. We work hard to make our life. We have families. We have to take care of them. We have kids. Since I left work last night by two. I went home, I take (inaudible) the kids and I took them to school, I didn't sleep yet, I'm here to testify today. We need your help. Please. (Applause.) Thank you.

CHAIRMAN YASSKY: Thank you, sir. The next person is Liaqat Khan. Mamadou Bah?

MR. KHAN: I want to speak about --

CHAIRMAN YASSKY: Can you

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

give your name, sir.

MR. KHAN: My name is Liaqat Khan. Sorry, I don't speak very well English, but I try to explain you.

Every driver in big trouble, they are afraid about the garages. They are millionaire people and we are very poor people. And they try to get more and more money from our pocket.

Like, I work at Andy Garage, West 44th Street. My son is 22 years old. He's supposed to go to school, but he drives a cab. He drives night, I drive daytime. He charge the lease before, he charge \$1700. After when they change the rule, he charge \$1865 for both driver. (Inaudible.)

And when I heard that some drivers the rule is changed, the lease is actually, he cannot charge more than \$738 for the daytime, and

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

they also, night driver for the rule and regulation.

And I tell him, after two, three months, and this is -- he charge me a lot of money.

CHAIRMAN YASSKY: Have you brought a complaint to us?

MR. KHAN: Yes, I did.

CHAIRMAN YASSKY: Is that still pending or has that been acted upon? I don't want to get into the details of your case here with you, but the numbers you quote sound like that would be a violation. So I'm wondering if that was a complaint that we've acted on.

MR. KHAN: I filed the complaint against him and in process, and David Ross call me two time. He said, Mr. Khan, don't come, you come the next meeting after that. They try to lower the fine \$10,000 to \$1,000.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

CHAIRMAN YASSKY: Okay,  
thank you.

MR. KHAN: He says you have  
to make -- I said, no, I employed  
before. Supposed they have to pay  
the \$10,000 fine, because it's a  
big crime. And he charge \$1800,  
\$1865. I have all proof. And  
(inaudible) pay the lease, he takes  
out all end-shift papers, end  
shift -- I work seven days. I work  
seven days, my friend.

CHAIRMAN YASSKY: I assure  
you I will consult with our Lease  
Cap Unit and make sure that the  
complaint has been handled and if  
there's, you know, if the facts do  
warrant a violation, we will act on  
that.

MR. KHAN: Thank you very  
much. When I say, you charge too  
much, the lease is actually \$738  
for me, and for my son, he charge  
350, around \$400 extra every week.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

Plus, I use his E-ZPass. E-ZPass show only Triborough, Midtown Tunnel, you have to pay 480, whatever, total.

So when I get the printed end shift, I see okay for it. Then I go to the Holland Tunnel, New Jersey -- my son go over there, he didn't show anything of it. And it goes in their computer. They know how much is this. And every week, Mr. Chairman, they charge us \$40, \$30, \$50 extra E-ZPass because we have no record, we have no nothing.

And end shift --

CHAIRMAN YASSKY: Okay, Mr. Khan, I'm going to ask you to --

MR. KHAN: Give the end shift, because we cannot calculate --

CHAIRMAN YASSKY: Your time is up.

MR. KHAN: They want to --

CHAIRMAN YASSKY: Sir, sir.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

Please. Your time is up. I will ensure that your case is investigated fully. And if there's a violation, I assure you, we will act upon that.

Thank you, sir.

MR. KHAN: Thank you very much.

CHAIRMAN YASSKY: Mamadou Bah? Okay.

Give your name, sir.

MR. RASHID: Good morning. My name is Haron Ur Rashid. Thank you for your time here, Chairman Yassky and Commissioners, today. My name is Haron Ur Rashid.

I have been driving yellow cab since 2005. Most of that time, I driving Auto Cab, Auto Leasing Company. I lease medallion number 8k28, on December 24, 2010. I was involved in an accident on 95 North. While -- but another car was good, my car was, my cab was a

1  
2 little bit damaged. I called  
3 police, I filled out and I sent in  
4 a report and brought it to the  
5 garage.

6 In my experience, it was  
7 about a 600 to 700 for the repairs,  
8 estimated. About two weeks later,  
9 I notice an extra \$150 charge on my  
10 receipt, and I ask them, why they  
11 charge this? They say to me, it  
12 was for accident, and I pay \$150  
13 each week until April 18, 2011 for  
14 total of \$2,050.

15 I file complaint with the  
16 TLC in 2011, but I receive no  
17 response. In about one and half  
18 years, in August 2012, I filed a  
19 complaint with David Ross of the  
20 Lease Cap Enforcement Unit. Auto  
21 Cab agreed to pay back money, full  
22 amount of \$2050. But March 2013, I  
23 didn't get check. But, two years  
24 after my final payment, the receipt  
25 from the (inaudible) I get back my

1  
2 money. I pay the insurance when I  
3 paid the lease. I paid that  
4 insurance. So, I think new rule is  
5 completely injustice and immoral  
6 for us to work as taxi drivers.  
7 This is finished.

8 CHAIRMAN YASSKY: Thank you,  
9 sir.

10 MR. MENGLE: Noor Mengle.

11 CHAIRMAN YASSKY: Okay.

12 MR. MENGLE: I've been  
13 called before.

14 CHAIRMAN YASSKY: Yes, you  
15 were. Okay.

16 MR. MENGLE: Well, three  
17 (inaudible) is not sufficient for  
18 the drivers, so the three days that  
19 we taken, these corruptions are  
20 there. We cannot finish it day and  
21 night. It happens.

22 I've been driving a cab for  
23 the past 15, 16 years now. My son,  
24 he recently started driving a cab.  
25 He wanted to go to school, he did a

1  
2 GED because he couldn't go to  
3 regular school; I couldn't afford  
4 it.

5 Then we find a garage, we  
6 look for the garages. We find a  
7 garage, and they give us work, me  
8 and my son. He worked nighttime  
9 and I work the daytime, and he quit  
10 his two-year college because he  
11 wanted to help me. I'm a kidney  
12 patient, and that's why the  
13 problem, sitting and driving a cab  
14 12 hours.

15 So this company, this is LIC  
16 Taxi, which is in -- I have all the  
17 receipts, and I even filed a  
18 complaint with Mr. David Ross. My  
19 name is Noor Mengle, and me and my  
20 son are famous for father and son.  
21 All the garages know that.

22 The guy before here, he made  
23 a speech, I have his receipt up  
24 here, and me and my son were  
25 looking for a job and we had

1  
2 nothing at home to feed my family  
3 because we couldn't get the job.  
4 Finally, we (inaudible) but this  
5 guy was charging us \$1797 for me  
6 and for my son. He's supposed to  
7 charge us, me, 690 for the regular  
8 car, and my son, 797 for the  
9 regular car, the night shift, but  
10 he was charging us 833, me, night  
11 shift, 964, my son, night shift.

12 Bringing these fines from  
13 \$10,000 to \$1,000, only you guys  
14 are going to encourage these  
15 garages to commit these kind of  
16 crimes all the time. (Applause.)  
17 (Inaudible.)

18 When I came to this country,  
19 I remember I was paying in New  
20 Jersey \$25 a ticket, a parking  
21 ticket. The tickets are now going  
22 up to \$65. The fines go up, don't  
23 go down. (Applause.)

24 MALE SPEAKER: That's right.

25 MR. MENGLE: When you have a

1 punishment, high, crimes go down.

2 Punishment, low, crimes go up.

3 This is normal. (Applause.)

4 Now, I request,

5 Mr. Chairman, to you, especially,

6 as you have kids, maybe your

7 brothers -- we struggle to come to

8 this country, it's not an easy job.

9 It's really not an easy job to work

10 in a taxi. I have a master's

11 degree. Why I prefer to work as a

12 taxi? Because it's an honest job.

13 Nobody's on my shoulders. I work

14 hard and bring money and feed my

15 family.

16 I have an 8-year-old

17 daughter. I'm responsible for my

18 daughter. Now these people, I have

19 all these receipts. I have this

20 guy who before made a speech. I

21 don't know his name. He's from the

22 garage, fat guy, big guy. He

23 called me and my son, he going to

24 give us a job. When we get there,

25

1  
2 he said, you bring the third  
3 driver. This is the receipt I  
4 have. I paid him money. But he  
5 didn't give us a job. He said, you  
6 don't bring a third driver, we  
7 don't give a job.

8 The reason of the third  
9 driver -- when you have two  
10 drivers, responsible drivers in one  
11 house, why you need a third driver  
12 when we are responsible? Me and my  
13 son are working six days and  
14 seven days, that's our problem.  
15 But you get your pay. No, third  
16 driver, because this way, the daily  
17 basis, they can charge you. This  
18 is -- they go around the law.  
19 Please don't let them go around the  
20 law. Don't pass that law. Please.  
21 (Applause.)

22 (Inaudible.) I'm coming  
23 here, I'm limping here because I  
24 have a pain in my knee. The reason  
25 is, I'm driving hard to make a

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

buck, go home and feed my family.

Please, I thank you very much, Chairman and Commissioners. Thank you.

CHAIRMAN YASSKY: Thank you, sir.

MR. CARONE: Commissioner, just a quick question on one of the examples that the speaker just gave. 1700, the excess charge. If a complaint like that is made, is that considered one complaint, or is each day, each week, separate complaints which would then add the fines, 1,000 or 10,000, whatever the number is? How is that treated?

CHAIRMAN YASSKY: Each shift is an overcharge if it's rented by the shift. Or if it's rented by the week, each week is an overcharge. Just to be clear, the 10,000 and 1,000 numbers that are being discussed are the penalty for

1  
2 retaliation against a driver. So  
3 the rule we passed in September  
4 established a \$10,000 penalty for  
5 retaliation. This rule, proposal,  
6 proposes to change it to, reduce  
7 that 10,000 to 1,000 fine for  
8 retaliation. That's separate from  
9 the overcharge times themselves.

10 MS. DeARCY: For the first  
11 offense.

12 CHAIRMAN YASSKY: For the  
13 first offense for the retaliation  
14 against a driver for making a  
15 complaint to the TLC. So just to  
16 be clear, that's what that is.

17 But the penalty for an  
18 overcharge starts at, I'm going to  
19 say, \$200, and becomes \$500. I  
20 don't have that in my head, but  
21 each instance is that.

22 MS. DeARCY: And that's  
23 remained unchanged?

24 CHAIRMAN YASSKY: And that,  
25 we have not proposed to change.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

I'm seeing Peter Mazer telling  
me --

MR. MAZER: \$500.

CHAIRMAN YASSKY: It's \$500,  
period?

MR. MAZER: It's 500 for the  
first 1,000 thereafter.

CHAIRMAN YASSKY: 500 for  
the first 1,000 thereafter. And  
each shift or week would be a  
separate overcharge.

MS. DeARCY: Forgive me, but  
when you say, "500 for the first  
1,000 thereafter," is this, again,  
per driver, or if you assume that  
the fleet has multiple drivers, if  
he does it once with guy A and then  
does it again with guy B, does that  
guy B constitute a second offense  
because it's the same owner whose  
conduct is wrongful or does he have  
the opportunity to commit a second  
offense across, I don't know, 100  
drivers?

1  
2 CHAIRMAN YASSKY: So each  
3 charge to each driver in excess of  
4 lease cap amount is a violation.  
5 So if a fleet operates 100 cars and  
6 they overcharge 100 drivers every  
7 day or every shift in a given week,  
8 that would be 1400 overcharges, 100  
9 drivers times 14 shifts in a week.

10 And, to be clear, I think it  
11 would be worth having the staff to  
12 brief you, Commissioners, on the  
13 enforcement efforts here. When I  
14 talked about the fines that have  
15 been assessed and collected, those  
16 have, I believe, Meera, correct me  
17 if I'm wrong, all been settlements  
18 that were for fines well under, I  
19 will be clear about this, well  
20 under the maximum amount that could  
21 be charged.

22 We've been pursuing a policy  
23 of seeking settlements so as to  
24 ensure -- so as to fix the problem,  
25 settlements in which a fleet could

1  
2 be charged many thousands of  
3 dollars, will pay a lowered -- a  
4 settlement of a lower amount than  
5 could be charged for each  
6 individual one added together, plus  
7 a promise to obey the law from  
8 going forward, of course, which  
9 they're obligated to do anyway, but  
10 with the understanding that if we  
11 find a subsequent violation, that  
12 we will come down with the full  
13 weight of our penalties.

14 That's the enforcement  
15 policy that I think you should be  
16 briefed on and understand fully and  
17 you may have feedback on that.

18 MS. DeARCY: Can I ask a  
19 question?

20 CHAIRMAN YASSKY: Yes.

21 MS. DeARCY: Assuming that  
22 that's the policy that we've used,  
23 has it been effective and have we  
24 gone back for those fleets who we  
25 have settled with for an amount

1  
2 that is less than they would have  
3 been exposed to, have we gone back  
4 and done any kind of examination or  
5 some determination that, in fact,  
6 they have, you know, taken the  
7 straight and narrow, and therefore,  
8 the policy is effective and it's  
9 one that should be continued,  
10 versus, we go back and find out  
11 that they've just taken advantage  
12 of the system, and perhaps we  
13 should rethink the policy? I  
14 just --

15 CHAIRMAN YASSKY: I think  
16 that's an important question to  
17 cover at the briefing.

18 MS. DeARCY: Okay.

19 CHAIRMAN YASSKY: I will  
20 arrange for that briefing at the  
21 next meeting.

22 Okay. Thank you, sir.

23 MR. OBAN: Good morning.

24 Yeah, my name is Mohammed, Mohammed  
25 Ali Oban (phonetic). I just want

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

to point out that all the drivers  
--

CHAIRMAN YASSKY: Let me  
just say, I want to advise the  
speakers, because I know some of  
the Commissioners have commitments  
and are going to have to be leaving  
now or very shortly, so I'm going  
to ask each speaker to be very,  
very brief.

MR. OBAN: Within three  
minutes. I just want to explain  
one point, and one and only one  
point.

CHAIRMAN YASSKY: Okay. Go  
ahead, sir.

MR. OBAN: We the drivers,  
we working 12-hour shifts. The  
first six juicy or like more  
productive hours, the six hours we  
work for the fleet and the gas, and  
that is our money. And that's just  
like, we don't know how much we're  
going to make per night, so putting

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

the extra burden in passing these laws, like the repairs and extra credit card.

And most of the time, it's not clear yet in the Commission, if the credit card machine don't work, what should the driver do? Like, take the burden? You're also taking the burden of non-paying credit cards. So all this thing happened in your mind. This thing happened. The fleet is not paying for that, this credit card. Like passengers already left. We cannot keep them like unlawfully imprisoned. So that's all.

Also to the point, we have to point out, if you pass these laws, it's going to put the extra burden. And if you require a nice courteous and English speaking driver, it's right in front of you. What you're expecting from us, so if you want to --

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

CHAIRMAN YASSKY: I see.

MR. OBAN: So if you want us to give us -- to continue the good service to the citizens of New York --

CHAIRMAN YASSKY: I understand. I'll look for your medallion number. I'll see that you're an excellent driver.

MR. OBAN: So please do not put the extra burden on the driver, and do not pass this serious law. And passing like from 10,000 to 1,000 is nothing for these fleet owners. Most of these fleet owners are mobs. (Applause.)

THE PEOPLE: Mobs.

MALE SPEAKER: Good morning.

CHAIRMAN YASSKY: Good morning.

MALE SPEAKER: I ask everybody to stand up in solidarity with what happened in Boston.

Nine Commissioners -- it's

1  
2 first time that we get the chance  
3 to speak the truth. Commissioner,  
4 nine commissioner, how do you want  
5 the broker/owner of the car to  
6 respect us? At the same time, they  
7 see you treating us like the dogs  
8 --

9 MR. AROUT: You're out of  
10 order. You're out of order.

11 MALE SPEAKER: (Inaudible.)

12 MR. FROMBERG: Sir, I'm  
13 going to have to ask you to leave.

14 MALE SPEAKER: Commissioner,  
15 one second.

16 THE PEOPLE: This is a  
17 democracy.

18 CHAIRMAN YASSKY: Sir, I'll  
19 let you finish. Inspector --

20 MALE SPEAKER: Honorable  
21 David Yassky --

22 CHAIRMAN YASSKY: Yes?

23 MALE SPEAKER: The hope  
24 was -- when you come to this  
25 institution, has a lot of problem.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

You cannot fix anything. I am a  
(inaudible) writer, law-educated as  
you. If you treat the cab driver  
with no respect, how you want the  
medallion to treat us?

You know that the driver,  
how many family are destroyed,  
killed in their home. I have a  
wife and four kids. When I get out  
of here, I will buy a weapon and I  
will kill them.

CHAIRMAN YASSKY: Oh, sir,  
okay. I'm asking you to settle  
down --

MALE SPEAKER: I'm a  
licensed driver. I have no --

CHAIRMAN YASSKY: You're  
going to be removed from the room.  
And Inspector, I'm going to ask you  
to get the identifying information  
from this -- sir, I'm going to ask  
you to get identifying information.  
We're going to have to get a  
referral. Thank you.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

Okay, next. I'll just read the next names that are up here. Mohammad Karim. Ryan Richardson. Bill Lindauer. I know that at least one of those are here.

MR. M. KARIM: Good morning, Commissioners.

CHAIRMAN YASSKY: Good morning.

MR. M. KARIM: Thank you for this opportunity. I commend the admission of the (inaudible) claims, the increased tourism industry. And lets not forget, cabbies are part of that industry. We contribute. Even though at the airport.

Secondly, regarding treating medallion owner as one entity. So one complaint from one driver, second complaint should be given a second, and each time should increase too. After certain amount of fines, should be suspended after

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

a certain amount time, whichever you decide. (Inaudible.) To the vendors, when we do, we pay fine and then we are given suspension also.

And this honest statement I'd like to make, drivers really don't make money. They work 84 hours, it doesn't come to even state minimum. You can verify, your offices can do that. And in the end, I'd like to say that drivers are like cantaloupe and owners are like knives. You fall, and as the cantaloupe falls on the knife, he gets the cut, or if the knife falls on cantaloupe, again, cantaloupe will get the cut.

But I believe in the honest office chaired by you, you will (inaudible) for the cabbies.

CHAIRMAN YASSKY: Thank you, sir.

MR. M. KARIM: Thank you.

1  
2 CHAIRMAN YASSKY: I'm sorry,  
3 sir. There's a question.

4 MS. DeARCY: It's not really  
5 necessarily a question, but more of  
6 a comment. I just want to thank  
7 you for the portion of your  
8 statement that offered a practical  
9 suggestion. That's helpful for us.

10 I would suggest that for  
11 those of you, the rest of you that  
12 are standing up, if you have  
13 something practical that you would  
14 like to offer to us, please spend  
15 your time doing that because we can  
16 do something with that. Not that I  
17 want to diminish your opportunity  
18 to speak, but I can't help if I  
19 don't have practical solutions. I  
20 just think that the time is better  
21 spent if you proceed that way.  
22 That's all. Thank you.

23 MR. M. KARIM: Ma'am, you  
24 know, these drivers they're  
25 compulsively driving. You know,

1  
2 many of them don't know how to come  
3 here. You know very well.

4 CHAIRMAN YASSKY: That's a  
5 fair point, sir. Thank you.

6 MR. M. KARIM: So this  
7 point, I have put it through e-mail  
8 or something.

9 MS. DeARCY: I appreciate  
10 it. Thank you.

11 MR. OBAN: Sorry to  
12 interrupt. But Mr. Chairman, to  
13 like suggest something, something  
14 we should do about like the credit  
15 card situation when they are not  
16 working, what should we do? Let  
17 the passengers go with the \$50 or  
18 \$70 or \$40 fare?

19 CHAIRMAN YASSKY: Well,  
20 that's not quite the understanding  
21 of a suggestion, but you're saying  
22 there's a problem that needs to be  
23 addressed and I understand that.  
24 Thank you.

25 MR. OBAN: Yes, thank you.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

CHAIRMAN YASSKY: Okay, so we have Mr. Lindauer. Victor Salazar. Luis Molina.

MR. LINDAUER: Good morning.

CHAIRMAN YASSKY: Good morning.

MR. LINDAUER: Obviously, in this industry, there are more horrors than in a horror film anthology, and if these give away rules --

CHAIRMAN YASSKY: I think I like the cantaloupe one better.

MR. LINDAUER: I'm trying to work with movies --

CHAIRMAN YASSKY: Yeah, sorry. Go ahead, sir.

MR. LINDAUER: And I shutter to think of the countless horrors that would be unleashed by adoption of these giveaway rules. When it comes to greed, the word "enough" is not in garages' and brokers' vocabulary. They are simply

1  
2 scrupulously unscrupulous. 50,000  
3 drivers be damned to grand virtual  
4 carte blanche to this appalling  
5 cabal of malicious millionaires is  
6 to aid and abet criminality.  
7 Already they overcharge with  
8 virtual impunity. Don't be  
9 bamboozled or flummoxed by their  
10 lies or dazzled by their big  
11 exploitation-earned big bucks. To  
12 acquiesce in their diabolical  
13 onerous shenanigans would be an  
14 abomination.

15 As I said to Allan Fromberg  
16 when he had his spleen removed,  
17 it's better to be spleenless than  
18 spineless.

19 And may I point out, the  
20 garages are not the only ones who  
21 can file a lawsuit.

22 MR. FROMBERG: Thank you for  
23 that, Bill.

24 MR. LINDAUER: You're  
25 welcome.

1  
2 In fact, if they turned over  
3 new lease and were truly honest,  
4 think of the scores of army of  
5 lawyers, lobbies and PR flacks.  
6 They could take millions, not cause  
7 drivers to live in abject poverty  
8 and cause a possible driver  
9 shortage because of these onerous  
10 rules.

11 These are extricable,  
12 unconscionable proposals. Stop  
13 this outrage. Don't make this a  
14 day of infamy.

15 CHAIRMAN YASSKY: That  
16 witness was Bill Lindauer.

17 MR. LINDAUER: Correct.

18 CHAIRMAN YASSKY: Victor  
19 Salazar. Luis Molina. And  
20 Ghaore -- I'm sorry, "Likoud," it  
21 looks like, but probably isn't.  
22 Ghaore Likoud.

23 Yes, sir. Please.

24 MR. SALAZAR: Good morning,  
25 good morning, Commissioners. I

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

want to be very brief and to the point.

MR. FROMBERG: Mic, please.

MR. SALAZAR: But briefly, my name is Victor Salazar. I've been driving a cab since early 1991. And through all these years, I've seen garages and brokers enrich themselves. I remember when a broker had just a small office on Steinway Street in Astoria with six or seven desks. Now they have a big building in Astoria as well. And for instance, I see Mystic Garage open three or four gasoline stations across New York City area. They get richer and richer, taxi drivers getting poorer and poorer.

To make the story, like one of the Commissioners already left, but he was asking about, that we call ourselves independent contractors, but actually, we're very dependent. We depend very

1  
2 much on all the garages and brokers  
3 and on the regulations that you  
4 actually write. And you  
5 actually -- you know, (inaudible).

6 I strongly believe that  
7 these rules and regulations will  
8 empower garages and brokers with  
9 the tools to find loopholes, to  
10 construct loopholes and to continue  
11 exploiting drivers as they've been  
12 doing since early 1980's.

13 (Applause.)

14 I urge you, Commissioners,  
15 and Taxi & Limousine Commission to  
16 vote "no" on these particular  
17 rules, to make rules, not  
18 loopholes. That's basically it.  
19 Thank you.

20 CHAIRMAN YASSKY: Thank you.

21 By the way, I'm reminded  
22 that I should have noted quite some  
23 time ago that we've been joined by  
24 Commissioner DeArcy here as well.  
25 And I apologize, Commissioner, for

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

not noting your arrival.

Luis Molina. Ghaore Likoud.  
Varinder Singh. Chatoulz Allaona.

MR. MOLINA: Good afternoon.  
It is -- oh, okay, all right, good  
afternoon. I ask God to give me  
the words that I need to say so I  
can be able to speak succinctly and  
to the point.

I'm Luis Molina, 484870,  
since 1995, when I first entered  
into a very corruptible business.  
Corrupt indeed, because I have  
seen, in my lifetime, income theft  
that has happened to me personally.  
And recently, the past couple of  
years, I was a victim of two  
garages that stink like horse.

I lost close to \$5,000 with  
Sufi Management in overcharges, and  
this Pakistani garage repair shop  
never refunded my \$5,000. I asked  
the union to intervene on my behalf  
with regard to income theft. And I

1  
2 had the same thing happen to me  
3 with SLS. Simon Garber took from  
4 me \$9,500-something from  
5 overcharges, and he has yet to give  
6 me back my money.

7 And Sufi Management, I  
8 understand, was put out of business  
9 because they were found to be in  
10 TLC violation rules, doing some  
11 really gangster, illegal, bankster  
12 stuff.

13 As we speak, okay, when I  
14 was with Sufi Management a few  
15 years ago, I was in a homeless  
16 shelter and I had no health care.  
17 I needed Medicaid to sustain my  
18 health because I became mentally  
19 ill on the job. When I first  
20 joined the organizing committee  
21 eight years ago, the union  
22 organizers found that I was  
23 mentally ill and I had to step down  
24 to get some serious help.

25 CHAIRMAN YASSKY: Sir, your

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

time is almost up here. Let me just ask, have you brought these complaints to our complaint unit?

MR. MOLINA: Yes. This was before the new rules were passed to make it -- that you would have teeth to have the power to investigate the garages. Because up till now, they think that the TLC inspectors are jokes. They don't think that you're serious. And the Taxi Insider newspaper, they say, you are, like, opi.

CHAIRMAN YASSKY: We'll make sure your complaint is investigated and if the facts bear out a violation, then we will pursue it to the fullest. So, thank you.

MR. MOLINA: I want to get out of poverty as fast as possible because I have \$2,460 of back rent that I owe to my landlord in my new place, my lovely place. I live in Bed Stuy. It's a lovely studio

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

apartment that I have. I want to keep my place to live. HRA has denied me two stamps and rental assistance. That's realty.

CHAIRMAN YASSKY: Thank you, sir.

I'm going to surely mispronounce it, but Ghaore Likoud. Varinder Sign. Chatoulz Allaona.

MR. LIKOUUD: My name is Likoud. I've been driving cab since 1993, and have been working with Season. We are located on 6th Avenue and Canal and now they are in Brooklyn.

In 2009, I had an accident, and they fired me from that garage after 15 years. And I receive a notice from the small claims court in Brooklyn for the same accident. The garage was suing me for the accident for \$1200, and that fine was confirmed by the courts. I have to pay the garage \$1200 while

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

I pay the lease of that car.

And I show them the lease I paid after that accident. On that lease, everything was included, so why this charging me \$1200? They say, the garage make the rules. I say, no TLC make the rules (inaudible). They say, no, no. The garage make the rules. So (inaudible) support the garage.

So they forcing me to pay \$1200 to the garage for accident. I didn't pay it. I didn't pay. But, they will sue me for that.

So if this rule is passed, I'm going to die because they already charging the driver for accident. If this rule passes, it's no good for us. So, please, vote "no." Vote "no." Thank you. (Applause.)

CHAIRMAN YASSKY: Ghaore Likoud. Varinder Sign.

I'm sorry, I didn't get your

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

name, sir.

MR. LIKOU: Likoud.

L-I-K --

CHAIRMAN YASSKY: Oh,  
Likoud, okay. Got it. So that was  
you.

And then, Varinder Singh.  
Chatoulz Allaona. Cheikh Mbaye.  
Abdoulaye Mbou.

MR. MBAYE: You said,  
"Mbaye"?

CHAIRMAN YASSKY: Yes, sir.  
I apologize for my mis-  
pronunciations.

MR. MBAYE: I'm going to be  
very brief. Hi, good morning and  
good afternoon to everybody.

CHAIRMAN YASSKY: Can you  
give me your name, sir.

MR. MBAYE: Cheikh Mbaye, is  
my name. C-H-E-I-K-H; last name  
M-B-A-Y-E.

CHAIRMAN YASSKY: Got it.

MR. MBAYE: I've been a cab

1  
2 driver since 1993. I do not work  
3 for the garages, I work for a  
4 leasing company, which is what you  
5 call DOV driving model, which I  
6 have no problems with the garage  
7 myself, but I have friends who work  
8 for garages. And friends, everyone  
9 was not able to come here so I  
10 defend them.

11 CHAIRMAN YASSKY: Okay.

12 MR. MBAYE: However, I know  
13 that one of my friends work for a  
14 Midtown Center. They overcharge  
15 \$144 per night -- per shift. And  
16 the TLC center, like two months  
17 ago, officials to ask them to place  
18 a bill of rights, a drivers' bill  
19 of rights to expose it through the  
20 garage so everybody can see it, so  
21 drivers know their rights.

22 (Inaudible), they put it in the  
23 garbage. They don't care. Okay?

24 Overcharge is how they --

25 CHAIRMAN YASSKY: You say,

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

this was the Midtown Center?

MR. MBAYE: Midtown Center,  
located on West 38th Street,  
between 9 and 10 or 10 and 11  
Avenues. Okay?

TLC office went there and  
place their bill of rights for  
drivers, they throw it in the  
garbage. Two of my friends work  
there. I don't think that is  
right.

The other thing is that  
asking for the drivers to pay for  
car repair for a vehicle that they  
don't own. Why that should be, why  
they should be guaranteed to pay  
(inaudible) by TLC at no risk at  
all? Okay? And all risks are put  
to the driver, who has literally  
nothing, but one shift, one income  
from a shift, that's all the driver  
has. They have the investments,  
they have millions of dollars, they  
make more money, but why shouldn't

1  
2 they bear any risk of that  
3 investment? Like, why should the  
4 driver bear the responsibility of  
5 their business? Guaranteeing them  
6 an income without (inaudible), I  
7 don't think that's fair; I don't  
8 think that's just. (Applause.)

9 We are in business to make  
10 money, we have to be responsible  
11 and take some risks. And drivers  
12 who have nothing are paying for  
13 them, for their car, that's one. I  
14 pay for my car payment because I  
15 own my vehicle, but I think if I'm  
16 at fault of an accident, I have  
17 liability insurance that's supposed  
18 to cover my expenses.

19 But these drivers who don't  
20 own, even own the vehicle, you  
21 know, they just renting them and  
22 they are renting the cars to three  
23 drivers, different drivers a day,  
24 the cars are terrible, they're not  
25 good conditions at all, they don't

1  
2 fix them until they break down,  
3 drivers always lose half their  
4 shift when they have a breakdown,  
5 they don't get refunded or credited  
6 for the time they lose in an  
7 accident, and they're not talking  
8 about all of this.

9 They ask you to reduce the  
10 fine they are supposed to pay in  
11 case of a complaint, which is not  
12 even happening. Drivers aren't  
13 even coming forward. We have a lot  
14 more drivers who are shy, who do  
15 not show up, who do not come up for  
16 a complaint for scare of  
17 retaliation. That happens because  
18 drivers have nothing. If they  
19 don't go to work, they don't make  
20 money, they don't have an income.  
21 So they do not come for work to you  
22 to file a complaint against their  
23 bosses. That alone should be --  
24 you know, I think, checked out.

25 Yet, the very little ones

1  
2 who come, they ask you to reduce  
3 their penalties to a lower grade,  
4 like a thousand dollars.

5 (Inaudible.) You know, a rate,  
6 like based now on the fact of the  
7 driver is lower, you don't do it  
8 for a driver. All I hear from TLC,  
9 when they pass laws for providing  
10 from drivers, it's making more  
11 money, paying more money, paying  
12 more money. Never down. So they  
13 want you to give them a break.

14 \$1,000 is like \$100, I would  
15 say, even less than \$100, to me.  
16 That's what it means to them. You  
17 see? So, that's my point.

18 And if I don't forget, I  
19 think asking a driver to repair a  
20 car is wrong. They overcharge for  
21 sure. They don't care about  
22 (inaudible), they don't care for  
23 the city or for the best interests  
24 of the city, (inaudible) their own  
25 pockets. And they don't want the

1  
2 city to put more medallions. That  
3 will protect the drivers, because  
4 you can have more medallions,  
5 (inaudible) will go to the drivers,  
6 and you would not be (inaudible).  
7 Thank you.

8 CHAIRMAN YASSKY: I  
9 understand. All right, thank you,  
10 sir.

11 Abdoulaye Mbou. Tambaadou  
12 Foday. Ahmed Mushtaq. Mohammed  
13 Khan. Alieu, A-L-I-E-U, I believe,  
14 Bah.

15 MR. MBOU: Abdoulaye Mbou.

16 CHAIRMAN YASSKY: Very good,  
17 sir. Abdoulaye -- okay. Please go  
18 ahead.

19 MR. MBOU: Thank you,  
20 Commissioner. I'm very glad to be  
21 in front of you. I've been driving  
22 yellow cabs for 11 years. I have a  
23 two masters degree, one from here,  
24 one from back home. This is the  
25 toughest job I ever had in my life.

1  
2 The day I took off, I got more pay  
3 then when I'm working. (Applause.)  
4 It's like, I'm dying every day.  
5 This job, every day, I'm dying.  
6 And I have now a health problem  
7 issue, and I have a sugar problem,  
8 I have high blood pressure because  
9 of this job.

10 THE PEOPLE: That's right,  
11 yes.

12 MR. MBOU: And in a normal  
13 society I wouldn't be in this  
14 industry because it's more corrupt  
15 than anything. People work every  
16 day, they spend all their money for  
17 these garages. One car make  
18 \$100,000 profit every year, one  
19 medallion, and we do all the  
20 statistics at the end of the year,  
21 we don't have even \$1,000 in your  
22 bank account. And that's not fair.  
23 That has to change.

24 You should be, you,  
25 Commissioners, should be on the

1  
2 side of the people, not the side of  
3 the few people who own the money.  
4 Because if you defend poor people,  
5 God will give you more power, you  
6 know, to help poor people. Don't  
7 think when you help poor people,  
8 God would leave you alone. No.  
9 Side with the poor people because  
10 you did it before, you are the help  
11 for us.

12 Last time you vote for us,  
13 and God will help you for that.  
14 (Applause.) (Inaudible) be with  
15 poor people because (inaudible).  
16 If you help us, God will raise you  
17 up a level where you want to go.  
18 Trust me. (Applause.)

19 CHAIRMAN YASSKY: All right,  
20 sir.

21 MR. MBOU: The insurance  
22 issue. That's, like the lady,  
23 that's absurd. We're paying for  
24 insurance every day. It shouldn't  
25 think about paying from our pocket,

1  
2 their insurance. Second, I want  
3 you to increase the retaliation to  
4 \$100,000. \$100,000. (Applause.)  
5 Because you want them to stop doing  
6 bad things against drivers.  
7 \$100,000, that's what we are asking  
8 for. Then, there would be no more  
9 problems.

10 You know, in the government,  
11 you have (inaudible). Whenever  
12 (inaudible), they say about it.  
13 Our driver won't get their things.

14 And lastly, I'm talking  
15 about the TLC Inspector. You know,  
16 currently, the system, like it is,  
17 somebody would see your medallion  
18 and just call TLC, this driver did  
19 that to me, and he never showed up.  
20 You know what I say? He filing a  
21 complaint against a driver. Maybe  
22 it's your friend in a neighborhood  
23 who doesn't like you, they just  
24 call TLC, this guy did that to me.  
25 If he doesn't show up, the TLC just

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

want to fine you or they want to maintain the fine against you.

I think what you have to think about in this hearing of the people who file the complaint. If the people cannot show up, they have to dismiss the case.

(Applause.)

THE PEOPLE: Yes, that's right.

MR. MBOU: Because that's not fair, you know.

Thank you, Commissioner, and God bless you.

CHAIRMAN YASSKY: Thank you. Okay, Mohammed Iqbal.

Mohammed Barakka. Bouchaib Gaoul.

MR. IQBAL: My name is Mohammed Iqbal.

CHAIRMAN YASSKY: Speak up.

MR. IQBAL: First off, we are making money for our families, that's okay. But we have no savings that we can pay accidents.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

And some students also come on Saturday and Sunday. But you can pay them, keep the \$500, 5,000 (inaudible)? This is not possible.

And secondly is, nobody talk about the meters. There is a meter. When you start the meter, there is a fourth number is for the (inaudible), and the fifth one is for the stop the meter. By chance, if you start the meter -- stop the meter and push the button for the fourth number and then drive two blocks and it come to \$1, and they give a fine from it, yes.

If we do it intentionally, that's okay, we should be fined. But by chance, if there's something wrong, should not pay the fined.

Thank you.

CHAIRMAN YASSKY: Your name, sir, was Mohammed Iqbal, I-Q-B-A-L, yes?

MR. IQBAL: Yes.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

CHAIRMAN YASSKY: Thank you,  
sir.

Okay, Ahmed Hussen.  
Mohammed Khan. Vincent Okyere.  
Abdoulaye Ba. Theerng Sow -- or,  
Thserng Sow, perhaps. Beresford  
Simmons. Asim Akhtar.

Okay, your name sir?

MR. TAMBADOU: My name is  
Foday Tambadou. David called my  
name.

CHAIRMAN YASSKY: I did or  
did not?

MR. TAMBADOU: Yeah, you  
did. But when I sit down, this guy  
was up.

CHAIRMAN YASSKY: All right.  
Can you just spell it out so I can  
find it here?

MR. TAMBADOU: Okay.  
F-O-D-A-Y, T-A-M-B-A-D-U-O. Foday  
Tambadou.

CHAIRMAN YASSKY: I remember  
that name. Go ahead, I'll find it

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

here.

MR. TAMBADOU: David Yassky,  
I have a problem with the work fare  
for New York State. I was sick and  
I had to take -- and this is my  
wife took me to court for the child  
support, and the first time, the  
judge say, this guy doesn't have a  
chance because he's sick. I spent  
two years in hospital.

(Inaudible), and the judge said, he  
cannot have child support because  
he's sick. When you're okay, then  
we give you child support. But  
right now, no. Mr. Tambadou, go  
home and take care of yourself for  
three years.

After three years, it's  
okay. After three years, then they  
took me back to go to court again,  
and the judge asked me -- I said  
judge, this is simply happening to  
me because I was driving seven days  
a taxi. He said, how it happened?

1  
2 I said, I eat in the night and I  
3 went to sleep. Next morning, I  
4 couldn't get up. (Inaudible.) I  
5 went to hospital, they say maybe  
6 problem with my heart or my kidney,  
7 whatever. I had surgery. I had  
8 four-hour surgery because of  
9 driving a taxi. (Inaudible.)

10 The judge called me to the  
11 court, and I went there and  
12 explained to the judge, and I said,  
13 this is my life. (Inaudible.) And  
14 then I am sick, judge. I am  
15 diabetic, (inaudible), and I cannot  
16 work no more. Two days, three days  
17 I work. I explain to the judge.  
18 And the judge said to the lady, why  
19 you still with your husband then --

20 CHAIRMAN YASSKY: Sir, I  
21 appreciate it, but we're --

22 MR. TAMBADOU: Okay. The  
23 problem is that TLC and (inaudible)  
24 work fare and state is taking my  
25 money from my garage. They told me

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

I'm back and my boss don't give me no car. And I have four receipts, and you can look at it.

CHAIRMAN YASSKY: I'm going to ask you to give the receipts to the inspector and we will take them, but I'm going to ask that your testimony be concluded now and we hear from the next witness. I very much appreciate your taking the time to be here. Thank you.

MR. TAMBADOU: Okay. Help me. I can work for four days, but now they tell me, they have to give me --

CHAIRMAN YASSKY: Sir, sir, I'm sorry. You're out of time for your testimony. Please give your material to the Inspector. Thank you, sir.

Asim -- oh, my goodness, Mr. Simmons.

MR. SIMMONS: How are you doing?

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

CHAIRMAN YASSKY: I'm going great.

MR. SIMMONS: Good afternoon, everybody. My name is Beresford Simmons, and I'm a member of the Taxi Workers Alliance, and I'm going to be short and brief because everything that everybody says here today, you know, as a senior driver in the industry, I totally agree with most of them, those that you could understand, especially, Ms. Bhairavi Desai, okay, because we are the ones who bring the complaint to the Taxi Workers Alliance. So she explained everything to you.

So all I'm asking the Commissioners to do is, basically, before you make any decisions on voting on these rules, please go over them again because these drivers are suffering very bad. And we just got a raise, thank you

1  
2 to you guys, thank you very much,  
3 but you can't give it to us in one  
4 hand and take it back. (Applause.)  
5 Thank you very much.

6 CHAIRMAN YASSKY: Thank you,  
7 Mr. Simmons.

8 Okay. Come forward, sir.

9 MR. K. KARIM: My name is  
10 Karim, Kazi Karim. I believe my  
11 name has been called on the list, I  
12 think.

13 CHAIRMAN YASSKY: Mohammed  
14 Karim?

15 MR. KARIM: "Kazi Karim."

16 CHAIRMAN YASSKY: Well, why  
17 don't you go ahead. Kazi Karim, I  
18 see it here.

19 MR. K. KARIM: Thank you  
20 very much.

21 So, almost five months ago,  
22 there was an accident involved,  
23 just a side mirror broken, and  
24 there is a (inaudible) and there is  
25 a police report. (Inaudible) when

1  
2 I handed the police report to my  
3 garage, my garage has taken  
4 signature in blank form. Then I  
5 told them, why have you taken my  
6 signature in blank form? They told  
7 me, okay, if you take the time to  
8 fill out this one, okay, you cannot  
9 come to work then get the form.  
10 (Inaudible.) The garage has taken  
11 the signature in blank form, and  
12 they have given me the form, they  
13 have made the report.

14 CHAIRMAN YASSKY: Sir, you  
15 know what? I'm thinking, have you  
16 spoken to our complaint person  
17 about this, about your case?

18 MR. K. KARIM: Yes.

19 CHAIRMAN YASSKY: Mr. Ross?

20 MR. K. KARIM: Yeah.

21 CHAIRMAN YASSKY: You have?

22 MR. K. KARIM: Yeah.

23 CHAIRMAN YASSKY: So he's  
24 familiar with the details?

25 MR. K. KARIM: Yes.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

CHAIRMAN YASSKY: Are you sure? So, this is still an open case with us?

MR. K. KARIM: Yes.

CHAIRMAN YASSKY: Okay, thank you. Then, I guess, if you'd like to conclude, but what I would like is that we can, again, make -- I can consult with our investigations team and understand the details of your case and make sure it is handled. Okay?

MR. K. KARIM: Okay, thank you.

CHAIRMAN YASSKY: Thank you, sir.

So Asim Akhtar and Biju Matthew are the last two people signed here.

MR. RICHARDSON: I'm sorry, my name is Ryan Richardson. I was called, I think, before --

CHAIRMAN YASSKY: You were, I know.

1  
2 MR. RICHARDSON: -- when I  
3 was downstairs and they weren't  
4 letting us in.

5 So my name's Ryan  
6 Richardson. I'm staff at the New  
7 York Taxi Workers Alliance, and my  
8 role there, one of the things that  
9 I do is when folks come to us with  
10 complaints about their garage or  
11 broker overcharging, I handle  
12 intakes with those and I work with  
13 Mr. Ross on getting those  
14 complaints moved forward.

15 I want to speak to today  
16 about the retaliation penalty  
17 because I know from talking to so  
18 many drivers that there is a real  
19 concern about the fear of  
20 retaliation and about the fear of  
21 losing people's incomes. You know,  
22 it's not easy to get a new car, and  
23 so when people are at very real  
24 risk of being taken off their car,  
25 having their medallion removed, all

1  
2 these kinds of things that can  
3 happen, that keeps people from  
4 filing complaints.

5 And I think that the TLC has  
6 taken some great steps towards  
7 regulating both sides of the  
8 industry. And I have some really  
9 serious concerns about the proposal  
10 to reduce the fine from \$10,000 to  
11 \$1,000. I think that if the TLC is  
12 serious about making sure that the  
13 lease cap rules are enforced and  
14 making sure that drivers are  
15 actually willing to come forward  
16 and file those complaints, that  
17 retaliation, the fine or  
18 retaliation and the enforcement of  
19 that rule needs to be serious.

20 (Applause.)

21 MS. DeARCY: Can I ask you a  
22 question?

23 MR. RICHARDSON: Yes.

24 MS. DeARCY: If you were to  
25 interpret the rules such that the

1  
2 way it's written, it's \$1,000 for  
3 the -- as it's proposed, it's  
4 \$1,000 for the first offense,  
5 \$10,000 for the second offense.

6 If that rule were  
7 interpreted such as the second  
8 offense was not a second offense  
9 for the same driver, but the second  
10 offense by the owner, would that  
11 change your view of having the  
12 graduated penalty from 1,000 to  
13 10,000 such that -- would that  
14 address your concerns at all?

15 MR. RICHARDSON: It would  
16 not because for the driver who's  
17 filing that first complaint, right,  
18 if there's not a strong penalty for  
19 the garage, that driver will have  
20 lost their job.

21 And I think I have some  
22 questions about the wording of the  
23 rule also. Is it a first penalty  
24 for a particular medallion, is it a  
25 first complaint by a particular

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

individual, is it an agent? I think there's a lot of --

MS. DeARCY: Right. I agree, yes.

MR. RICHARDSON: -- stuff that's not specified in there that needs to be cleared up, but I don't think that's a -- changing it to \$1,000 for the first offense is going to mean, that driver -- that there will be no consequence for the owners who retaliate against drivers.

And I think, you know, I think that the penalty should be changed by a factor of 10, but I personally would like to see it changed by a factor of 10 in the other direction that one of the brothers here -- you know, maybe, first offense, \$10,000, second offense, \$100,000. (Applause.)

Because it's the only thing that's going to keep these garages

1  
2 and brokers from doing the  
3 overcharges that they've been doing  
4 consistently with the rules, with  
5 the old rules, with the new rules.  
6 This stuff has not changed.

7 There are still, many, many  
8 overcharges going on, an epidemic  
9 of overcharges. And real serious  
10 enforcement is only going to be  
11 possible if drivers are comfortable  
12 and feel like they can come forward  
13 and be protected. And I think  
14 that's just, you know, a reality  
15 (Applause.)

16 MS. DeARCY: Yes.

17 MR. OKYERE: Good afternoon.  
18 My name is Vincent Okyere, and I've  
19 been driving a cab since 2000. And  
20 recently, (inaudible) car and  
21 driving a yellow. And I had a  
22 partner, who is no more working  
23 there. I had summer vacation, and  
24 I went out --

25 CHAIRMAN YASSKY: Sir, I'm

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

going to just interrupt for  
logistical purposes.

Is there anyone here in the  
room whose name's been -- I have  
called everybody who signed up. Is  
there anyone whose name I've called  
so I understand kind of where we  
are? Is there anyone whose name  
I've called who's not yet spoken?  
I've got one hand over there -- oh,  
we have two hands over. Okay.

We will hear you and the  
remaining two, and at that point we  
will conclude the hearing.

Yes. Thank you, sir.

MR. OKYERE: So what  
happened was that I was driving  
this car with my partner, six days  
a week, and I traveled, I went back  
home to Guiana. That's my home.  
And when I came back one afternoon,  
they told me that an incident  
happened with the windshield of  
this vehicle. It wasn't something

1  
2 that involved in an accident or  
3 collision with another car. And I  
4 asked them, why, what happened?  
5 And they told me that on the 16th  
6 somebody reported to them that this  
7 windshield has cracked.

8 And honestly, I've been  
9 driving this car and I never hit  
10 anybody or anything that happens  
11 with right in front of me. So I  
12 parked the car and the guy moved  
13 the vehicle somewhere in January  
14 because I left on the 28 of  
15 January, and he told me that when  
16 he moved the car in the morning, he  
17 saw like a little crack on  
18 the windshield. Okay.  
19 (Inaudible.) Just tell them when  
20 you come back. Okay.

21 And so I drove this car  
22 continuous (inaudible) 28th of  
23 January and they didn't ask me  
24 anything. As soon as a came back  
25 in February, they said that I was

1  
2 involved in an accident. So I was  
3 wondering, what happened? And then  
4 they said, okay, finally, you're  
5 going to pay for it. And I knew  
6 that it didn't happen on my shift,  
7 and so they ended up taking \$220  
8 from me, as I'm speaking now. We  
9 are left with \$19 to come out.  
10 Unfortunately, (inaudible) giving  
11 some permission to the Taxi  
12 Alliance that they should work it  
13 out for me.

14 And so, my question is,  
15 please don't pass this rule. Going  
16 to be heard, one thing most of us  
17 have been saying, most of drivers,  
18 they are afraid of coming forward,  
19 number 1. Most of the drivers have  
20 been overcrowded with (inaudible),  
21 and the cars that they have, the  
22 drivers at that point make no  
23 complaint or come forward and speak  
24 up. The next time you want to get  
25 in a cab and go out. That's one

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

side of it.

And secondly, I'm just giving the suggestion that if it can be possible TLC make a standard rule that all the cabs be equipped with cameras, because the drivers (inaudible) once in a while.

Some of the passengers, you are not allowed to lock their doors, but then they get and decide to get out without even paying.

That happened two weeks ago. The lady get out of the car.

(Inaudible), I don't need a receipt. And so -- no, no problem. Swipe your card. You don't need a -- I'll print it out or leave it after this. She is not swiping and the cab ended up calling the police. And finally the lady came back forced her to swipe the card. (Inaudible.)

So if possible, they should make a standard that all the cars

1  
2 be equipped with cameras so if the  
3 person goes out, fine the person  
4 back. Thank you. (Applause.)

5 THE PEOPLE. That's right.

6 CHAIRMAN YASSKY: You, sir,  
7 were Vincent Okyere, O-K-Y-E-R-E,  
8 is that correct?

9 MR. OKYERE: Yes, sir.

10 CHAIRMAN YASSKY: Thank you,  
11 sir.

12 Okay, please.

13 MR. AKHTAR: Hi,  
14 Commissioner, my name is Asim  
15 Akhtar. I've been driving a cab  
16 for past eight years.

17 I just want to talk about  
18 two points about the weekly lease.  
19 We're on the receiving ends. It's  
20 the garages who decide that they  
21 want to give us a weekly car or  
22 they want to give us on a daily  
23 basis. I mean this is our  
24 occupa -- you know, we don't have  
25 the power to choose that, you know,

1  
2 if we want to be weekly driver or  
3 if we want to be a daily based. So  
4 I think that by creating this  
5 loophole, you're (inaudible) the  
6 weekly lease. So I think, everyone  
7 will end up paying some shift.

8 My second point is that if  
9 drivers overcharge a passenger by  
10 \$10, our license gets revoked.  
11 Your license is revoked. And on  
12 the other hand, if a garage  
13 retaliates against you, you're just  
14 going to fine them \$1,000?  
15 (Applause.) And if I file a  
16 complaint against a garage, they  
17 will set example out of me.

18 You know, people -- other  
19 drivers who will see that there was  
20 overcharges and this driver made a  
21 complaint, what happened to him?  
22 And it's not that there are  
23 different garages who have  
24 different set of rules. Every  
25 single garage across the board has

1  
2 the same rule. The same. They  
3 will charge you the same. It's not  
4 that one garage will give you a  
5 weekly, another garage will give  
6 you a daily base, a lease is -- we  
7 can't choose which is the good  
8 garage, which is the bad garage.  
9 They are the same across the board,  
10 the same (inaudible.) (Applause.)

11 So the driver feels  
12 pressured if they come and file a  
13 complaint that, okay, they are  
14 going to file a complaint, but if  
15 they get fired, the other garages  
16 will go and be the same.

17 So I mean, you know, please  
18 vote "no." And the retaliation, I  
19 really -- \$1,000 is really going to  
20 discourage drivers to coming  
21 forward. It should go up, it  
22 should not come down. (Applause.)

23 CHAIRMAN YASSKY: I'm sorry,  
24 sir, did you give your name? No,  
25 could you --

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

MR. AKHTAR: Asim Akhtar.

CHAIRMAN YASSKY: A-S-I-M,  
A-K-H-T-A-R?

MR. AKHTAR: Yes.

CHAIRMAN YASSKY: Thank you,  
sir.

And your name, sir?

MR. MATHEW: Biju Mathew.

I'm one of the cofounders of the  
Taxi Workers Alliance and a member  
of the organizing committee. I've  
been working in the industry for  
over 17 years at this point.

All of these rule changes  
that are proposed are fundamentally  
connected to each other. One must  
understand these rules as a  
reaction to what was done with the  
fare increase and the rules passed  
then. This is an industry that is  
coming back, a backlash against a  
series of progressive steps that  
this Commission took just a few  
months -- less than a year ago.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

(Applause.)

If we don't place this within that fundamental structure that this is a backlash, we are not doing justice. And the reason I'm insisting in placing it within that fundamental structure backlash is simply because of the fact that what happened with the last set of rule changes is that, for the first time, there was an attempt to produce a balance. Not that the balance has been finally produced, but be moved in the right direction. And already, we are seeing the kind of pressure that's coming back.

It's important for us, therefore, to understand, look at the whole set of rule changes proposed and understand the links between them. We -- the TLC says it wants to promote steady drivers that give excellent service to the

1  
2 citizens of New York City and to  
3 those who visit the city. Who  
4 didn't give excellent service?  
5 Those were steady drivers, those  
6 were career drivers. And a career  
7 driver is encouraged by the weekly  
8 lease because that's the structure  
9 by which she makes that little  
10 penny that he can save and feed his  
11 family. (Applause.)

12 THE PEOPLE: Yeah.

13 MR. MATHEW: What they're  
14 attempting to do is take the weekly  
15 lease away by this insistence on  
16 the -- by taking away the seventh  
17 day which was the last of the rule  
18 changes available to the driver.

19 You should have all been  
20 downstairs. All the drivers were  
21 not allowed up here because of the  
22 capacity problem. You should have  
23 heard the stories. I spoke -- just  
24 finished speaking to a driver who  
25 said that he's forced to take the

1  
2 seventh shift right now under the  
3 table. Right? He wants to  
4 complain, but he's asking me the  
5 question, will I be affected if I  
6 complain? I tell him, no, it's a  
7 \$10,000 fine if the garage  
8 retaliates. He said, no, but it's  
9 going to be 1,000.

10 So the structure is that  
11 they are overcharging right now and  
12 we have to understand that the  
13 regular structure that the TLC  
14 attempted to bring in last year has  
15 still not done all of the job that  
16 it's meant do. (Applause.)

17 And the conditions  
18 (inaudible) from the owners for the  
19 last how many -- last several  
20 decades when we make one corrective  
21 step, even before the corrective  
22 step has the time to catch  
23 traction, we can't rule back.  
24 That's precisely what they're  
25 trying to do here.

1  
2           So the lease overcharging  
3 that's going on right now rampantly  
4 is connected to the fact of the  
5 fine that will be levied on a  
6 garage if there's overchar -- if  
7 there's retaliation. These two  
8 cannot be pulled apart.

9           And finally, if those two  
10 don't work as the third window that  
11 they're trying to open up through  
12 this whole idea that a driver must  
13 pay for the repair, where does it  
14 come in? I don't own the  
15 equipment. How would I pay -- why  
16 should I be the person paying for  
17 something that I don't own  
18 especially when the garages are all  
19 self-insured. Right?

20           I mean, we have to  
21 understand, this as a fundamental  
22 attempt to destroy what the TLC did  
23 last year. And unless we  
24 understand the (inaudible), we will  
25 never make it right. Thank you.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

(Applause.)

CHAIRMAN YASSKY: Thank you.

I want to just thank, first of all, thank the Commissioners for your, as always, very diligent work. I want to thank all of the folks from the Taxi Workers Alliance and from the industry and the public, if they are here, who are not just in this room, but in the overflow room, and the folks who were downstairs and were not able to fit in to either this room or the overflow room.

I know for a taxi driver who does not earn a great deal of money to begin with, time is money.

(Applause.)

THE PEOPLE: That's right.

CHAIRMAN YASSKY: And if you're working six 12-hour shifts already, then you don't have a great deal of time to spare to come and participate in a hearing like

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

this. I just want to give you a word of appreciation and gratitude that you took your time to help us do our work here today.

So thank you. This hearing is adjourned.

(Applause.)

(At 12:39 p.m. the hearing concludes.)



# TLC Meeting and Public Hearing

April 18, 2013

| \$   |   |   |
|--|---|---|
| \$1 [1] 158:15   | \$4.77 [1] 74:22  | 114 [1] 114:1                                       |
| \$1,000 [13] 44:25 83:4 90:23 112:25 119:13 152:14 154:21 168:11 169:2,4 170:10 177:14 178:19      | \$40 [2] 114:13 136:18  | 115 [2] 92:24 115:1                                 |
| \$10 [7] 20:7 44:10,16 66:19 68:2 109:14 177:10  | \$400 [1] 113:25  | 116 [1] 116:1                                       |
| \$10,000 [14] 44:25 45:3 81:8 83:4 90:22 110:9 112:25 113:7 119:13 123:4 168:10 169:5 170:22 182:7 | \$42 [1] 93:3   | 117 [1] 117:1                                       |
| \$100 [3] 53:6 152:14,15   | \$49 [1] 82:5   | 118 [2] 92:24 118:1                                 |
| \$100,000 [5] 154:18 156:4,4,7 170:23  | \$5,000 [2] 142:20,23   | 119 [1] 119:1                                       |
| \$11,000 [2] 75:18 89:10   | \$50 [3] 43:12 114:14 136:17                                    | 11th [1] 26:13                                      |
| \$110,000 [1] 91:8   | \$50,000 [2] 91:10 110:9  | 12 [3] 12:1 73:22 118:14                            |
| \$120 [2] 66:19 67:23  | \$500 [4] 123:19 124:4,5 158:4                                  | 120 [1] 120:1                                       |
| \$1200 [4] 145:23,25 146:6,13  | \$54 [1] 17:5   | 121 [1] 121:1                                       |
| \$140 [1] 68:2   | \$6 [1] 20:7  | 122 [1] 122:1                                       |
| \$141 [1] 74:21  | \$65 [1] 119:22   | 123 [1] 123:1                                       |
| \$144 [1] 148:15   | \$70 [1] 136:18   | 124 [1] 124:1                                       |
| \$145.77 [1] 74:23   | \$738 [2] 111:25 113:23   | 125 [1] 125:1                                       |
| \$15 [1] 20:8  | \$9 [1] 66:21   | 126 [1] 126:1                                       |
| \$150 [2] 116:9,12   | \$9,500-something [1] 143:4                                     | 127 [1] 127:1                                       |
| \$16,000 [3] 75:19 76:25 89:11   | \$98 [1] 17:4   | 128 [1] 128:1                                       |
| \$1700 [1] 111:19  | <u>1</u>  | 129 [1] 129:1                                       |
| \$1797 [1] 119:5   | 1 [3] 17:4 27:25 174:19   | 12-hour [8] 64:3,6,17 77:8 78:8 82:23 128:19 184:22 |
| \$1800 [1] 113:8   | 1,000 [10] 65:8 122:16,24 123:7 124:8,10,15 130:15 169:12 182:9 | 12th [3] 17:21 22:10 26:15                          |
| \$1865 [2] 111:20 113:9  | 1,432 [1] 23:4  | 13 [3] 13:1 22:14 24:14                             |
| \$19 [1] 174:9   | 1.8 [1] 95:15   | 130 [1] 130:1                                       |
| \$196,000 [1] 28:2   | 10 [8] 4:4 6:16 10:1 20:18 149:5,5 170:17,19                    | 131 [1] 131:1                                       |
| \$2 [3] 64:5 76:18,21  | 10,000 [6] 109:24 122:16,24 123:7 130:14 169:13                 | 13-1/2 [1] 34:20                                    |
| \$2,000 [1] 101:5  | 100 [6] 91:25 100:1 124:24 125:5,6,8                            | 132 [1] 132:1                                       |
| \$2,050 [1] 116:14   | 100,000 [1] 69:6  | 133 [1] 133:1                                       |
| \$2,460 [1] 144:22   | 101 [1] 101:1   | 134 [1] 134:1                                       |
| \$2,709.27 [1] 107:18  | 1010 [1] 25:25  | 135 [1] 135:1                                       |
| \$20 [2] 68:5 77:23  | 102 [1] 102:1   | 136 [1] 136:1                                       |
| \$200 [1] 123:19   | 103 [1] 103:1   | 137 [1] 137:1                                       |
| \$2050 [1] 116:22  | 104 [1] 104:1   | 138 [1] 138:1                                       |
| \$220 [1] 174:7  | 105 [1] 105:1   | 139 [1] 139:1                                       |
| \$25 [4] 42:24 67:3,6 119:20   | 106 [1] 106:1   | 14 [4] 14:1 22:14 24:15 125:9                       |
| \$250 [1] 43:6   | 107 [1] 107:1   | 140 [1] 140:1                                       |
| \$3 [1] 92:25  | 108 [1] 108:1   | 1400 [1] 125:8                                      |
| \$3,000 [1] 109:12   | 109 [1] 109:1   | 141 [1] 141:1                                       |
| \$30 [1] 114:14  | 11 [3] 11:1 149:5 153:22  | 142 [1] 142:1                                       |
| \$320,000 [1] 27:25  | 110 [1] 110:1   | 143 [1] 143:1                                       |
|  | 111 [1] 111:1   | 144 [1] 144:1                                       |
|  | 112 [1] 112:1   | 145 [2] 76:21 145:1                                 |
|  | 113 [1] 113:1   | 146 [1] 146:1                                       |
|  |   | 147 [1] 147:1                                       |
|  |   | 148 [1] 148:1                                       |
|  |   | 149 [1] 149:1                                       |
|  |   | 14th [1] 26:2                                       |

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|   |  |   |
|---|--|---|
| <p><b>15</b> [6] 6:16 15:1 63:16 104:6 117:23<br/> <b>145:</b>19<br/> <b>150</b> [1] 150:1<br/> <b>151</b> [1] 151:1<br/> <b>152</b> [1] 152:1<br/> <b>153</b> [1] 153:1<br/> <b>154</b> [1] 154:1<br/> <b>155</b> [1] 155:1<br/> <b>156</b> [1] 156:1<br/> <b>157</b> [1] 157:1<br/> <b>158</b> [1] 158:1<br/> <b>159</b> [1] 159:1<br/> <b>15th</b> [1] 40:5<br/> <b>16</b> [4] 16:1 23:22 46:8 117:23<br/> <b>160</b> [1] 160:1<br/> <b>161</b> [1] 161:1<br/> <b>162</b> [1] 162:1<br/> <b>163</b> [1] 163:1<br/> <b>164</b> [1] 164:1<br/> <b>165</b> [1] 165:1<br/> <b>166</b> [1] 166:1<br/> <b>167</b> [1] 167:1<br/> <b>168</b> [1] 168:1<br/> <b>169</b> [1] 169:1<br/> <b>16th</b> [1] 173:5<br/> <b>17</b> [4] 17:1 19:17 83:9 179:14<br/> <b>170</b> [1] 170:1<br/> <b>1700</b> [1] 122:11<br/> <b>171</b> [1] 171:1<br/> <b>172</b> [1] 172:1<br/> <b>173</b> [1] 173:1<br/> <b>174</b> [1] 174:1<br/> <b>175</b> [1] 175:1<br/> <b>176</b> [1] 176:1<br/> <b>177</b> [1] 177:1<br/> <b>178</b> [1] 178:1<br/> <b>179</b> [1] 179:1<br/> <b>17th</b> [1] 40:6<br/> <b>18</b> [184] 4:1 5:1 6:1 7:1 8:1 9:1 10:1<br/> 11:1 12:1 13:1 14:1 15:1 16:1 17:1<br/> 18:1,1 19:1 20:1 21:1 22:1 23:1 24:<br/> 1 25:1 26:1 27:1 28:1 29:1 30:1 31:<br/> 1 32:1 33:1 34:1 35:1 36:1 37:1 38:<br/> 1 39:1 40:1 41:1 42:1 43:1 44:1 45:<br/> 1 46:1 47:1 48:1 49:1 50:1 51:1 52:<br/> 1 53:1 54:1 55:1 56:1 57:1 58:1 59:</p> | <p>1 60:1 61:1 62:1 63:1 64:1 65:1 66:<br/> 1 67:1,15 68:1 69:1 70:1 71:1 72:1<br/> 73:1 74:1 75:1 76:1 77:1 78:1 79:1<br/> 80:1 81:1 82:1 83:1 84:1 85:1 86:1<br/> 87:1 88:1 89:1 90:1 91:1 92:1 93:1<br/> 94:1 95:1 96:1 97:1 98:1 99:1 100:<br/> 1 101:1 102:1 103:1 104:1 105:1<br/> 106:1 107:1 108:1 109:1 110:1 111:<br/> 1 112:1 113:1 114:1 115:1 116:1,13<br/> 117:1 118:1 119:1 120:1 121:1 122:<br/> 1 123:1 124:1 125:1 126:1 127:1<br/> 128:1 129:1 130:1 131:1 132:1 133:<br/> 1 134:1 135:1 136:1 137:1 138:1<br/> 139:1 140:1 141:1 142:1 143:1 144:<br/> 1 145:1 146:1 147:1 148:1 149:1<br/> 150:1 151:1 152:1 153:1 154:1 155:<br/> 1 156:1 157:1 158:1 159:1 160:1<br/> 161:1 162:1 163:1 164:1 165:1 166:<br/> 1 167:1 168:1 169:1 170:1 171:1<br/> 172:1 173:1 174:1 175:1 176:1 177:<br/> 1 178:1 179:1 180:1 181:1 182:1<br/> 183:1 184:1<br/> <b>180</b> [1] 180:1<br/> <b>181</b> [1] 181:1<br/> <b>182</b> [1] 182:1<br/> <b>183</b> [1] 183:1<br/> <b>184</b> [1] 184:1<br/> <b>18th</b> [1] 57:2<br/> <b>19</b> [1] 19:1<br/> <b>19-533</b> [1] 56:22<br/> <b>1979</b> [1] 50:12<br/> <b>1980's</b> [1] 141:12<br/> <b>1991</b> [1] 140:8<br/> <b>1993</b> [2] 145:13 148:2<br/> <b>1995</b> [1] 142:12<br/> <b>1998</b> [2] 8:10,12<br/> <b>1st</b> [1] 40:2</p> <hr/> <p style="text-align: center;"><b>2</b></p> <hr/> <p><b>2</b> [4] 17:5 28:3 44:3 67:18<br/> <b>2,000</b> [2] 32:3 38:22<br/> <b>2.75</b> [1] 78:23<br/> <b>20</b> [7] 20:1 23:7 24:9 25:15 27:3 36:<br/> 12 104:6<br/> <b>2000</b> [1] 171:19<br/> <b>2001</b> [1] 64:18</p> | <p><b>2005</b> [1] 115:19<br/> <b>2006</b> [2] 56:24 57:2<br/> <b>2007</b> [2] 105:3 106:24<br/> <b>2008</b> [2] 16:5 21:13<br/> <b>2009</b> [1] 145:17<br/> <b>2010</b> [3] 16:6 21:14 115:22<br/> <b>2011</b> [3] 16:22 116:13,16<br/> <b>2012</b> [3] 44:9 46:21 116:18<br/> <b>2013</b> [184] 4:1 5:1 6:1 7:1 8:1 9:1<br/> 10:1,16 11:1 12:1 13:1 14:1 15:1<br/> 16:1 17:1 18:1 19:1 20:1 21:1 22:1<br/> 23:1 24:1 25:1 26:1 27:1 28:1 29:1<br/> 30:1 31:1 32:1 33:1 34:1 35:1 36:1<br/> 37:1 38:1 39:1 40:1,2 41:1 42:1 43:<br/> 1 44:1 45:1 46:1 47:1 48:1 49:1 50:<br/> 1 51:1 52:1 53:1 54:1 55:1 56:1 57:<br/> 1 58:1 59:1 60:1 61:1 62:1 63:1 64:<br/> 1 65:1 66:1 67:1 68:1 69:1 70:1 71:<br/> 1 72:1 73:1 74:1 75:1 76:1 77:1 78:<br/> 1 79:1 80:1 81:1 82:1 83:1 84:1 85:<br/> 1 86:1 87:1 88:1 89:1 90:1 91:1 92:<br/> 1 93:1 94:1 95:1 96:1 97:1 98:1 99:<br/> 1 100:1 101:1 102:1 103:1 104:1<br/> 105:1 106:1 107:1 108:1 109:1 110:<br/> 1 111:1 112:1 113:1 114:1 115:1<br/> 116:1,22 117:1 118:1 119:1 120:1<br/> 121:1 122:1 123:1 124:1 125:1 126:<br/> 1 127:1 128:1 129:1 130:1 131:1<br/> 132:1 133:1 134:1 135:1 136:1 137:<br/> 1 138:1 139:1 140:1 141:1 142:1<br/> 143:1 144:1 145:1 146:1 147:1 148:<br/> 1 149:1 150:1 151:1 152:1 153:1<br/> 154:1 155:1 156:1 157:1 158:1 159:<br/> 1 160:1 161:1 162:1 163:1 164:1<br/> 165:1 166:1 167:1 168:1 169:1 170:<br/> 1 171:1 172:1 173:1 174:1 175:1<br/> 176:1 177:1 178:1 179:1 180:1 181:<br/> 1 182:1 183:1 184:1<br/> <b>21</b> [1] 21:1<br/> <b>21st</b> [2] 10:16,25<br/> <b>22</b> [3] 22:1 67:16 111:14<br/> <b>22nd</b> [1] 109:19<br/> <b>23</b> [1] 23:1<br/> <b>231</b> [2] 37:20,24<br/> <b>233</b> [2] 19:24 31:18<br/> <b>24</b> [2] 24:1 115:22</p> |
|---|--|---|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|  |  |   |
|--|--|---|
| <p><b>25</b> [1] 25:1<br/><b>25th</b> [1] 26:3<br/><b>26</b> [1] 26:1<br/><b>27</b> [2] 11:11 27:1<br/><b>28</b> [2] 28:1 173:14<br/><b>28th</b> [2] 25:8 173:22<br/><b>29</b> [1] 29:1</p> <hr/> <p style="text-align: center;"><b>3</b></p> <hr/> <p><b>3</b> [1] 3:1<br/><b>3,600</b> [1] 32:4<br/><b>30</b> [2] 27:11 30:1<br/><b>31</b> [1] 31:1<br/><b>311</b> [3] 12:9 19:9 36:24<br/><b>32</b> [1] 32:1<br/><b>33</b> [1] 33:1<br/><b>34</b> [1] 34:1<br/><b>35</b> [1] 35:1<br/><b>350</b> [1] 113:25<br/><b>36</b> [1] 36:1<br/><b>3600</b> [2] 36:20,21<br/><b>37</b> [1] 37:1<br/><b>38</b> [1] 38:1<br/><b>38th</b> [1] 149:4<br/><b>39</b> [1] 39:1<br/><b>392</b> [1] 21:17<br/><b>3rd</b> [1] 105:6</p> <hr/> <p style="text-align: center;"><b>4</b></p> <hr/> <p><b>4</b> [1] 4:1<br/><b>4:30</b> [1] 60:21<br/><b>40</b> [3] 40:1 74:10 77:5<br/><b>41</b> [1] 41:1<br/><b>42</b> [1] 42:1<br/><b>43</b> [1] 43:1<br/><b>44</b> [1] 44:1<br/><b>44th</b> [1] 111:14<br/><b>45</b> [2] 27:5 45:1<br/><b>46</b> [1] 46:1<br/><b>47</b> [1] 47:1<br/><b>48</b> [1] 48:1<br/><b>480</b> [1] 114:4<br/><b>484870</b> [1] 142:11<br/><b>49</b> [1] 49:1</p> <hr/> <p style="text-align: center;"><b>5</b></p> <hr/> | <p><b>5</b> [2] 5:1 53:2<br/><b>5,000</b> [1] 158:4<br/><b>5,828</b> [2] 17:19 26:19<br/><b>50</b> [6] 21:24 23:24 28:5 50:1 72:12,<br/>17<br/><b>50,000</b> [1] 138:2<br/><b>500</b> [3] 124:7,9,14<br/><b>501(c)3</b> [1] 95:6<br/><b>51</b> [2] 50:16 51:1<br/><b>52</b> [1] 52:1<br/><b>53</b> [1] 53:1<br/><b>54</b> [1] 54:1<br/><b>55</b> [1] 55:1<br/><b>56</b> [1] 56:1<br/><b>57</b> [1] 57:1<br/><b>58</b> [2] 50:17 58:1<br/><b>58-21(c)(1)</b> [2] 57:14 58:16<br/><b>59</b> [1] 59:1</p> <hr/> <p style="text-align: center;"><b>6</b></p> <hr/> <p><b>6</b> [1] 6:1<br/><b>60</b> [2] 28:15 60:1<br/><b>600</b> [1] 116:7<br/><b>61</b> [1] 61:1<br/><b>617</b> [1] 5:7<br/><b>62</b> [1] 62:1<br/><b>63</b> [1] 63:1<br/><b>64</b> [1] 64:1<br/><b>65</b> [1] 65:1<br/><b>66</b> [1] 66:1<br/><b>67</b> [1] 67:1<br/><b>68</b> [1] 68:1<br/><b>69</b> [2] 7:4 69:1<br/><b>690</b> [1] 119:7<br/><b>6th</b> [2] 56:24 145:14</p> <hr/> <p style="text-align: center;"><b>7</b></p> <hr/> <p><b>7</b> [1] 7:1<br/><b>70</b> [1] 70:1<br/><b>700</b> [1] 116:7<br/><b>71</b> [1] 71:1<br/><b>72</b> [1] 72:1<br/><b>724</b> [2] 5:9,14<br/><b>73</b> [1] 73:1<br/><b>74</b> [1] 74:1<br/><b>75</b> [1] 75:1</p> | <p><b>76</b> [1] 76:1<br/><b>77</b> [1] 77:1<br/><b>78</b> [1] 78:1<br/><b>79</b> [1] 79:1<br/><b>797</b> [1] 119:8<br/><b>7th</b> [1] 45:23</p> <hr/> <p style="text-align: center;"><b>8</b></p> <hr/> <p><b>8</b> [2] 8:1 63:19<br/><b>80</b> [2] 26:25 80:1<br/><b>81</b> [1] 81:1<br/><b>82</b> [2] 19:15 82:1<br/><b>83</b> [1] 83:1<br/><b>833</b> [1] 119:10<br/><b>84</b> [2] 84:1 134:10<br/><b>849</b> [1] 5:6<br/><b>85</b> [1] 85:1<br/><b>86</b> [1] 86:1<br/><b>87</b> [1] 87:1<br/><b>88</b> [1] 88:1<br/><b>880</b> [1] 25:25<br/><b>89</b> [1] 89:1<br/><b>8k28</b> [1] 115:22<br/><b>8th</b> [2] 45:24 109:16<br/><b>8-year-old</b> [1] 120:17</p> <hr/> <p style="text-align: center;"><b>9</b></p> <hr/> <p><b>9</b> [2] 9:1 149:5<br/><b>9:00</b> [1] 105:8<br/><b>9:59</b> [1] 4:5<br/><b>90</b> [1] 90:1<br/><b>91</b> [1] 91:1<br/><b>92</b> [1] 92:1<br/><b>93</b> [1] 93:1<br/><b>94</b> [1] 94:1<br/><b>95</b> [2] 95:1 115:23<br/><b>96</b> [3] 22:11 23:25 96:1<br/><b>964</b> [1] 119:11<br/><b>97</b> [1] 97:1<br/><b>98</b> [1] 98:1<br/><b>99</b> [1] 99:1</p> <hr/> <p style="text-align: center;"><b>A</b></p> <hr/> <p><b>a.m</b> [2] 4:4,5<br/><b>abdoulaye</b> [6] 3:13 147:10 153:11,<br/>15,17 159:6</p> |
|--|--|---|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|   |   |  |
|---|---|--|
| <p><b>abet</b> [1] 138:6<br/> <b>abject</b> [1] 139:7<br/> <b>able</b> [9] 35:25 37:18 47:15 71:19 72:19,22 142:9 148:9 184:14<br/> <b>abomination</b> [1] 138:14<br/> <b>above</b> [1] 41:7<br/> <b>abraham</b> [1] 10:5<br/> <b>absolutely</b> [9] 35:6 62:6 73:14 74:8 81:7 86:14 91:15 92:3 103:15<br/> <b>absurd</b> [3] 74:8 84:4 155:23<br/> <b>abuse</b> [1] 76:17<br/> <b>accept</b> [2] 7:25 45:25<br/> <b>accepting</b> [1] 94:11<br/> <b>accepts</b> [2] 20:2,10<br/> <b>access</b> [2] 34:18 35:6<br/> <b>accessible</b> [30] 12:6,21,24 13:8,10 14:16 16:3,24 17:20,22,24,25 19:6,9,12,16,24 21:23 22:10,22 26:16 28:7,14 29:10 31:2,18,24 32:4 33:2 36:15<br/> <b>accident</b> [19] 63:13 64:15 69:8 75:12 105:6 106:2 115:23 116:12 145:17,21,23 146:4,13,19 150:16 151:7 164:22 173:2 174:2<br/> <b>accidents</b> [3] 76:13 89:14 157:25<br/> <b>account</b> [9] 80:13,15 95:2,8,22,25 96:4 97:22 154:22<br/> <b>accountable</b> [1] 30:22<br/> <b>achieve</b> [1] 53:22<br/> <b>acknowledge</b> [1] 15:11<br/> <b>acquiesce</b> [1] 138:12<br/> <b>acquirer</b> [1] 51:17<br/> <b>across</b> [5] 28:18 124:24 140:17 177:25 178:9<br/> <b>act</b> [2] 113:19 115:6<br/> <b>acted</b> [2] 112:12,18<br/> <b>acting</b> [1] 89:20<br/> <b>action</b> [1] 46:5<br/> <b>actions</b> [1] 88:15<br/> <b>active</b> [2] 91:24 92:2<br/> <b>activity</b> [2] 54:16 91:15<br/> <b>actual</b> [4] 55:3 60:12 61:7 97:14<br/> <b>actually</b> [11] 42:15 55:10 72:14 88:6 93:25 111:24 113:23 140:24 141:4,5 168:15<br/> <b>ad</b> [1] 25:25</p> | <p><b>add</b> [7] 15:9 31:8,10 32:3 71:13 96:7 122:15<br/> <b>added</b> [1] 126:6<br/> <b>addition</b> [3] 16:11 20:9 82:4<br/> <b>additional</b> [4] 43:8 45:6 49:3 53:5<br/> <b>additionally</b> [1] 68:25<br/> <b>address</b> [3] 33:7 66:12 169:14<br/> <b>addressed</b> [2] 54:17 136:23<br/> <b>addressing</b> [1] 91:16<br/> <b>adds</b> [1] 77:13<br/> <b>adjustment</b> [1] 80:4<br/> <b>administers</b> [1] 14:16<br/> <b>administrative</b> [1] 56:21<br/> <b>admission</b> [1] 133:13<br/> <b>adopt</b> [2] 10:18 41:9<br/> <b>adopted</b> [4] 11:2,24 46:19 47:12<br/> <b>adoption</b> [2] 10:14 137:21<br/> <b>adoptive</b> [1] 47:14<br/> <b>adrian</b> [1] 15:3<br/> <b>ads</b> [2] 25:23 28:17<br/> <b>advanced</b> [1] 18:9<br/> <b>advantage</b> [1] 127:11<br/> <b>advertised</b> [2] 22:4 28:14<br/> <b>advertising</b> [7] 16:8 26:10 27:23 28:4 29:20,21 99:9<br/> <b>advise</b> [1] 128:5<br/> <b>advocating</b> [1] 56:5<br/> <b>affair</b> [1] 54:21<br/> <b>affairs</b> [1] 12:18<br/> <b>affect</b> [3] 31:14 42:9 44:7<br/> <b>affected</b> [2] 94:13 182:5<br/> <b>affecting</b> [2] 42:11 43:2<br/> <b>affiliated</b> [3] 36:13,23 37:4<br/> <b>afford</b> [1] 118:3<br/> <b>afraid</b> [2] 111:8 174:18<br/> <b>afternoon</b> [7] 55:19 142:5,7 147:18 163:5 171:17 172:22<br/> <b>afternoons</b> [1] 60:14<br/> <b>agencies</b> [1] 6:14<br/> <b>agency</b> [1] 55:17<br/> <b>agent</b> [4] 45:15 68:20 100:7 170:2<br/> <b>agents</b> [4] 43:5 69:2 70:5 85:4<br/> <b>agent's</b> [1] 100:23<br/> <b>ago</b> [12] 7:14 13:25 34:17 40:23 46:20 141:23 143:15,21 148:17 164:21 175:13 179:25</p> | <p><b>agree</b> [6] 29:9 39:2 42:18 58:24 163:12 170:5<br/> <b>agreed</b> [2] 40:19 116:21<br/> <b>agreement</b> [3] 6:19 68:16 95:11<br/> <b>agreements</b> [1] 44:18<br/> <b>ahead</b> [7] 18:9 110:6 128:17 137:18 153:18 159:25 164:17<br/> <b>ahmed</b> [2] 153:12 159:4<br/> <b>aid</b> [1] 138:6<br/> <b>airport</b> [1] 133:18<br/> <b>airports</b> [1] 29:21<br/> <b>akhtar</b> [8] 3:20 159:8 166:18 176:13,15 179:2,2,5<br/> <b>a-k-h-t-a-r</b> [1] 179:4<br/> <b>aleo</b> [1] 15:2<br/> <b>ali</b> [1] 127:25<br/> <b>alieu</b> [1] 153:13<br/> <b>a-l-i-e-u</b> [1] 153:13<br/> <b>allan</b> [3] 5:10 14:25 138:15<br/> <b>allaona</b> [3] 142:4 145:10 147:9<br/> <b>alliance</b> [11] 48:17 49:8 72:9 95:6 108:5 163:7,17 167:7 174:12 179:11 184:9<br/> <b>all-in</b> [1] 43:24<br/> <b>allow</b> [5] 43:5 44:18 83:18,25 103:19<br/> <b>allowance</b> [1] 67:2<br/> <b>allowed</b> [2] 175:10 181:21<br/> <b>almost</b> [3] 109:12 144:2 164:21<br/> <b>alone</b> [3] 30:8 151:23 155:8<br/> <b>already</b> [20] 23:7 26:14 38:14 52:19 61:19 73:23 75:2,25 76:6 78:21 82:24 98:5 104:8 107:11 129:15 138:7 140:21 146:18 180:16 184:23<br/> <b>altercations</b> [1] 102:3<br/> <b>although</b> [1] 56:2<br/> <b>amend</b> [4] 42:8 43:3,7,13<br/> <b>amended</b> [1] 54:24<br/> <b>amendment</b> [2] 44:15 45:15<br/> <b>amendments</b> [5] 39:21 42:11 43:2 44:6 46:15<br/> <b>amount</b> [12] 69:11 74:25 79:25,25 84:12 116:22 125:4,20 126:4,25 133:24 134:2<br/> <b>andy</b> [1] 111:13<br/> <b>anecdotal</b> [1] 29:15</p> |
|---|---|--|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|  |   |  |
|--|---|--|
| <p><b>annually</b> [1] 53:6<br/> <b>another</b> [10] 68:4 80:5 83:13 89:10, 16 104:5 109:18 115:24 173:3 178:5<br/> <b>answer</b> [5] 22:21 32:10 89:2 90:7 103:10<br/> <b>answered</b> [1] 103:11<br/> <b>anthology</b> [1] 137:11<br/> <b>anybody</b> [1] 173:10<br/> <b>anyway</b> [3] 37:6 101:9 126:9<br/> <b>apart</b> [1] 183:8<br/> <b>apartment</b> [1] 145:2<br/> <b>api</b> [1] 52:13<br/> <b>apologize</b> [2] 141:25 147:14<br/> <b>app</b> [2] 19:14,18<br/> <b>appalling</b> [1] 138:4<br/> <b>apparently</b> [1] 48:21<br/> <b>appeals</b> [1] 36:18<br/> <b>appeared</b> [1] 40:12<br/> <b>appears</b> [1] 66:13<br/> <b>applause</b> [40] 9:11 72:6,16 73:18 77:4 78:9 82:16 84:23 86:3,10 94:25 104:3 110:10,19 119:16,23 120:4 121:21 130:17 141:13 146:22 150:8 154:3 155:14,18 156:4 157:9 164:4 168:20 170:23 171:15 176:4 177:15 178:10,22 180:2 181:11 182:16 184:2,19<br/> <b>applicant</b> [1] 11:8<br/> <b>application</b> [2] 97:19,20<br/> <b>applications</b> [2] 11:4,16<br/> <b>applied</b> [1] 50:8<br/> <b>apply</b> [1] 51:10<br/> <b>appreciate</b> [5] 62:24 103:12 136:9 161:21 162:11<br/> <b>appropriate</b> [2] 5:12 52:21<br/> <b>approval</b> [1] 11:11<br/> <b>approved</b> [4] 11:14,15,16 16:23<br/> <b>approximately</b> [1] 67:15<br/> <b>april</b> [185] 4:1 5:1 6:1 7:1 8:1 9:1 10:1 11:1 12:1 13:1 14:1 15:1 16:1 17:1 18:1 19:1 20:1 21:1 22:1 23:1 24:1 25:1 26:1 27:1 28:1 29:1 30:1 31:1 32:1 33:1 34:1 35:1 36:1 37:1 38:1 39:1 40:1,2,6 41:1 42:1 43:1 44:1 45:1,24 46:1 47:1 48:1 49:1 50:1</p> | <p>51:1 52:1 53:1 54:1 55:1 56:1 57:1 58:1 59:1 60:1 61:1 62:1 63:1 64:1 65:1 66:1 67:1 68:1 69:1 70:1 71:1 72:1 73:1 74:1 75:1 76:1 77:1 78:1 79:1 80:1 81:1 82:1 83:1 84:1 85:1 86:1 87:1 88:1 89:1 90:1 91:1 92:1 93:1 94:1 95:1 96:1 97:1 98:1 99:1 100:1 101:1 102:1 103:1 104:1 105:1 106:1 107:1 108:1 109:1 110:1 111:1 112:1 113:1 114:1 115:1 116:1,13 117:1 118:1 119:1 120:1 121:1 122:1 123:1 124:1 125:1 126:1 127:1 128:1 129:1 130:1 131:1 132:1 133:1 134:1 135:1 136:1 137:1 138:1 139:1 140:1 141:1 142:1 143:1 144:1 145:1 146:1 147:1 148:1 149:1 150:1 151:1 152:1 153:1 154:1 155:1 156:1 157:1 158:1 159:1 160:1 161:1 162:1 163:1 164:1 165:1 166:1 167:1 168:1 169:1 170:1 171:1 172:1 173:1 174:1 175:1 176:1 177:1 178:1 179:1 180:1 181:1 182:1 183:1 184:1<br/> <b>arbitrary</b> [1] 68:10<br/> <b>area</b> [1] 140:17<br/> <b>areas</b> [1] 32:6<br/> <b>aren't</b> [1] 151:12<br/> <b>argument</b> [1] 101:9<br/> <b>arguments</b> [2] 47:18,22<br/> <b>army</b> [1] 139:4<br/> <b>around</b> [9] 7:2 35:9 39:4 81:22 105:8 106:22 113:25 121:18,19<br/> <b>arout</b> [4] 4:10 32:13 37:9 131:9<br/> <b>arrange</b> [1] 127:20<br/> <b>arranged</b> [1] 6:13<br/> <b>arrangement</b> [1] 43:25<br/> <b>arrival</b> [1] 142:2<br/> <b>arrive</b> [3] 24:15 26:23 27:3<br/> <b>arrives</b> [1] 20:19<br/> <b>ashwini</b> [1] 14:24<br/> <b>asim</b> [6] 3:20 159:8 162:22 166:18 176:14 179:2<br/> <b>a-s-i-m</b> [1] 179:3<br/> <b>assaulted</b> [2] 100:24 102:9<br/> <b>assessed</b> [3] 15:15 91:7 125:15<br/> <b>assigns</b> [1] 19:21</p> | <p><b>assistance</b> [1] 145:5<br/> <b>assistant</b> [5] 5:16 7:9,15,24 9:5<br/> <b>assists</b> [1] 20:20<br/> <b>associated</b> [1] 13:4<br/> <b>association</b> [3] 54:8 62:17 81:20<br/> <b>assume</b> [1] 124:16<br/> <b>assuming</b> [1] 126:21<br/> <b>assure</b> [5] 49:6 77:24 90:25 113:14 115:5<br/> <b>astoria</b> [2] 140:12,14<br/> <b>astounding</b> [1] 7:17<br/> <b>ate</b> [1] 58:10<br/> <b>attempt</b> [2] 180:12 183:22<br/> <b>attempted</b> [1] 182:14<br/> <b>attempting</b> [1] 181:14<br/> <b>attention</b> [3] 32:8 56:9 62:25<br/> <b>attorney</b> [1] 109:16<br/> <b>attorneys</b> [1] 10:7<br/> <b>auction</b> [1] 6:25<br/> <b>audience</b> [2] 88:25 100:19<br/> <b>august</b> [4] 60:21 61:16,21 116:18<br/> <b>authorization</b> [1] 52:6<br/> <b>authorized</b> [3] 82:2 95:10,24<br/> <b>auto</b> [3] 115:20,20 116:20<br/> <b>automatic</b> [2] 39:23 80:4<br/> <b>automatically</b> [1] 80:2<br/> <b>available</b> [8] 18:5,14 19:22 20:2 25:20 34:12 86:23 181:18<br/> <b>avalanche</b> [1] 57:6<br/> <b>avenue</b> [1] 145:15<br/> <b>avenues</b> [1] 149:6<br/> <b>average</b> [9] 21:15,18 23:18 24:4,19, 20 26:21 77:11 79:24<br/> <b>averaged</b> [1] 23:21<br/> <b>averaging</b> [2] 22:13 23:23<br/> <b>aware</b> [1] 22:19<br/> <b>away</b> [4] 102:13 137:11 181:15,16<br/> <b>awfully</b> [1] 63:4<br/> <b>aye</b> [2] 10:19 11:17<br/> <b>eyes</b> [2] 10:20 11:18</p> <hr/> <p style="text-align: center;"><b>B</b></p> <hr/> <p><b>ba</b> [1] 159:6<br/> <b>babka</b> [1] 57:4<br/> <b>back</b> [39] 12:12 14:5 16:22 57:21 58:2,3,8 71:16,18 73:11 89:18 94:</p> |
|--|---|--|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|   |   |  |
|---|---|--|
| <p>15 97:16 101:5 105:14 106:14,16, 19,21 116:21,25 126:24 127:3,10 143:6 144:22 153:24 160:21 162:2 164:4 172:20,22 173:20,24 175:22 176:4 179:22 180:18 182:23<br/> <b>backlash</b> [3] 179:22 180:5,8<br/> <b>backslide</b> [1] 38:21<br/> <b>bad</b> [5] 9:18 81:18 156:6 163:24 178:8<br/> <b>bah</b> [3] 110:22 115:11 153:14<br/> <b>balance</b> [2] 180:13,14<br/> <b>bamboozled</b> [1] 138:9<br/> <b>bang-up</b> [1] 8:14<br/> <b>bank</b> [1] 154:22<br/> <b>bankruptcy</b> [1] 85:25<br/> <b>bankster</b> [1] 143:11<br/> <b>barakka</b> [1] 157:18<br/> <b>bargain</b> [1] 95:19<br/> <b>base</b> [3] 11:3,15 178:6<br/> <b>based</b> [5] 52:14 79:23 94:3 152:6 177:3<br/> <b>bases</b> [6] 11:11,13 36:14,24,25 37:3<br/> <b>basic</b> [1] 76:3<br/> <b>basically</b> [10] 10:12 57:15 78:9 79:22 85:17 89:19 94:17 101:12 141:18 163:20<br/> <b>basin</b> [1] 33:22<br/> <b>basis</b> [6] 42:15,18 58:13 62:2 121:17 176:23<br/> <b>bear</b> [3] 144:17 150:2,4<br/> <b>became</b> [2] 95:8 143:18<br/> <b>become</b> [3] 54:14 93:12 95:24<br/> <b>becomes</b> [1] 123:19<br/> <b>becoming</b> [2] 50:19 52:20<br/> <b>bed</b> [1] 144:25<br/> <b>beg</b> [1] 77:3<br/> <b>began</b> [3] 5:20 12:5 26:12<br/> <b>begin</b> [4] 10:13 46:11 84:16 184:18<br/> <b>beginning</b> [1] 61:19<br/> <b>begun</b> [1] 52:20<br/> <b>behalf</b> [4] 49:11,12 66:3 142:24<br/> <b>behavior</b> [1] 9:18<br/> <b>behind</b> [1] 101:15<br/> <b>belabor</b> [1] 99:18<br/> <b>believe</b> [13] 9:21 57:12 66:4 69:20</p> | <p>70:6 73:13 91:20 100:22 125:16 134:20 141:6 153:13 164:10<br/> <b>believed</b> [1] 69:12<br/> <b>believing</b> [1] 48:10<br/> <b>below</b> [1] 50:22<br/> <b>benefits</b> [2] 87:22 88:5<br/> <b>beresford</b> [3] 3:16 159:7 163:6<br/> <b>best</b> [1] 152:23<br/> <b>better</b> [4] 70:4 135:20 137:14 138:17<br/> <b>between</b> [7] 21:13 39:25 66:15 69:5 102:4 149:5 180:23<br/> <b>beyond</b> [2] 48:18 75:5<br/> <b>bhairavi</b> [2] 72:2 163:14<br/> <b>big</b> [8] 72:14 85:19 111:7 113:8 120:23 138:10,11 140:14<br/> <b>biggest</b> [1] 34:3<br/> <b>biju</b> [3] 3:21 166:18 179:9<br/> <b>bill</b> [13] 3:8 14:13,18 70:23 75:19 89:9,11 133:5 138:23 139:16 148:18,18 149:8<br/> <b>bills</b> [1] 75:17<br/> <b>bit</b> [3] 7:14 46:23 116:2<br/> <b>blanche</b> [1] 138:4<br/> <b>blank</b> [3] 165:4,6,11<br/> <b>bless</b> [1] 157:15<br/> <b>blocks</b> [1] 158:15<br/> <b>blood</b> [2] 84:24 154:8<br/> <b>bloomberg</b> [1] 56:25<br/> <b>blue</b> [2] 23:18 24:22<br/> <b>board</b> [4] 40:22 48:7 177:25 178:9<br/> <b>bona</b> [1] 50:23<br/> <b>bone</b> [1] 78:13<br/> <b>booked</b> [1] 19:18<br/> <b>borough</b> [5] 32:5 36:9,11,12 37:5<br/> <b>boroughs</b> [1] 36:23<br/> <b>boroughs'</b> [1] 32:2<br/> <b>boss</b> [3] 76:11 88:12 162:2<br/> <b>bosses</b> [1] 151:23<br/> <b>boston</b> [1] 130:24<br/> <b>both</b> [10] 4:19 16:16 35:24 44:23 56:15 66:6 69:11 98:16 111:20 168:7<br/> <b>bouchaib</b> [1] 157:18<br/> <b>break</b> [3] 106:25 151:2 152:13<br/> <b>breakdown</b> [1] 151:4<br/> <b>brief</b> [7] 12:3 74:2 125:12 128:11</p> | <p>140:2 147:17 163:8<br/> <b>briefed</b> [1] 126:16<br/> <b>briefing</b> [2] 127:17,20<br/> <b>briefly</b> [3] 31:12 40:19 140:5<br/> <b>bring</b> [9] 30:10,20 71:17 106:11 120:15 121:2,6 163:16 182:14<br/> <b>bringing</b> [1] 119:12<br/> <b>brings</b> [1] 71:16<br/> <b>broadcasting</b> [1] 63:21<br/> <b>broader</b> [1] 36:9<br/> <b>broke</b> [1] 101:10<br/> <b>broken</b> [4] 8:15 64:12 75:15 164:23<br/> <b>broker</b> [2] 140:11 167:11<br/> <b>broker/owner</b> [1] 131:5<br/> <b>brokers</b> [4] 140:9 141:2,8 171:2<br/> <b>brokers'</b> [1] 137:24<br/> <b>brooklyn</b> [5] 32:25 35:17 73:3 145:16,21<br/> <b>brothers</b> [2] 120:8 170:21<br/> <b>brought</b> [5] 54:10 56:8 112:8 116:4 144:3<br/> <b>buck</b> [1] 122:2<br/> <b>bucks</b> [1] 138:11<br/> <b>budget</b> [2] 27:25 28:2<br/> <b>building</b> [6] 48:20,22,24,25 49:5 140:14<br/> <b>built</b> [2] 8:19,23<br/> <b>bulatowicz</b> [3] 65:24 72:2,5<br/> <b>burden</b> [6] 94:23 129:2,9,10,21 130:12<br/> <b>buried</b> [1] 57:6<br/> <b>bus</b> [2] 26:6 28:15<br/> <b>busiest</b> [2] 22:9 77:14<br/> <b>business</b> [11] 4:13 9:25 10:13 39:15 50:24 64:2 92:4 142:13 143:8 150:5,9<br/> <b>businesses</b> [1] 88:10<br/> <b>button</b> [1] 158:13<br/> <b>buy</b> [1] 132:11</p> <hr/> <p style="text-align: center;"><b>C</b></p> <hr/> <p><b>cab</b> [20] 32:21,25 34:11 108:19 111:16 115:19,20,25 116:21 117:22,24 118:13 132:4 140:7 145:12 147:25 171:19 174:25 175:20 176:15</p> |
|---|---|--|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|   |   |  |
|---|---|--|
| <p><b>cabal</b> [1] 138:5<br/> <b>cabbies</b> [2] 133:16 134:22<br/> <b>cabs</b> [12] 18:13,21 31:18,24 32:4,16 33:21 37:21 38:23 93:13 153:22 175:6<br/> <b>calculate</b> [1] 114:21<br/> <b>call</b> [14] 4:6 12:8 19:8,11 54:18 82:5 88:20 108:5,23 112:21 140:23 148:5 156:18,24<br/> <b>called</b> [15] 19:16 82:19 105:7,8 107:5 116:2 117:13 120:24 159:11 161:10 164:11 166:23 172:6,7,10<br/> <b>calling</b> [2] 25:16 175:20<br/> <b>calm</b> [1] 7:20<br/> <b>came</b> [5] 7:13 119:18 172:22 173:24 175:21<br/> <b>cameras</b> [2] 175:7 176:2<br/> <b>campaign</b> [2] 26:2,11<br/> <b>canal</b> [1] 145:15<br/> <b>cannot</b> [13] 30:7 53:22 73:3 111:24 114:20 117:20 129:15 132:2 157:7 160:13 161:15 165:8 183:8<br/> <b>cantaloupe</b> [5] 134:14,16,18,19 137:14<br/> <b>cap</b> [14] 42:8 44:8 45:9,14,18 46:20 53:17,21 81:10 91:5 113:16 116:20 125:4 168:13<br/> <b>cap,</b> [1] 50:5<br/> <b>capa</b> [2] 40:9 46:3<br/> <b>capacity</b> [3] 4:18 5:25 181:22<br/> <b>capping</b> [1] 69:14<br/> <b>caps</b> [3] 44:10 54:20 66:6<br/> <b>car</b> [55] 63:16 64:7,10,10,12,14,15,17,19 69:5,6,7,10 71:16,18 100:3,11,12 101:6 102:13,14,19 105:14,17,24 106:5,20 107:9,15,21,23 110:10 115:24,25 119:8,9 131:5 146:2 149:15 150:13,14 152:20 154:17 162:3 167:22,24 171:20 172:19 173:3,9,12,16,21 175:14 176:21<br/> <b>card</b> [33] 29:5,7,22 44:12,16 45:16,19 50:2,20 51:21,23,25 52:8,8 54:22 58:25 59:5,21 67:21 68:8 79:11,14 80:8 93:10 94:11 95:14 98:24 129:4,7,14 136:15 175:17,22<br/> <b>cardholder</b> [2] 51:3,5</p> | <p><b>cards</b> [6] 60:4 78:18 93:12 98:22 99:12 129:11<br/> <b>care</b> [9] 32:25 74:11 87:25 110:13 143:16 148:23 152:21,22 160:17<br/> <b>career</b> [2] 181:6,6<br/> <b>carone</b> [11] 4:10 61:11,14,22 86:24 87:3,6,18 90:5,25 122:8<br/> <b>cars</b> [14] 6:2,22 7:2 36:22 37:3 63:15 69:11 75:20 98:22 125:5 150:22,24 174:21 175:25<br/> <b>carte</b> [1] 138:4<br/> <b>case</b> [9] 100:15 109:17 112:13 115:3 151:11 157:8 165:17 166:4,12<br/> <b>cases</b> [1] 75:7<br/> <b>cash</b> [1] 94:13<br/> <b>catch</b> [1] 182:22<br/> <b>category</b> [1] 52:22<br/> <b>cause</b> [2] 139:6,8<br/> <b>caused</b> [1] 42:20<br/> <b>center</b> [4] 148:14,16 149:2,3<br/> <b>centers</b> [1] 29:24<br/> <b>certain</b> [6] 57:17 60:4 76:12 83:14 133:24 134:2<br/> <b>certainly</b> [2] 84:18 96:2<br/> <b>chair</b> [7] 58:15 60:17 61:13 62:19,23 63:8 101:16<br/> <b>chaired</b> [1] 134:21<br/> <b>chairman</b> [151] 4:2 8:11 9:4,7,12 10:21,24 11:12,19,22 12:2 13:18 15:8 31:5,11 32:12 33:5 37:20 39:11,14 40:17 41:16,19 42:2 46:9 54:2 56:23 57:4 59:13 60:14 61:11,18 62:8 65:21 66:2 71:11 80:16,24 82:9 86:15,19,24 87:2 88:23 90:24 92:7 93:5 96:6 97:2 98:19 99:13,16 103:4,9 104:4,18,23 109:25 110:6,20,25 112:7,10 113:2,14 114:13,17,22,25 115:10,15 117:8,11,14 120:6 122:4,6,19 123:12,24 124:5,9 125:2 126:20 127:15,19 128:4,16 130:2,7,20 131:18,22 132:13,18 133:9 134:23 135:2 136:4,12,19 137:2,6,13,17 139:15,18 141:20 143:25 144:15 145:6 146:23 147:5,13,19,24 148:11,25 153:8,16 155:19 157:16,21 158:22 159:2,13,18,24 161:20 162:</p> | <p>5,17 163:2 164:6,13,16 165:14,19,21,23 166:2,6,16,24 171:25 176:6,10 178:23 179:3,6 184:3,21<br/> <b>chairperson's</b> [1] 90:15<br/> <b>chance</b> [4] 131:2 158:11,19 160:10<br/> <b>change</b> [8] 49:25 77:7 78:2 111:19 123:6,25 154:23 169:11<br/> <b>changed</b> [5] 68:21 111:23 170:17,19 171:6<br/> <b>changes</b> [7] 45:6,18 46:20 179:15 180:11,21 181:18<br/> <b>changing</b> [2] 22:6 170:9<br/> <b>chapter</b> [2] 50:16,17<br/> <b>charge</b> [37] 18:15 54:22 67:3,6,15,16,19 69:15 71:23 78:23 82:8,11 92:16 93:21 94:18 107:7,12,18,20 108:3 109:11 111:18,18,20,24 112:6 113:8,22,24 114:13 116:9,11 119:7 121:17 122:11 125:3 178:3<br/> <b>charged</b> [12] 42:24 43:11 77:12 81:24 82:3,5 105:5 107:4 108:7 125:21 126:2,5<br/> <b>charges</b> [6] 43:8 50:2 67:11,22 91:23 102:11<br/> <b>charging</b> [7] 69:3 78:25 82:18 119:5,10 146:6,18<br/> <b>charitable</b> [1] 83:17<br/> <b>chart</b> [3] 21:5 23:17 26:4<br/> <b>charts</b> [2] 24:18 26:20<br/> <b>chatoulz</b> [3] 142:4 145:10 147:9<br/> <b>check</b> [2] 106:17 116:23<br/> <b>checked</b> [1] 151:24<br/> <b>cheikh</b> [3] 3:12 147:9,21<br/> <b>c-h-e-i-k-h</b> [1] 147:22<br/> <b>cheryl</b> [1] 15:2<br/> <b>chhabra</b> [1] 14:25<br/> <b>chief</b> [2] 5:17 6:12<br/> <b>chiefly</b> [1] 10:8<br/> <b>child</b> [3] 160:7,13,15<br/> <b>children</b> [1] 26:7<br/> <b>choice</b> [1] 69:5<br/> <b>choices</b> [1] 78:10<br/> <b>choose</b> [9] 76:7 80:14 93:23 94:8,24,25 95:21 176:25 178:7<br/> <b>chorus</b> [2] 10:20 11:18<br/> <b>chowdhury</b> [10] 54:4 62:9,11,13,</p> |
|---|---|--|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

# TLC Meeting and Public Hearing

April 18, 2013

|   |  |   |
|---|--|---|
| <p>16,22 63:6,10 65:11,22<br/> <b>chris</b> [2] 11:7,23<br/> <b>cindi</b> [5] 12:16 13:19 14:6 15:15 39:12<br/> <b>citizens</b> [2] 130:5 181:2<br/> <b>city</b> [16] 4:7 7:6 22:8 33:18 35:4,5 40:4,13 45:23 56:24 140:17 152:23,24 153:2 181:2,3<br/> <b>city's</b> [1] 97:8<br/> <b>city-sponsored</b> [1] 12:22<br/> <b>claims</b> [2] 133:14 145:20<br/> <b>clapping</b> [1] 72:15<br/> <b>clarification</b> [1] 87:19<br/> <b>clarify</b> [3] 42:23 43:16,20<br/> <b>clarifying</b> [2] 42:12,16<br/> <b>clear</b> [7] 87:20 88:2 122:23 123:16 125:10,19 129:6<br/> <b>cleared</b> [1] 170:8<br/> <b>clearly</b> [1] 89:25<br/> <b>close</b> [2] 29:14 142:20<br/> <b>closest</b> [2] 19:21 20:2<br/> <b>closing</b> [1] 31:21<br/> <b>code</b> [1] 56:21<br/> <b>codes</b> [1] 52:22<br/> <b>coding</b> [1] 98:9<br/> <b>co-exist</b> [1] 85:8<br/> <b>cofounders</b> [1] 179:10<br/> <b>collected</b> [2] 91:7 125:15<br/> <b>collecting</b> [1] 76:22<br/> <b>college</b> [1] 118:10<br/> <b>collision</b> [3] 43:4 69:16 173:3<br/> <b>columns</b> [1] 21:8<br/> <b>combined</b> [1] 88:15<br/> <b>come</b> [4] 8:21 32:24 53:7 58:2,3 73:3,11 74:3 81:13,16 83:7 85:22 93:25 106:11 107:10,20 112:23,23 120:8 126:12 131:24 134:10 136:2 148:9 151:15,21 152:2 158:2,15 164:8 165:9 167:9 168:15 171:12 173:20 174:9,23 178:12,22 183:14 184:24<br/> <b>comes</b> [1] 137:23<br/> <b>comfortable</b> [1] 171:11<br/> <b>coming</b> [8] 78:24 79:4 121:22 151:13 174:18 178:20 179:22 180:18<br/> <b>commemorating</b> [1] 8:5</p> | <p><b>commend</b> [1] 133:12<br/> <b>comment</b> [5] 40:5 45:24 61:12,24 135:6<br/> <b>comments</b> [5] 40:7 46:2 53:12 66:12 89:7<br/> <b>commercial</b> [1] 25:24<br/> <b>commission</b> [23] 4:8 8:12 10:17 11:9 13:24 16:23 39:21 40:11 46:5,7 54:13 55:15 57:11 61:4 66:14 69:23 77:25 81:18 83:2 85:10 129:6 141:15 179:24<br/> <b>commissioner</b> [37] 5:16,17 6:6 7:8,10,16,23,24 9:5 14:8,24,25 15:25 32:16 33:6,8 42:7 63:11 71:13 78:14 82:11 87:18 89:5 90:25 93:15 96:23 100:21 104:22 122:8 131:3,4,14 141:24,25 153:20 157:14 176:14<br/> <b>commissioners</b> [33] 4:9 5:22 7:11 8:3 10:15 12:4,16 13:21 35:10 40:18 49:9 54:6 55:10 56:2,7 60:12,23 66:2 72:10 89:23 95:4 115:16 122:4 125:12 128:7 130:25 133:8 139:25 140:21 141:14 154:25 163:20 184:5<br/> <b>commission's</b> [3] 50:5,15 68:7<br/> <b>commit</b> [2] 119:15 124:23<br/> <b>commitments</b> [1] 128:7<br/> <b>committed</b> [1] 48:8<br/> <b>committee</b> [3] 66:3 143:20 179:12<br/> <b>community</b> [1] 47:17<br/> <b>companies</b> [1] 32:18<br/> <b>company</b> [4] 6:20 115:21 118:15 148:4<br/> <b>comparable</b> [1] 88:14<br/> <b>compare</b> [1] 21:20<br/> <b>compared</b> [2] 21:24 95:16<br/> <b>compares</b> [3] 21:6 24:3,20<br/> <b>comparison</b> [3] 67:18,24 88:19<br/> <b>compensates</b> [1] 89:16<br/> <b>compensation</b> [3] 16:14 53:11,20<br/> <b>competition</b> [1] 4:22<br/> <b>complain</b> [2] 182:4,6<br/> <b>complaint</b> [31] 81:14 108:11,16 109:2 112:8,17,20 113:17 116:15,19 118:18 122:12,13 123:15 133:21,22 144:4 151:11,16,22 156:21 157:</p> | <p>6 163:16 165:16 169:17,25 174:23 177:16,21 178:13,14<br/> <b>complaints</b> [8] 83:8 91:20 122:15 144:4 167:10,14 168:4,16<br/> <b>completed</b> [6] 17:18 21:15,17 23:19 24:19 26:17<br/> <b>completely</b> [6] 9:20 77:2 79:7 84:3 100:12 117:5<br/> <b>completes</b> [1] 21:23<br/> <b>compliant</b> [1] 144:16<br/> <b>compulsively</b> [1] 135:25<br/> <b>computer</b> [2] 98:9 114:11<br/> <b>conan</b> [1] 6:13<br/> <b>conceded</b> [1] 56:14<br/> <b>concept</b> [3] 54:23 57:22 99:23<br/> <b>concern</b> [4] 90:21 102:25 103:17 167:19<br/> <b>concerned</b> [1] 59:2<br/> <b>concerning</b> [1] 93:16<br/> <b>concerns</b> [4] 54:17 66:13 168:9 169:14<br/> <b>concierges</b> [1] 29:23<br/> <b>conclude</b> [3] 37:21 166:8 172:15<br/> <b>concluded</b> [1] 162:9<br/> <b>conditions</b> [4] 25:18 57:17 150:25 182:17<br/> <b>conduct</b> [2] 70:2 124:22<br/> <b>confident</b> [1] 37:17<br/> <b>confirmation</b> [1] 20:12<br/> <b>confirmed</b> [1] 145:24<br/> <b>conform</b> [1] 45:17<br/> <b>connected</b> [2] 179:17 183:4<br/> <b>consensus</b> [2] 36:2,6<br/> <b>consequence</b> [1] 170:12<br/> <b>consideration</b> [1] 83:23<br/> <b>considered</b> [2] 103:20 122:13<br/> <b>considering</b> [1] 25:18<br/> <b>consistently</b> [1] 171:4<br/> <b>constitute</b> [1] 124:20<br/> <b>constraint</b> [1] 6:23<br/> <b>constraints</b> [1] 5:24<br/> <b>construct</b> [1] 141:10<br/> <b>constructive</b> [1] 30:16<br/> <b>consult</b> [2] 113:15 166:10<br/> <b>consumers</b> [1] 76:4<br/> <b>content</b> [1] 31:7</p> |
|---|--|---|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|  |  |  |
|--|--|--|
| <p><b>context</b> [1] 25:4<br/> <b>continue</b> [6] 4:17 22:17 29:25 63:9 130:4 141:10<br/> <b>continued</b> [4] 3:2 25:9 60:5 127:9<br/> <b>continues</b> [5] 24:25 45:25 59:6,21 66:14<br/> <b>continuing</b> [1] 27:13<br/> <b>continuous</b> [1] 173:22<br/> <b>contract</b> [3] 27:24 100:7 101:2<br/> <b>contracting</b> [1] 50:14<br/> <b>contractors</b> [4] 50:9 87:16,21 140:24<br/> <b>contracts</b> [2] 69:16,17<br/> <b>contribute</b> [1] 133:17<br/> <b>contribution</b> [1] 87:24<br/> <b>control</b> [2] 88:12,17<br/> <b>controversial</b> [1] 41:12<br/> <b>converts</b> [1] 44:15<br/> <b>copies</b> [2] 89:24 90:4<br/> <b>corner</b> [1] 34:16<br/> <b>correct</b> [4] 48:20 125:16 139:17 176:8<br/> <b>corrected</b> [2] 52:25 53:9<br/> <b>corrective</b> [2] 182:20,21<br/> <b>corrupt</b> [2] 142:14 154:14<br/> <b>corruptible</b> [1] 142:13<br/> <b>corruptions</b> [1] 117:19<br/> <b>cost</b> [7] 44:11 69:22 74:18 76:18 83:19 94:4 101:6<br/> <b>costs</b> [4] 44:13 69:19 84:2 93:24<br/> <b>couldn't</b> [4] 118:2,3 119:3 161:4<br/> <b>council</b> [1] 56:24<br/> <b>counted</b> [2] 68:10,13<br/> <b>countless</b> [1] 137:20<br/> <b>country</b> [7] 96:24 98:14 105:23 107:2,11 119:18 120:9<br/> <b>couple</b> [8] 5:23 75:15 81:4 85:18 91:19 97:12 99:25 142:17<br/> <b>coupled</b> [1] 50:4<br/> <b>course</b> [5] 13:21 16:5 96:13,15 126:8<br/> <b>court</b> [9] 36:18 54:16 58:5 85:21 108:23 145:20 160:7,21 161:11<br/> <b>courteous</b> [1] 129:22<br/> <b>courts</b> [1] 145:24<br/> <b>cover</b> [5] 44:11 75:3 81:5 127:17</p> | <p>150:18<br/> <b>coverage</b> [2] 43:4 76:19<br/> <b>covered</b> [1] 31:6<br/> <b>crack</b> [1] 173:17<br/> <b>cracked</b> [1] 173:7<br/> <b>create</b> [3] 59:25 60:2,8<br/> <b>creating</b> [1] 177:4<br/> <b>creatively</b> [1] 6:7<br/> <b>creativity</b> [1] 59:14<br/> <b>credit</b> [30] 44:12,16 45:16,19 50:2,20 51:21 54:22 58:25 59:5,21 60:4 67:21 68:8 78:18 79:10,13 80:8 93:10,12 94:11 95:14 98:22,24 99:12 129:4,7,11,14 136:14<br/> <b>credited</b> [2] 77:16 151:5<br/> <b>crime</b> [1] 113:8<br/> <b>crimes</b> [3] 119:16 120:2,3<br/> <b>criminality</b> [1] 138:6<br/> <b>critical</b> [1] 73:5<br/> <b>crucial</b> [1] 29:18<br/> <b>crush</b> [1] 76:3<br/> <b>crushed</b> [1] 75:25<br/> <b>curb</b> [1] 20:15<br/> <b>current</b> [4] 50:10 53:2 80:11 94:21<br/> <b>currently</b> [3] 29:6 40:14 156:16<br/> <b>customary</b> [1] 92:15<br/> <b>customer</b> [9] 18:14 19:19 20:11,19 22:20 23:17 31:19 51:3,6<br/> <b>customers</b> [15] 4:19 18:2,6 19:3,8,15,17 23:2,6,9,13 27:2,6,10,16<br/> <b>cut</b> [2] 134:17,19</p> <hr/> <p style="text-align: center;"><b>D</b></p> <hr/> <p><b>daily</b> [5] 42:15 121:16 176:22 177:3 178:6<br/> <b>damage</b> [4] 42:19 57:18 63:25 68:23<br/> <b>damaged</b> [1] 116:2<br/> <b>damages</b> [3] 58:10 68:17 75:10<br/> <b>damned</b> [1] 138:3<br/> <b>dangerous</b> [1] 64:13<br/> <b>data</b> [4] 51:23,24 52:20 98:23<br/> <b>date</b> [3] 25:22 39:25 109:18<br/> <b>daughter</b> [2] 120:18,19<br/> <b>david</b> [9] 62:10 65:23 108:23 112:21 116:19 118:18 131:21 159:11</p> | <p>160:3<br/> <b>davidson</b> [8] 12:15,17 14:7,22 15:20 31:9,13 39:13<br/> <b>day</b> [27] 4:13 18:6,7 21:24,25 22:9 23:19,22,24,25 25:13 26:15 33:18 34:16 92:23 106:10 117:20 122:14 125:7 139:14 150:23 154:2,4,5,16 155:24 181:17<br/> <b>days</b> [15] 25:10 56:12 77:23 78:7 106:14 113:12,13 117:18 121:13,14 160:24 161:16,16 162:14 172:19<br/> <b>daytime</b> [3] 111:17,25 118:9<br/> <b>day-to-day</b> [1] 92:4<br/> <b>dazzled</b> [1] 138:10<br/> <b>deadline</b> [2] 40:6 45:24<br/> <b>deal</b> [4] 4:15,17 184:17,24<br/> <b>dealing</b> [1] 46:17<br/> <b>dearcy</b> [16] 86:12 99:17 102:23 123:10,22 124:13 126:18,21 127:18 135:4 136:9 141:24 168:21,24 170:4 171:16<br/> <b>debated</b> [1] 13:21<br/> <b>debit</b> [2] 50:20 51:21<br/> <b>decades</b> [1] 182:20<br/> <b>december</b> [4] 16:22 56:24 57:2 115:22<br/> <b>decent</b> [1] 63:19<br/> <b>decide</b> [4] 69:22 134:3 175:11 176:20<br/> <b>decision-maker</b> [1] 55:5<br/> <b>decision-makers</b> [1] 55:3<br/> <b>decisions</b> [1] 163:21<br/> <b>decrease</b> [2] 22:18 27:14<br/> <b>decreased</b> [1] 24:14<br/> <b>decreasing</b> [2] 31:16 37:16<br/> <b>dedicated</b> [2] 27:22 28:3<br/> <b>deduct</b> [2] 66:19,21<br/> <b>deductible</b> [8] 43:7 57:25 58:12,14 61:6,7,24 69:15<br/> <b>deductibles</b> [1] 57:23<br/> <b>deeper</b> [1] 26:22<br/> <b>defend</b> [2] 148:10 155:4<br/> <b>defer</b> [1] 41:3<br/> <b>defined</b> [1] 70:5<br/> <b>definitely</b> [1] 30:6<br/> <b>definition</b> [2] 50:15 70:2</p> |
|--|--|--|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|   |   |   |
|---|---|---|
| <p><b>definitively</b> [1] 37:22<br/> <b>degree</b> [2] 120:12 153:23<br/> <b>delay</b> [1] 99:7<br/> <b>delineation</b> [1] 53:19<br/> <b>deliver</b> [1] 34:6<br/> <b>delivered</b> [3] 56:12 57:5,7<br/> <b>demand</b> [9] 22:20 23:18 25:2 31:19 38:16,21 39:5,9,9<br/> <b>democracy</b> [1] 131:17<br/> <b>demonstration</b> [15] 16:4,6,20 17:17,18 21:7,12,21 22:2 26:18 27:21 33:13,16 34:2 39:6<br/> <b>denied</b> [1] 145:4<br/> <b>depend</b> [1] 140:25<br/> <b>dependent</b> [1] 140:25<br/> <b>depending</b> [2] 20:6 67:17<br/> <b>depends</b> [1] 10:8<br/> <b>deployed</b> [1] 36:21<br/> <b>deputy</b> [6] 5:15 6:6 7:8,23 14:24,25<br/> <b>desai</b> [30] 72:3,4,7 73:6,21 80:23 81:7 86:14,17 87:3,5,17 89:5 90:14 92:12,17,20 93:4,14,22 96:22 97:7,25 99:8,14,25 102:24 103:6,13 163:14<br/> <b>describe</b> [2] 39:19 42:4<br/> <b>designed</b> [1] 60:22<br/> <b>designing</b> [1] 29:6<br/> <b>desks</b> [1] 140:13<br/> <b>desperate</b> [1] 102:17<br/> <b>destination</b> [1] 18:21<br/> <b>destroy</b> [1] 183:22<br/> <b>destroyed</b> [1] 132:8<br/> <b>detailed</b> [1] 73:25<br/> <b>details</b> [6] 47:11,19 98:16 112:13 165:24 166:12<br/> <b>determination</b> [1] 127:5<br/> <b>determine</b> [1] 64:9<br/> <b>diabetic</b> [1] 161:15<br/> <b>diabolical</b> [1] 138:12<br/> <b>die</b> [1] 146:17<br/> <b>difference</b> [1] 70:13<br/> <b>different</b> [9] 19:6 67:11 71:14 73:23 98:18 100:2 150:23 177:23,24<br/> <b>difficult</b> [2] 81:12 83:7<br/> <b>dig</b> [1] 26:21<br/> <b>diligence</b> [1] 62:25</p> | <p><b>diligent</b> [1] 184:6<br/> <b>diminish</b> [1] 135:17<br/> <b>direct</b> [2] 36:25 97:22<br/> <b>directed</b> [1] 19:9<br/> <b>direction</b> [3] 58:20 170:20 180:16<br/> <b>directly</b> [5] 19:12,16 20:4 72:4 75:10<br/> <b>director</b> [4] 11:4,8 12:17 72:8<br/> <b>disability</b> [2] 28:11 81:25<br/> <b>disastrous</b> [2] 73:17 86:6<br/> <b>disclosure</b> [1] 61:16<br/> <b>discourage</b> [1] 178:20<br/> <b>discuss</b> [2] 21:3 81:3<br/> <b>discussed</b> [2] 4:14 122:25<br/> <b>discussions</b> [3] 39:3 47:16 48:3<br/> <b>disgrace</b> [1] 35:20<br/> <b>dishaby</b> [7] 104:16,17,21,25 105:6 110:4,7<br/> <b>dismiss</b> [1] 157:8<br/> <b>disparity</b> [2] 66:15 67:10<br/> <b>dispatch</b> [24] 12:7,21 13:8,10 14:16 16:3,24 17:20,23,24 19:7,10,12,16,23 20:8 21:23 22:10 26:16 28:8,14 29:10 30:19 31:2<br/> <b>dispatcher</b> [2] 102:9 105:19<br/> <b>dispatchers</b> [1] 102:6<br/> <b>dispatching</b> [1] 19:2<br/> <b>distance</b> [2] 16:15 20:6<br/> <b>distribute</b> [1] 28:25<br/> <b>distribution</b> [1] 29:23<br/> <b>diver's</b> [1] 42:20<br/> <b>document</b> [1] 35:11<br/> <b>documents</b> [2] 11:14 56:11<br/> <b>dogs</b> [1] 131:7<br/> <b>doing</b> [11] 82:18 85:10 96:24 135:15 141:12 143:10 156:5 162:25 171:2,3 180:6<br/> <b>dollar</b> [2] 63:24 66:24<br/> <b>dollars</b> [5] 15:17 75:16 126:3 149:24 152:4<br/> <b>done</b> [9] 4:15 5:15 29:13 60:15 80:9 98:13 127:4 179:19 182:15<br/> <b>doors</b> [1] 175:11<br/> <b>dov</b> [10] 42:10 43:2,11 67:7,20,22 70:15 71:21 100:5 148:5<br/> <b>dovs</b> [2] 43:5 66:20</p> | <p><b>down</b> [15] 8:20 25:2 65:9 79:4 93:25 105:18 119:23 120:2 126:12 132:15 143:23 151:2 152:12 159:16 178:22<br/> <b>downstairs</b> [5] 49:4 58:23 167:3 181:20 184:13<br/> <b>dozen</b> [1] 48:19<br/> <b>drafting</b> [1] 57:12<br/> <b>dressings</b> [1] 57:10<br/> <b>drive</b> [4] 64:12 105:14 111:17 158:14<br/> <b>driver</b> [104] 16:11 19:25 20:10,19 30:4,18,23 38:6 42:19,22 43:20,24 44:13,24 45:4 50:4,8 51:6,11,15 53:8 58:6,9 62:17 64:16,21 65:14 68:12,19,24 69:9,10,19 71:16,19 73:5 74:20 75:8,9 76:22,23 77:10,20 78:3 81:23 82:10,12,15,19 83:12,15 85:14 89:18,20 91:19 100:6,16 102:10,10 111:7,21 112:2 121:3,6,9,11,16 123:2,14 124:16 125:3 129:8,23 130:10,12 132:4,7,17 133:21 139:8 146:18 148:2 149:20,22 150:4 152:7,8,19 156:13,18,21 163:11 169:9,16,19 170:11 177:2,20 178:11 181:7,18,24 183:12 184:16<br/> <b>drivers</b> [124] 16:13 17:13 20:5,7,16 24:10 30:3,10,13,22,25 38:11 42:14,17,24 43:9,10 44:19,21 49:13 50:19 51:10 52:19 53:3,10 57:16 58:22 59:18 64:11 69:25 70:5,15 72:12,17,24 73:18 74:3,7,12,14 75:12,17,23 77:7 79:5,16 80:14 81:13,16 82:21 83:7,19 84:3,20 86:2,8 87:9,20 88:3,18 90:21 91:10 94:25 95:3,9,23 96:13 97:10,10 98:2 101:23 102:5 103:23 108:13,21 111:23 117:6,18 121:10,10 124:17,25 125:6,9 128:2,18 134:8,14 135:24 138:3 139:7 140:19 141:11 148:21 149:9,14 150:11,19,23,23 151:3,12,14,18 152:10 153:3,5 156:6 163:24 167:18 168:14 170:14 171:11 174:17,19,22 175:7 177:9,19 178:20 180:24 181:5,6,20<br/> <b>drivers'</b> [9] 51:4 52:4,5,7,12,14 68:16 97:21 148:18</p> |
|---|---|---|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|   |   |   |
|---|---|---|
| <p><b>driver's</b> [1] 94:12<br/> <b>drives</b> [2] 111:16,17<br/> <b>driving</b> [20] 63:16 107:15 115:18, 20 117:22,24 118:13 121:25 135:25 140:7 145:12 148:5 153:21 160:24 161:9 171:19,21 172:18 173:9 176:15<br/> <b>drove</b> [1] 173:21<br/> <b>due</b> [2] 7:19 53:20<br/> <b>dues</b> [1] 95:13<br/> <b>during</b> [6] 17:15 21:25 25:5,10,20 33:8<br/> <b>dying</b> [2] 154:4,5</p>  | <p><b>employees</b> [3] 87:10 88:4,10<br/> <b>employers</b> [1] 87:11<br/> <b>empower</b> [1] 141:8<br/> <b>enables</b> [2] 12:8,22<br/> <b>encourage</b> [1] 119:14<br/> <b>encouraged</b> [2] 54:23 181:7<br/> <b>end</b> [9] 33:4 82:23 113:11 114:7,16, 19 134:13 154:20 177:7<br/> <b>ended</b> [2] 174:7 175:20<br/> <b>ends</b> [1] 176:19<br/> <b>end-shift</b> [1] 113:11<br/> <b>energy</b> [1] 7:20<br/> <b>enforced</b> [1] 168:13<br/> <b>enforcement</b> [17] 4:18 5:2,4,19,25 7:16 8:13,15 9:17 81:10 91:5 103:15 116:20 125:13 126:14 168:18 171:10<br/> <b>engage</b> [1] 46:22<br/> <b>engaged</b> [1] 20:23<br/> <b>engagement</b> [1] 46:24<br/> <b>english</b> [3] 29:7 111:5 129:22<br/> <b>enormous</b> [1] 93:10<br/> <b>enough</b> [3] 34:20 63:25 137:23<br/> <b>enrich</b> [1] 140:10<br/> <b>ensure</b> [5] 9:8 66:7,9 115:3 125:24<br/> <b>enter</b> [1] 43:21<br/> <b>entered</b> [3] 48:5 100:6 142:12<br/> <b>entire</b> [2] 17:16 55:11<br/> <b>entirely</b> [1] 15:13<br/> <b>entity</b> [3] 44:4 50:25 133:20<br/> <b>envision</b> [1] 61:25<br/> <b>epidemic</b> [1] 171:8<br/> <b>equally</b> [1] 70:10<br/> <b>equipment</b> [2] 19:23 183:15<br/> <b>equipped</b> [2] 175:6 176:2<br/> <b>eradicate</b> [2] 9:18,19<br/> <b>especially</b> [6] 24:9 69:19 74:3 120:6 163:14 183:18<br/> <b>established</b> [2] 84:8 123:4<br/> <b>estimated</b> [3] 53:2,4 116:8<br/> <b>ethan</b> [2] 49:17 54:6<br/> <b>evaluation</b> [1] 84:12<br/> <b>even</b> [35] 13:12 21:20 29:13 38:15, 20 55:22 56:17 58:9 61:2 65:6,15 78:3 80:5 82:2 83:4 84:16,17 89:15 90:21 97:17 102:3,10 106:25 107:</p> | <p>10 109:10 118:17 133:17 134:10 150:20 151:12,13 152:15 154:21 175:12 182:21<br/> <b>event</b> [3] 26:5,9,14<br/> <b>events</b> [1] 25:5<br/> <b>everybody</b> [7] 72:19 130:23 147:18 148:20 163:5,9 172:6<br/> <b>everyone</b> [2] 148:8 177:6<br/> <b>everything</b> [4] 106:18 146:5 163:9, 18<br/> <b>evidence</b> [2] 29:15 90:2<br/> <b>evident</b> [1] 33:19<br/> <b>exacerbated</b> [1] 67:12<br/> <b>exactly</b> [2] 14:2 93:14<br/> <b>examination</b> [1] 127:4<br/> <b>example</b> [5] 56:20 89:8 92:22 95:4 177:17<br/> <b>examples</b> [3] 66:17 75:16 122:10<br/> <b>exceeds</b> [1] 51:11<br/> <b>excellent</b> [6] 27:15 31:22 32:14 130:10 180:25 181:4<br/> <b>exception</b> [1] 51:7<br/> <b>excess</b> [4] 82:6,20 122:11 125:3<br/> <b>excited</b> [1] 12:20<br/> <b>executive</b> [1] 72:8<br/> <b>expected</b> [1] 79:6<br/> <b>expecting</b> [1] 129:24<br/> <b>expenses</b> [1] 150:18<br/> <b>experience</b> [3] 22:8 70:14 116:6<br/> <b>expert</b> [1] 98:10<br/> <b>expired</b> [1] 101:3<br/> <b>explain</b> [3] 111:5 128:13 161:17<br/> <b>explained</b> [3] 53:22 161:12 163:17<br/> <b>explicit</b> [1] 53:19<br/> <b>exploitation-earned</b> [1] 138:11<br/> <b>exploiting</b> [1] 141:11<br/> <b>expose</b> [1] 148:19<br/> <b>exposed</b> [2] 47:22 127:3<br/> <b>extension</b> [3] 39:17,24 40:16<br/> <b>extent</b> [1] 52:18<br/> <b>extra</b> [12] 18:15 77:22 78:12,13,15 113:25 114:14 116:9 129:2,3,20 130:12<br/> <b>extraordinary</b> [2] 5:9,11<br/> <b>extremes</b> [1] 99:15<br/> <b>extricable</b> [1] 139:11</p> |
| <p><b>E</b></p>   |   |   |
| <p><b>each</b> [24] 15:14 17:3 20:8 21:18 25:12 43:12 49:20 52:10 56:12 66:24 73:25 116:13 122:14,14,19,22 123:21 124:11 125:2,3 126:5 128:10 133:23 179:17<br/> <b>earlier</b> [1] 28:13<br/> <b>early</b> [3] 101:2 140:7 141:12<br/> <b>earn</b> [1] 184:17<br/> <b>easily</b> [1] 95:24<br/> <b>east</b> [2] 28:21,22<br/> <b>easy</b> [3] 120:9,10 167:22<br/> <b>eat</b> [1] 161:2<br/> <b>economic</b> [3] 76:17,24 103:22<br/> <b>economically</b> [2] 73:16 86:6<br/> <b>edge</b> [1] 86:2<br/> <b>effect</b> [1] 68:18<br/> <b>effective</b> [4] 44:9 55:24 126:23 127:8<br/> <b>effectively</b> [1] 34:19<br/> <b>effort</b> [1] 37:12<br/> <b>efforts</b> [2] 27:20 125:13<br/> <b>eight</b> [7] 21:25 36:19 73:8,10 96:17 143:21 176:16<br/> <b>either</b> [4] 8:23 77:20 78:10 184:14<br/> <b>elements</b> [1] 16:16<br/> <b>e-mail</b> [1] 136:7<br/> <b>emmanuel</b> [1] 100:20<br/> <b>employ</b> [1] 78:7<br/> <b>employed</b> [1] 113:5<br/> <b>employee</b> [3] 87:22 88:5 90:7<br/> <b>employee/employer</b> [1] 87:13</p> |   |   |

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|  |  |  |
|--|--|--|
| <p><b>e-zpass</b> [3] 114:2,2,14</p> <hr/> <p style="text-align: center;"><b>F</b></p> <hr/> <p><b>facing</b> [1] 75:17<br/> <b>fact</b> [9] 58:20 84:10 91:17 94:12<br/> 127:5 139:2 152:6 180:9 183:4<br/> <b>factor</b> [2] 170:17,19<br/> <b>factors</b> [1] 31:14<br/> <b>facts</b> [3] 56:18 113:18 144:17<br/> <b>failed</b> [1] 43:19<br/> <b>fair</b> [8] 46:22 66:8 84:4,13 136:5<br/> 150:7 154:22 157:13<br/> <b>fairs</b> [2] 20:5 80:8<br/> <b>fall</b> [3] 9:9 44:9 134:15<br/> <b>falls</b> [2] 134:16,18<br/> <b>familiar</b> [2] 24:11 165:24<br/> <b>families</b> [2] 110:12 157:23<br/> <b>family</b> [8] 106:6,8 107:7 119:2 120:<br/> 16 122:2 132:8 181:11<br/> <b>famous</b> [1] 118:20<br/> <b>far</b> [2] 60:10 70:22<br/> <b>fare</b> [19] 18:16 20:9 42:8 45:9,14,21<br/> 46:19 50:20 51:21,22 66:6 78:3 79:<br/> 13,17 85:15 136:18 160:4 161:24<br/> 179:20<br/> <b>fast</b> [1] 144:21<br/> <b>fat</b> [1] 120:23<br/> <b>father</b> [1] 118:20<br/> <b>fault</b> [1] 150:16<br/> <b>favor</b> [4] 10:19 11:17 41:21,24<br/> <b>fear</b> [2] 167:19,20<br/> <b>feasible</b> [1] 31:19<br/> <b>featured</b> [1] 28:9<br/> <b>february</b> [6] 5:8 10:16,25 26:3,13<br/> 173:25<br/> <b>fee</b> [10] 15:15 17:2,3,5,7 42:25 43:<br/> 11 70:13 82:6,20<br/> <b>feed</b> [4] 119:2 120:15 122:2 181:10<br/> <b>feedback</b> [3] 30:16,20 126:17<br/> <b>feel</b> [1] 171:12<br/> <b>feels</b> [1] 178:11<br/> <b>fees</b> [1] 79:2<br/> <b>feet</b> [1] 85:23<br/> <b>fell</b> [1] 101:16<br/> <b>felt</b> [3] 47:5 48:22,24<br/> <b>female</b> [1] 59:17</p> | <p><b>few</b> [8] 4:12,16 26:12 56:12 87:8<br/> 143:14 155:3 179:24<br/> <b>fewer</b> [1] 25:12<br/> <b>fhv</b> [2] 35:25 36:5<br/> <b>fide'</b> [1] 50:24<br/> <b>fifth</b> [2] 26:13 158:10<br/> <b>fight</b> [2] 33:25 65:3<br/> <b>file</b> [10] 81:13 83:8 116:15 138:21<br/> 151:22 157:6 168:16 177:15 178:12,<br/> 14<br/> <b>filed</b> [4] 85:25 112:19 116:18 118:<br/> 17<br/> <b>filing</b> [3] 156:20 168:4 169:17<br/> <b>fill</b> [1] 165:8<br/> <b>filled</b> [4] 6:3,11,17 116:3<br/> <b>film</b> [1] 137:10<br/> <b>final</b> [1] 116:24<br/> <b>finally</b> [10] 6:18,24 36:16 69:23 78:<br/> 20 119:4 174:4 175:21 180:14 183:<br/> 9<br/> <b>financed</b> [1] 16:25<br/> <b>financially</b> [1] 77:17<br/> <b>financing</b> [1] 44:5<br/> <b>find</b> [9] 22:17 71:3 118:5,6 126:11<br/> 127:10 141:9 159:20,25<br/> <b>finding</b> [1] 23:10<br/> <b>finds</b> [1] 58:5<br/> <b>fine</b> [20] 45:3 57:21 80:11 83:17 95:<br/> 20 112:25 113:7 123:7 134:4 145:<br/> 23 151:10 157:2,3 158:16 168:10,<br/> 17 176:3 177:14 182:7 183:5<br/> <b>fined</b> [2] 158:18,20<br/> <b>fines</b> [8] 69:24 91:8 119:12,22 122:<br/> 16 125:14,18 133:25<br/> <b>finish</b> [2] 117:20 131:19<br/> <b>finished</b> [2] 117:7 181:24<br/> <b>fired</b> [2] 145:18 178:15<br/> <b>firm</b> [1] 7:20<br/> <b>first</b> [47] 4:14 6:25 14:12 15:22 16:2<br/> 19:3 21:4,9 23:3,21 24:7,10 25:6,7<br/> 36:5 38:10 39:16 45:2 46:14 49:14<br/> 52:20 59:25 60:10 61:15 74:5 84:7,<br/> 8 89:14 123:10,13 124:8,10,14 128:<br/> 20 131:2 142:12 143:19 157:22 160:<br/> 8 169:4,17,23,25 170:10,22 180:11<br/> 184:4</p> | <p><b>firsthand</b> [1] 81:15<br/> <b>fit</b> [1] 184:14<br/> <b>five</b> [9] 11:10 19:5 22:24 23:8 32:2<br/> 41:24 45:5 96:16 164:21<br/> <b>fix</b> [3] 125:24 132:2 151:2<br/> <b>fixed</b> [3] 39:25 58:18 61:6<br/> <b>flacks</b> [1] 139:5<br/> <b>flaw</b> [1] 57:13<br/> <b>fleet</b> [17] 42:9,11,16,17,24 71:15 85:<br/> 24 89:17,22 96:11 124:17 125:5,25<br/> 128:22 129:13 130:15,16<br/> <b>fleets</b> [15] 17:12 30:2 42:13 73:10<br/> 79:21 80:10 84:10 85:3,19 87:11 88:<br/> 3,15 95:19 99:10 126:24<br/> <b>flow</b> [1] 94:13<br/> <b>flummoxed</b> [1] 138:9<br/> <b>foday</b> [4] 3:15 153:12 159:11,22<br/> <b>f-o-d-a-y</b> [1] 159:22<br/> <b>folks</b> [9] 5:2 7:18 8:13 38:2,2 104:7<br/> 167:9 184:8,12<br/> <b>followed</b> [5] 5:5 54:3 62:9 65:23<br/> 72:2<br/> <b>following</b> [3] 28:10 46:6 90:3<br/> <b>follows</b> [3] 42:12 43:3 44:8<br/> <b>follow-up</b> [4] 61:23 62:4 86:20 90:<br/> 6<br/> <b>force</b> [1] 75:22<br/> <b>forced</b> [3] 53:4 175:22 181:25<br/> <b>forcing</b> [1] 146:12<br/> <b>forget</b> [2] 133:15 152:18<br/> <b>forgive</b> [2] 99:21 124:13<br/> <b>form</b> [8] 94:8 99:22 102:21 165:4,6,<br/> 9,11,12<br/> <b>forward</b> [18] 35:22 36:2,17,20 37:<br/> 14 47:24 81:13 83:8 89:3 126:8 151:<br/> 13 164:8 167:14 168:15 171:12 174:<br/> 18,23 178:21<br/> <b>found</b> [3] 63:4 143:9,22<br/> <b>four</b> [7] 30:9 38:5 67:21 132:10 140:<br/> 16 162:3,14<br/> <b>four-hour</b> [1] 161:8<br/> <b>fourth</b> [3] 26:9 158:9,14<br/> <b>frame</b> [3] 46:13,16 48:13<br/> <b>fraud</b> [1] 76:17<br/> <b>free</b> [2] 6:10 94:23<br/> <b>freud</b> [1] 6:13</p> |
|--|--|--|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|  |   |  |
|--|---|--|
| <p><b>friday</b> [4] 55:19 60:13 61:20 66:22<br/> <b>fridays</b> [2] 60:21 61:16<br/> <b>friend</b> [2] 113:13 156:22<br/> <b>friends</b> [4] 148:7,8,13 149:10<br/> <b>fromberg</b> [7] 15:2 62:14 65:9 131:12 138:15,22 140:4<br/> <b>front</b> [7] 75:13 76:14 89:22 92:10 129:23 153:21 173:11<br/> <b>fuel</b> [1] 74:24<br/> <b>full</b> [6] 57:11 61:3,15 76:19 116:21 126:12<br/> <b>fullest</b> [2] 52:18 144:19<br/> <b>fully</b> [6] 34:14 36:21 45:13 66:12 115:4 126:16<br/> <b>functions</b> [1] 99:2<br/> <b>fund</b> [3] 7:6 81:25 82:4<br/> <b>fundamental</b> [4] 103:16 180:4,8 183:21<br/> <b>fundamentally</b> [2] 94:7 179:16<br/> <b>funded</b> [1] 15:13<br/> <b>further</b> [2] 37:25 48:14</p> <hr/> <p style="text-align: center;"><b>G</b></p> <hr/> <p><b>gangster</b> [1] 143:11<br/> <b>gaoul</b> [1] 157:18<br/> <b>garage</b> [50] 74:10,11,13 82:16,18,22 90:11 92:25 102:8,15 105:7,9,15,18 106:16,23 108:6,16 109:6 111:13 116:5 118:5,7 120:23 140:16 142:22 145:18,22,25 146:7,10,11,13 148:6,20 161:25 165:3,3,10 167:10 169:19 177:12,16,25 178:4,5,8,8 182:7 183:6<br/> <b>garages</b> [26] 65:6 75:2,20 76:8 81:20 83:5 92:15 94:17 111:8 118:6,21 119:15 138:20 140:9 141:2,8 142:19 144:9 148:3,8 154:17 170:25 176:20 177:23 178:15 183:18<br/> <b>garages'</b> [1] 137:24<br/> <b>garbage</b> [2] 148:23 149:10<br/> <b>garber</b> [1] 143:3<br/> <b>gas</b> [1] 128:22<br/> <b>gasoline</b> [1] 140:16<br/> <b>gateway</b> [4] 49:23 51:17 52:5,13<br/> <b>gather</b> [1] 49:3<br/> <b>gauge</b> [1] 39:4</p> | <p><b>gave</b> [2] 8:12 122:11<br/> <b>ged</b> [1] 118:2<br/> <b>general</b> [1] 7:5<br/> <b>generally</b> [1] 44:22<br/> <b>generate</b> [1] 84:13<br/> <b>generated</b> [1] 58:25<br/> <b>generates</b> [2] 85:2 98:23<br/> <b>gerber</b> [13] 49:17 54:3,5,6 59:5,10,15,19 60:19 61:14 62:6 81:19 86:16<br/> <b>gets</b> [5] 82:13 94:13 98:21 134:17 177:10<br/> <b>getting</b> [5] 27:6 79:9,16 140:19 167:13<br/> <b>ghaore</b> [6] 3:11 139:20,22 142:3 145:9 146:23<br/> <b>give</b> [45] 8:22 15:16 46:16 67:13 74:19 80:12 89:17 95:4,20 101:5,6 102:14 106:15,20 107:14 108:18 109:17 111:2 114:19 115:12 118:7 120:25 121:5,7 130:4 137:11 142:7 143:5 147:20 152:13 155:5 158:16 160:15 162:2,6,15,19 164:3 176:21,22 178:4,5,24 180:25 181:4<br/> <b>giveaway</b> [1] 137:22<br/> <b>given</b> [12] 39:7,23 49:18 69:4 80:24 89:9 96:11,16 125:7 133:22 134:5 165:12<br/> <b>giving</b> [5] 66:23 68:3 78:15 174:10 175:4<br/> <b>glad</b> [2] 33:5 153:20<br/> <b>glaring</b> [1] 85:13<br/> <b>goal</b> [1] 34:22<br/> <b>god</b> [6] 142:7 155:5,8,13,16 157:15<br/> <b>gonzales</b> [7] 4:9 37:10 39:2 70:11,19 71:2,10<br/> <b>gonzalez</b> [1] 15:3<br/> <b>good-faith</b> [1] 54:15<br/> <b>goodness</b> [1] 162:22<br/> <b>got</b> [18] 6:8 38:22 63:13 64:14 72:24 75:19 105:5,18 106:6,10,20 107:20,22 147:6,24 154:2 163:25 172:11<br/> <b>gotten</b> [1] 89:11<br/> <b>government</b> [2] 64:24 156:10<br/> <b>governmental</b> [1] 12:18<br/> <b>governor</b> [1] 65:2</p> | <p><b>gps</b> [2] 19:22 82:20<br/> <b>grade</b> [1] 152:3<br/> <b>graduated</b> [1] 169:12<br/> <b>grand</b> [1] 138:3<br/> <b>grapple</b> [1] 96:8<br/> <b>great</b> [6] 4:15,17 163:3 168:6 184:17,24<br/> <b>greater</b> [1] 54:7<br/> <b>greed</b> [1] 137:23<br/> <b>ground</b> [2] 61:19 101:17<br/> <b>growing</b> [1] 38:17<br/> <b>grows</b> [2] 22:20 31:20<br/> <b>guarantee</b> [1] 105:24<br/> <b>guaranteed</b> [2] 84:21 149:17<br/> <b>guaranteeing</b> [1] 150:5<br/> <b>guess</b> [6] 49:6 82:13 91:8,12 93:12 166:7<br/> <b>guessing</b> [2] 91:22 97:6<br/> <b>guiana</b> [1] 172:21<br/> <b>guy</b> [12] 118:22 119:5 120:21,23,23 124:18,19,20 156:24 159:16 160:9 173:12<br/> <b>guys</b> [4] 8:21 37:17 119:13 164:2</p> <hr/> <p style="text-align: center;"><b>H</b></p> <hr/> <p><b>hack</b> [1] 98:4<br/> <b>half</b> [3] 23:5 116:17 151:3<br/> <b>halfway</b> [1] 34:24<br/> <b>hallway</b> [1] 72:16<br/> <b>hand</b> [7] 41:21 79:2,4 83:6 164:4 172:11 177:12<br/> <b>handed</b> [1] 165:2<br/> <b>handle</b> [1] 167:11<br/> <b>handled</b> [2] 113:17 166:13<br/> <b>hands</b> [2] 41:22 172:12<br/> <b>hanging</b> [3] 7:2 8:2,18<br/> <b>happen</b> [4] 109:21 143:2 168:3 174:6<br/> <b>happened</b> [15] 22:9 65:12 108:9 129:12,13 130:24 142:16 160:25 172:18,24 173:4 174:3 175:13 177:21 180:10<br/> <b>happening</b> [2] 151:12 160:23<br/> <b>happens</b> [4] 65:18 117:21 151:17 173:10<br/> <b>happy</b> [3] 21:22 32:9 98:15</p> |
|--|---|--|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|  |  |   |
|--|--|---|
| <p><b>hard</b> [4] 36:4 110:11 120:15 121:25<br/> <b>hardware</b> [1] 52:2<br/> <b>harm</b> [3] 71:24 76:24 103:22<br/> <b>haron</b> [4] 3:5 104:11 115:14,17<br/> <b>head</b> [2] 96:9 123:20<br/> <b>health</b> [5] 81:24 87:25 143:16,18 154:6<br/> <b>hear</b> [8] 12:14 72:14 105:4 109:8,8 152:8 162:10 172:13<br/> <b>heard</b> [6] 56:7 83:10 101:10 111:22 174:16 181:23<br/> <b>hearing</b> [18] 40:10 45:11 54:15 55:2,2,4,9,13,18 60:11 63:2,11 72:13 80:6 90:19 157:5 172:15 184:25<br/> <b>hearings</b> [5] 54:19 55:21 57:10 60:20 61:4<br/> <b>heart</b> [1] 161:6<br/> <b>heated</b> [1] 102:2<br/> <b>heavy-handed</b> [1] 38:9<br/> <b>hefty</b> [1] 73:22<br/> <b>held</b> [5] 30:9 45:11 46:7 49:2 60:11<br/> <b>help</b> [13] 26:7 29:3 32:3 110:18 118:11 135:18 143:24 155:6,7,10,13,16 162:13<br/> <b>helpful</b> [2] 62:5 135:9<br/> <b>hi</b> [3] 11:6 147:17 176:13<br/> <b>high</b> [2] 120:2 154:8<br/> <b>higher</b> [3] 21:19 22:3 74:14<br/> <b>highlight</b> [1] 25:22<br/> <b>hire</b> [1] 32:19<br/> <b>hiring</b> [1] 50:13<br/> <b>history</b> [1] 37:7<br/> <b>hit</b> [3] 107:24,24 173:9<br/> <b>hold</b> [4] 30:22 40:9 44:19 75:8<br/> <b>holder</b> [5] 80:13,15 95:2,9,22<br/> <b>holders</b> [2] 95:25 96:5<br/> <b>holland</b> [1] 114:8<br/> <b>home</b> [10] 102:15 106:10 110:15 119:2 122:2 132:9 153:24 160:17 172:21,21<br/> <b>homeless</b> [1] 143:15<br/> <b>honest</b> [6] 4:5 46:22 120:13 134:7,20 139:3<br/> <b>honestly</b> [3] 4:21 9:25 173:8<br/> <b>honorable</b> [1] 131:20<br/> <b>hope</b> [3] 29:9 89:18 131:23</p> | <p><b>hopeful</b> [1] 31:25<br/> <b>horrendous</b> [1] 73:15<br/> <b>horror</b> [1] 137:10<br/> <b>horrors</b> [2] 137:10,20<br/> <b>horse</b> [2] 50:12 142:19<br/> <b>hospital</b> [5] 28:23 101:18,19 160:11 161:5<br/> <b>hospitals</b> [1] 29:24<br/> <b>hotel</b> [1] 29:23<br/> <b>hotline</b> [1] 30:18<br/> <b>hour</b> [3] 42:25 67:3,16<br/> <b>hours</b> [7] 57:7 68:9,14 118:14 128:21,21 134:10<br/> <b>house</b> [1] 121:11<br/> <b>however</b> [6] 19:10 23:11 27:9 50:21 70:2 148:12<br/> <b>hra</b> [1] 145:3<br/> <b>hubs</b> [2] 29:22,25<br/> <b>hundred</b> [1] 75:16<br/> <b>hung</b> [1] 9:8<br/> <b>hunt</b> [5] 5:17 7:10,13,25 9:6<br/> <b>hurricane</b> [2] 25:8,11<br/> <b>husband</b> [1] 161:19<br/> <b>hussen</b> [1] 159:4<br/> <b>hustlers</b> [1] 5:7<br/> <b>hybrid</b> [6] 64:8,10 74:21 92:14,24 93:2</p> <hr/> <p><b>id</b> [1] 52:15<br/> <b>idea</b> [7] 40:21,24 41:6 48:11 55:4 74:20 183:12<br/> <b>identified</b> [1] 20:13<br/> <b>identify</b> [1] 96:3<br/> <b>identifying</b> [2] 132:21,23<br/> <b>ignorance</b> [1] 99:21<br/> <b>ill</b> [2] 143:19,23<br/> <b>illegal</b> [1] 143:11<br/> <b>illustrating</b> [1] 35:15<br/> <b>imagine</b> [8] 73:8 76:10 77:8,9 88:8,8 90:22 95:17<br/> <b>immediately</b> [1] 89:13<br/> <b>immoral</b> [1] 117:5<br/> <b>impact</b> [4] 9:15,22 38:14 80:6<br/> <b>implement</b> [2] 50:3 96:20<br/> <b>implicative</b> [1] 104:8</p> | <p><b>important</b> [4] 18:11 81:6 127:16 180:19<br/> <b>importantly</b> [2] 22:5 27:5<br/> <b>impose</b> [1] 43:6<br/> <b>imposing</b> [1] 69:13<br/> <b>impossibility</b> [1] 35:16<br/> <b>impossible</b> [2] 56:9 99:5<br/> <b>impressive</b> [1] 5:14<br/> <b>imprisoned</b> [1] 129:17<br/> <b>improvement</b> [1] 37:15<br/> <b>impunity</b> [1] 138:8<br/> <b>inaccurate</b> [1] 68:11<br/> <b>inaudible</b> [72] 63:10,18,22,23 64:8,10,12,14,18,19 65:6,7,17,19 73:4 78:9 105:3 106:23 108:9,21 109:7 110:15 111:21 113:10 116:25 117:17 119:4,17 121:22 131:11 132:3 133:13 134:3,22 141:5 146:9,11 148:22 149:18 150:6 152:5,22,24 153:5,6 155:14,15 156:11,12 158:5,10 160:12 161:4,9,13,15,23 164:24,25 165:10 171:20 173:19,22 174:10,20 175:8,15,23 177:5 178:10 182:18 183:24<br/> <b>incentive</b> [1] 70:25<br/> <b>incident</b> [1] 172:23<br/> <b>include</b> [2] 21:8 43:16<br/> <b>included</b> [2] 74:16 146:5<br/> <b>including</b> [1] 29:21<br/> <b>income</b> [10] 66:15 78:12 79:18 84:21 85:17 142:15,25 149:21 150:6 151:20<br/> <b>incomes</b> [1] 167:21<br/> <b>incorporated</b> [1] 16:17<br/> <b>increase</b> [10] 30:3 44:15 65:7 66:24 68:4 79:17 110:8 133:24 156:3 179:20<br/> <b>increased</b> [3] 21:16 44:10 133:14<br/> <b>increases</b> [1] 66:6<br/> <b>increasing</b> [2] 39:10 69:24<br/> <b>indeed</b> [2] 87:20 142:14<br/> <b>independent</b> [5] 50:9,13 87:16,21 140:23<br/> <b>indicating</b> [1] 34:23<br/> <b>individual</b> [4] 82:3 90:17 126:6 170:2</p> |
|--|--|---|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|  |  |   |
|--|--|---|
| <p><b>individualized</b> [1] 98:6<br/> <b>industry</b> [31] 15:11,19 38:2 52:8<br/> 66:9,16,17 67:5,7,12,14,23,25 68:4,<br/> 6 69:14 70:8 74:15 83:10 85:8,9,15<br/> 133:15,16 137:9 154:14 163:11 168:<br/> 8 179:13,21 184:9<br/> <b>infamy</b> [1] 139:14<br/> <b>inform</b> [1] 72:11<br/> <b>information</b> [4] 55:6 62:3 132:21,<br/> 23<br/> <b>informed</b> [1] 100:21<br/> <b>initiated</b> [1] 13:23<br/> <b>initiative</b> [1] 15:12<br/> <b>injured</b> [1] 105:10<br/> <b>injustice</b> [1] 117:5<br/> <b>insane</b> [1] 75:24<br/> <b>insert</b> [1] 32:20<br/> <b>insider</b> [1] 144:13<br/> <b>insistence</b> [1] 181:15<br/> <b>insisting</b> [1] 180:7<br/> <b>inspected</b> [1] 43:17<br/> <b>inspection</b> [2] 101:4,8<br/> <b>inspections</b> [1] 44:21<br/> <b>inspector</b> [5] 131:19 132:20 156:<br/> 15 162:7,20<br/> <b>inspectors</b> [1] 144:11<br/> <b>instagrated</b> [1] 9:13<br/> <b>install</b> [1] 52:12<br/> <b>installed</b> [2] 19:24 51:25<br/> <b>instance</b> [2] 123:21 140:15<br/> <b>instances</b> [2] 27:9 55:13<br/> <b>instead</b> [4] 43:22 56:10 75:22 76:<br/> 20<br/> <b>institution</b> [1] 131:25<br/> <b>instructively</b> [1] 4:3<br/> <b>insurance</b> [20] 42:22 57:20,24 61:<br/> 8 63:14 64:22 75:4,21 76:6,7,12<br/> 107:22,23 108:2 117:2,4 150:17<br/> 155:21,24 156:2<br/> <b>intakes</b> [1] 167:12<br/> <b>intended</b> [1] 60:7<br/> <b>intent</b> [2] 58:17,17<br/> <b>intentionally</b> [2] 65:12 158:17<br/> <b>interest</b> [2] 44:4 81:2<br/> <b>interesting</b> [1] 97:8<br/> <b>interests</b> [1] 152:23</p> | <p><b>interpret</b> [1] 168:25<br/> <b>interpreted</b> [1] 169:7<br/> <b>interrupt</b> [4] 13:20 97:4 136:12<br/> 172:2<br/> <b>interruption</b> [1] 15:9<br/> <b>intervene</b> [1] 142:24<br/> <b>intricate</b> [1] 80:19<br/> <b>introduce</b> [2] 14:10,13<br/> <b>investigate</b> [1] 144:9<br/> <b>investigated</b> [2] 115:4 144:16<br/> <b>investigation</b> [1] 91:24<br/> <b>investigations</b> [2] 92:2 166:11<br/> <b>investment</b> [2] 100:14 150:3<br/> <b>investments</b> [1] 149:23<br/> <b>involved</b> [5] 69:8 115:23 164:22<br/> 173:2 174:2<br/> <b>iqbal</b> [7] 3:14 157:17,19,20,22 158:<br/> 23,25<br/> <b>i-q-b-a-l</b> [1] 158:23<br/> <b>isabelle</b> [2] 14:13,19<br/> <b>island</b> [5] 32:15,17,19 33:2,23<br/> <b>isn't</b> [5] 30:14 63:22 71:19 103:2<br/> 139:21<br/> <b>issue</b> [4] 70:16,17 154:7 155:22<br/> <b>issued</b> [2] 44:20,23<br/> <b>issues</b> [3] 30:20 45:10 63:2</p> <hr/> <p style="text-align: center;"><b>J</b></p> <hr/> <p><b>jake</b> [1] 15:4<br/> <b>january</b> [10] 4:15 5:7 8:10,11 26:2<br/> 30:17 105:6 173:13,15,23<br/> <b>jeff</b> [2] 7:10,13<br/> <b>jeff's</b> [1] 7:20<br/> <b>jersey</b> [2] 114:9 119:20<br/> <b>job</b> [18] 8:14 32:14 100:14 102:21<br/> 118:25 119:3 120:9,10,13,25 121:5,<br/> 7 143:19 153:25 154:5,9 169:20<br/> 182:15<br/> <b>jobs</b> [1] 102:18<br/> <b>joined</b> [2] 141:23 143:20<br/> <b>jokes</b> [1] 144:11<br/> <b>joshi</b> [5] 39:20 41:13,20,23 42:6<br/> <b>judge</b> [9] 160:9,12,22,23 161:10,12,<br/> 14,17,18<br/> <b>juicy</b> [1] 128:20<br/> <b>junior-level</b> [1] 55:20</p> | <p><b>jury's</b> [1] 55:25<br/> <b>justice</b> [1] 180:6</p> <hr/> <p style="text-align: center;"><b>K</b></p> <hr/> <p><b>kahn</b> [1] 100:20<br/> <b>karim</b> [23] 3:7,17 104:13 133:4,7,11<br/> 134:25 135:23 136:6 164:9,10,10,<br/> 14,15,15,17,19 165:18,20,22,25<br/> 166:5,14<br/> <b>kazi</b> [5] 3:17 104:12 164:10,15,17<br/> <b>keep</b> [7] 38:16 83:5 102:18 129:16<br/> 145:3 158:4 170:25<br/> <b>keeps</b> [1] 168:3<br/> <b>key</b> [1] 56:18<br/> <b>keys</b> [1] 33:15<br/> <b>khan</b> [17] 3:4 104:20 110:22,23 111:<br/> 3,4 112:9,19,22 113:4,21 114:18,19,<br/> 24 115:8 153:13 159:5<br/> <b>kid</b> [1] 6:15<br/> <b>kidney</b> [2] 118:11 161:6<br/> <b>kids</b> [4] 110:13,16 120:7 132:10<br/> <b>kill</b> [1] 132:12<br/> <b>killed</b> [2] 34:2 132:9<br/> <b>kind</b> [8] 9:15 47:9,21 64:20 119:15<br/> 127:4 172:8 180:17<br/> <b>kinds</b> [1] 168:2<br/> <b>kinks</b> [1] 30:6<br/> <b>kiosks</b> [1] 28:15<br/> <b>knee</b> [1] 121:24<br/> <b>knife</b> [2] 134:17,18<br/> <b>knives</b> [1] 134:15<br/> <b>known</b> [1] 5:4<br/> <b>knows</b> [1] 57:25</p> <hr/> <p style="text-align: center;"><b>L</b></p> <hr/> <p><b>labor</b> [1] 84:25<br/> <b>lady</b> [4] 155:22 161:18 175:14,21<br/> <b>landlord</b> [1] 144:23<br/> <b>last</b> [21] 4:16 5:23 6:10 8:4 9:23 15:<br/> 9 30:8 58:2 63:2,6,16 110:14 147:<br/> 22 155:12 166:19 180:10 181:17<br/> 182:14,19,19 183:23<br/> <b>lastly</b> [2] 84:9 156:14<br/> <b>last-serve</b> [1] 58:13<br/> <b>late</b> [18] 42:25 43:11,13 55:19 67:2,<br/> 3,5,8,10,16,19 70:13 71:16,18,22</p> |
|--|--|---|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

# TLC Meeting and Public Hearing

April 18, 2013

|  |   |   |
|--|---|---|
| <p>82:8,10,14<br/> <b>later</b> [4] 16:18 48:2 107:16 116:8<br/> <b>latest</b> [1] 27:18<br/> <b>launch</b> [2] 28:5 40:2<br/> <b>launched</b> [1] 17:10<br/> <b>law</b> [5] 121:18,20,20 126:7 130:13<br/> <b>law-educated</b> [1] 132:3<br/> <b>laws</b> [3] 129:3,20 152:9<br/> <b>lawsuit</b> [2] 54:12 138:21<br/> <b>lawyer</b> [1] 55:24<br/> <b>lawyers</b> [2] 85:20 139:5<br/> <b>lay</b> [1] 61:19<br/> <b>lead</b> [1] 103:21<br/> <b>learned</b> [2] 16:7 27:20<br/> <b>lease</b> [65] 42:8,15 43:14,22,23,24 44:8,10,18 45:9,14,18,21 46:19 50:5,8,18 51:5,10,15 52:4,12,19 53:3,8,9,17,21,21 54:20 66:6 68:22 74:9,14,16,21 79:25 80:7 81:10 91:4 94:6,18 107:13 108:4 109:14 111:18,24 113:10,15,23 115:21 116:20 117:3 125:4 139:3 146:2,3,5 168:13 176:18 177:6 178:6 181:8,15 183:2<br/> <b>leased</b> [2] 74:13 97:10<br/> <b>leasee</b> [1] 43:19<br/> <b>leases</b> [8] 42:9,10,10,12 43:3 44:7 65:7 74:11<br/> <b>leasing</b> [10] 42:17 43:9,10 50:14 68:19,24 74:10 102:7 115:20 148:4<br/> <b>least</b> [3] 9:23 99:6 133:6<br/> <b>leave</b> [4] 106:25 131:13 155:8 175:18<br/> <b>leaving</b> [1] 128:8<br/> <b>left</b> [10] 23:20 24:6,21 81:19 86:17 110:14 129:15 140:21 173:14 174:9<br/> <b>legality</b> [1] 84:17<br/> <b>legalized</b> [1] 103:21<br/> <b>legally</b> [1] 92:19<br/> <b>legislation</b> [1] 32:2<br/> <b>lend</b> [1] 6:9<br/> <b>lender</b> [1] 89:21<br/> <b>less</b> [12] 22:23 24:13 27:2,7 67:18 68:14 73:10 78:25 79:10 127:2 152:15 179:25<br/> <b>lessor</b> [4] 42:21 43:21 44:3,14<br/> <b>lessors</b> [2] 42:16 43:6</p> | <p><b>letter</b> [2] 57:2 61:23<br/> <b>letters</b> [1] 17:7<br/> <b>letting</b> [1] 167:4<br/> <b>level</b> [2] 31:17 155:17<br/> <b>levied</b> [1] 183:5<br/> <b>liability</b> [2] 75:3 150:17<br/> <b>liable</b> [3] 42:19 44:19 64:19<br/> <b>liaqat</b> [4] 3:4 104:19 110:21 111:3<br/> <b>liar</b> [4] 59:4,4,9,9<br/> <b>lic</b> [1] 118:15<br/> <b>license</b> [3] 52:15 177:10,11<br/> <b>licensed</b> [1] 132:17<br/> <b>licensees</b> [1] 4:22<br/> <b>licensing</b> [1] 11:8<br/> <b>lies</b> [2] 73:14 138:10<br/> <b>life</b> [3] 110:11 153:25 161:13<br/> <b>lifetime</b> [1] 142:15<br/> <b>l-i-k</b> [1] 147:4<br/> <b>likely</b> [1] 83:5<br/> <b>likoud</b> [11] 3:11 139:20,22 142:3 145:9,11,12 146:24 147:3,3,6<br/> <b>limit</b> [5] 48:25 49:20 51:11 69:2 80:21<br/> <b>limited</b> [1] 25:19<br/> <b>limousine</b> [3] 4:7 11:9 141:15<br/> <b>limping</b> [1] 121:23<br/> <b>lincoln</b> [1] 10:6<br/> <b>lindauer</b> [10] 3:8 133:5 137:3,5,8,15,19 138:24 139:16,17<br/> <b>line</b> [1] 24:3<br/> <b>lined</b> [1] 58:22<br/> <b>link</b> [2] 35:9,14<br/> <b>linked</b> [1] 97:21<br/> <b>links</b> [1] 180:22<br/> <b>list</b> [1] 164:11<br/> <b>listed</b> [3] 11:13 40:15 92:25<br/> <b>listen</b> [1] 30:13<br/> <b>literally</b> [4] 57:7 60:20 96:19 149:20<br/> <b>litigation</b> [6] 10:3,5 40:20 41:7 48:4,5<br/> <b>little</b> [7] 7:14 26:22 37:25 116:2 151:25 173:17 181:9<br/> <b>livable</b> [1] 84:21<br/> <b>live</b> [6] 35:5 86:2 106:22 139:7 144:24 145:3</p> | <p><b>liveable</b> [1] 85:17<br/> <b>livelihoods</b> [2] 88:13,17<br/> <b>living</b> [1] 63:20<br/> <b>llc</b> [1] 49:23<br/> <b>lobbies</b> [1] 139:5<br/> <b>lobbying</b> [1] 85:21<br/> <b>located</b> [3] 28:17 145:14 149:4<br/> <b>location</b> [5] 16:16 20:4 24:16 26:24 27:4<br/> <b>locations</b> [2] 13:7 29:2<br/> <b>lock</b> [2] 60:3 175:10<br/> <b>log</b> [2] 98:2,3<br/> <b>login</b> [1] 52:14<br/> <b>logistical</b> [1] 172:3<br/> <b>long</b> [3] 26:22 44:2 68:18<br/> <b>longer</b> [3] 5:11 94:14 100:4<br/> <b>look</b> [10] 24:17 37:13,15 81:21 86:21 99:24 118:6 130:8 162:4 180:20<br/> <b>looked</b> [1] 91:2<br/> <b>looking</b> [1] 118:25<br/> <b>looks</b> [1] 139:21<br/> <b>loophole</b> [1] 177:5<br/> <b>loopholes</b> [4] 103:19 141:9,10,18<br/> <b>lose</b> [5] 78:11 102:19,20 151:3,6<br/> <b>losing</b> [1] 167:21<br/> <b>lost</b> [2] 142:20 169:20<br/> <b>lot</b> [17] 6:4,11 9:16 13:16 15:21 34:23 38:20 80:18 81:2 100:8 108:13,20 110:3 112:6 131:25 151:13 170:3<br/> <b>lots</b> [2] 64:11 80:20<br/> <b>lovely</b> [2] 144:24,25<br/> <b>low</b> [1] 120:3<br/> <b>lower</b> [7] 28:21 50:4 95:18 112:24 126:4 152:3,7<br/> <b>lowered</b> [2] 83:12 126:3<br/> <b>luck</b> [1] 37:8<br/> <b>luis</b> [5] 3:10 137:4 139:19 142:3,11</p> <hr style="border: 1px solid black;"/> <p style="text-align: center;"><b>M</b></p> <hr style="border: 1px solid black;"/> <p><b>ma'am</b> [1] 135:23<br/> <b>machine</b> [1] 129:7<br/> <b>made</b> [13] 6:7 16:19 35:12 38:18 47:18 67:9 100:7 104:9 118:22 120:21 122:12 165:13 177:20<br/> <b>magazines</b> [1] 28:11</p> |
|--|---|---|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|  |   |  |
|--|---|--|
| <p><b>main</b> [2] 102:21,25<br/> <b>maintain</b> [2] 43:19 157:3<br/> <b>maintenance</b> [3] 74:12,17 101:7<br/> <b>major</b> [3] 25:5 29:22,24<br/> <b>makeshift</b> [2] 6:5,8<br/> <b>male</b> [13] 61:10 73:2,19 88:20,22 119:24 130:19,22 131:11,14,20,23 132:16<br/> <b>malicious</b> [1] 138:5<br/> <b>malik</b> [1] 104:12<br/> <b>mamadou</b> [2] 110:22 115:10<br/> <b>management</b> [5] 7:21 102:5 142:21 143:7,14<br/> <b>mandatory</b> [2] 16:12 31:3<br/> <b>manhattan</b> [11] 12:25 13:11 18:3 19:5 28:16,18 33:11,24 34:10,25 35:5<br/> <b>manner</b> [1] 47:10<br/> <b>many</b> [30] 6:22 23:2,24 29:16 47:11 49:12,12,19 54:13 55:12 56:14 58:21 65:2,13 72:15,21 76:8,9 81:15 82:24 86:2 96:17,17 126:2 132:8 136:2 167:18 171:7,7 182:19<br/> <b>map</b> [3] 13:5,6,9<br/> <b>march</b> [11] 5:9,14 17:21 21:9,11,17 22:10 26:15 40:5 45:23 116:22<br/> <b>marked</b> [1] 26:3<br/> <b>market</b> [1] 78:20<br/> <b>marketplace</b> [1] 69:22<br/> <b>marking</b> [1] 45:12<br/> <b>master</b> [2] 95:10 96:4<br/> <b>mastercard</b> [3] 50:7,22 51:20<br/> <b>mastercard/visa</b> [2] 52:17,24<br/> <b>masters</b> [1] 153:23<br/> <b>master's</b> [1] 120:11<br/> <b>matched</b> [1] 26:16<br/> <b>matches</b> [1] 17:24<br/> <b>material</b> [1] 162:20<br/> <b>materials</b> [2] 56:17,18<br/> <b>mathew</b> [4] 3:21 179:9,9 181:13<br/> <b>matter</b> [5] 32:9 59:11,16,20 67:8<br/> <b>matthew</b> [1] 166:19<br/> <b>maximum</b> [2] 69:4 125:20<br/> <b>mayor</b> [2] 56:25 64:25<br/> <b>mazer</b> [3] 124:2,4,7<br/> <b>mbye</b> [10] 3:12 147:9,11,12,16,21,</p> | <p>21,25 148:12 149:3<br/> <b>m-b-a-y-e</b> [1] 147:23<br/> <b>mbou</b> [9] 3:13 147:10 153:11,15,15,19 154:12 155:21 157:12<br/> <b>mcc</b> [1] 52:22<br/> <b>mean</b> [33] 6:16 34:17 74:7 75:4 76:5,16 77:19 78:18 79:16,18,19 81:9 83:16 84:15,20 85:5 90:14 92:17,21 95:3 96:14,25 97:4,12 99:9 100:5,25 103:2,13 170:11 176:23 178:17 183:20<br/> <b>means</b> [7] 34:9 36:24 89:19 94:12 98:12 102:20 152:16<br/> <b>meant</b> [2] 85:16 182:16<br/> <b>measure</b> [1] 7:19<br/> <b>mechanic</b> [1] 76:15<br/> <b>mechanically</b> [2] 96:10,20<br/> <b>medallion</b> [26] 15:13,14,18 17:3,4,6,8,12 46:24 47:5,13 65:14 67:20 68:19 84:15 91:21 100:11 101:2 115:21 130:9 132:6 133:20 154:19 156:17 167:25 169:24<br/> <b>medallion-and-vehicle</b> [1] 43:23<br/> <b>medallion-only</b> [1] 43:22<br/> <b>medallion-owner</b> [1] 47:17<br/> <b>medallions</b> [3] 43:10 153:2,4<br/> <b>media</b> [1] 28:6<br/> <b>medicaid</b> [1] 143:17<br/> <b>meera</b> [3] 39:18 42:4 125:16<br/> <b>meeting</b> [8] 4:6 10:17,25 46:7 52:16 109:15 112:23 127:21<br/> <b>meetings</b> [1] 10:18<br/> <b>melnick</b> [1] 15:4<br/> <b>member</b> [11] 51:18 55:14,16 62:13 75:18 85:14 89:9,10 100:19 163:6 179:11<br/> <b>members</b> [6] 40:11 49:7 77:25 82:25 85:10 95:13<br/> <b>men-glay</b> [1] 104:15<br/> <b>mengle</b> [8] 3:6 104:14 117:10,10,12,16 118:19 119:25<br/> <b>mentally</b> [2] 143:18,23<br/> <b>mentioned</b> [5] 5:22 16:2 26:14 70:12 90:10<br/> <b>merchant</b> [11] 50:16 51:4,15 52:21</p> | <p>80:13,14 95:2,8,22,25 96:4<br/> <b>merchants</b> [6] 50:7,11,19 52:20,25 53:9<br/> <b>message</b> [1] 85:13<br/> <b>met</b> [2] 7:11,13<br/> <b>meter</b> [9] 18:16,16 20:9,23 158:8,8,11,12,13<br/> <b>meters</b> [1] 158:7<br/> <b>methods</b> [2] 19:11 98:18<br/> <b>metro</b> [12] 14:14 18:4,25 19:20 25:22 27:14,24 28:25 29:5 30:2,21 37:25<br/> <b>metropolitan</b> [2] 40:21 48:6<br/> <b>mic</b> [1] 140:4<br/> <b>middle</b> [1] 61:21<br/> <b>midnight</b> [1] 101:19<br/> <b>midtown</b> [5] 33:24 114:3 148:14 149:2,3<br/> <b>might</b> [2] 79:12,15<br/> <b>mike's</b> [2] 5:21 6:19<br/> <b>miles</b> [1] 69:7<br/> <b>milestone</b> [1] 25:21<br/> <b>milestones</b> [1] 15:23<br/> <b>mill</b> [1] 33:22<br/> <b>million</b> [4] 53:6 63:24 64:4,5<br/> <b>millionaire</b> [1] 111:9<br/> <b>millionaires</b> [1] 138:5<br/> <b>millions</b> [3] 63:24 139:6 149:24<br/> <b>mind</b> [1] 129:12<br/> <b>minimum</b> [3] 96:14,18 134:11<br/> <b>minutes</b> [19] 10:14,16,25 20:18 22:14,24 24:6,9,15,25 25:16 27:3,7,11 34:20 35:10 49:21 81:5 128:13<br/> <b>mirror</b> [2] 75:14 164:23<br/> <b>mis</b> [1] 147:14<br/> <b>mispronounce</b> [1] 145:9<br/> <b>missed</b> [1] 44:21<br/> <b>mobility</b> [1] 28:12<br/> <b>mobs</b> [2] 130:17,18<br/> <b>model</b> [3] 43:11 97:6 148:5<br/> <b>modified</b> [2] 66:7 70:7<br/> <b>mohammad</b> [2] 3:7 133:4<br/> <b>mohammed</b> [10] 3:14 127:24,24 153:12 157:17,18,20 158:23 159:5 164:13<br/> <b>molina</b> [8] 3:10 137:4 139:19 142:3,</p> |
|--|---|--|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|   |  |   |
|---|--|---|
| <p>5,11 144:5,20<br/> <b>moment</b> [1] 91:25<br/> <b>monday</b> [2] 100:23 109:19<br/> <b>money</b> [36] 57:20 63:23,25 64:2 69:11 74:25 75:23 85:20 89:17,21 94:15 97:22 99:11 106:6,8 111:11 112:6 116:21 117:2 120:15 121:4 128:23 134:9 143:6 149:25 150:10 151:20 152:11,11,12 154:16 155:3 157:23 161:25 184:17,18<br/> <b>monitor</b> [1] 30:23<br/> <b>month</b> [5] 8:6,17 11:10 24:10 57:5<br/> <b>months</b> [21] 12:5 13:15,25 14:4 17:14 21:4,10 23:3,22 25:6 30:9 34:17 41:2 48:2 73:10 79:23 85:18 112:5 148:16 164:21 179:25<br/> <b>montreal</b> [1] 107:4<br/> <b>morality</b> [1] 84:18<br/> <b>morning</b> [26] 4:3 11:7 12:15 54:5 62:12 63:7 65:25 72:7 87:4,5,8 104:21,24 115:13 127:23 130:19,21 133:7,10 137:5,7 139:24,25 147:17 161:3 173:16<br/> <b>most</b> [13] 8:16 19:10 35:3,4 58:10 81:5 115:19 129:5 130:16 163:12 174:16,17,19<br/> <b>mount</b> [1] 28:23<br/> <b>move</b> [3] 10:17 11:12 36:2<br/> <b>moved</b> [4] 167:14 173:12,16 180:15<br/> <b>movies</b> [1] 137:16<br/> <b>ms</b> [64] 12:15 14:7,21,22 15:20 31:9,13 39:13,20 41:13,20,23 42:6 72:4,7 73:6,21 80:23 81:7 86:12,14,17 87:3,5,17 89:5 90:14 92:5,9,12,13,17,18,20 93:3,4,7,14,21,22 96:22 97:7,25 99:8,14,17,25 102:23,24 103:6,13 123:10,22 124:13 126:18,21 127:18 135:4 136:9 163:14 168:21,24 170:4 171:16<br/> <b>msp</b> [2] 51:19 52:7<br/> <b>much</b> [23] 8:25 16:19 21:18 31:6 37:11 39:12 48:23 55:6 60:15 94:22 95:18 103:24 113:22,23 114:12 115:9 122:4 128:24 141:2 162:11 164:2,5,20</p> | <p><b>much-needed</b> [1] 29:11<br/> <b>multiple</b> [1] 124:17<br/> <b>mushtaq</b> [1] 153:12<br/> <b>must</b> [7] 43:18 51:3 52:2,11 55:9 179:17 183:12<br/> <b>myself</b> [5] 4:10 28:20 33:7 105:17 148:7<br/> <b>mystic</b> [1] 140:15</p> <hr/> <p style="text-align: center;"><b>N</b></p> <hr/> <p><b>name</b> [34] 11:7 12:16 62:12 90:17 111:2,3 115:12,14,17 118:19 120:22 127:24 140:6 145:11 147:2,20,22,22 157:19 158:22 159:9,10,12,25 163:5 164:9,11 166:22 171:18 172:7,9 176:14 178:24 179:8<br/> <b>names</b> [2] 104:13 133:3<br/> <b>name's</b> [2] 167:5 172:5<br/> <b>narrow</b> [1] 127:7<br/> <b>nearest</b> [1] 102:15<br/> <b>necessarily</b> [1] 135:5<br/> <b>necessary</b> [6] 18:10 30:24 54:14 84:13 85:4 103:16<br/> <b>need</b> [15] 10:2 22:21 27:22 30:7 31:23 38:25 66:7 70:7,24 99:5 110:18 121:11 142:8 175:15,17<br/> <b>needed</b> [1] 143:17<br/> <b>needs</b> [6] 16:8 58:18 68:21 136:22 168:19 170:8<br/> <b>negligence</b> [1] 42:21<br/> <b>neighborhood</b> [1] 156:22<br/> <b>never</b> [7] 63:17 83:10 142:23 152:12 156:19 173:9 183:25<br/> <b>new</b> [32] 4:6 5:5 7:6 8:17 11:10,14 23:15 28:12 30:5 32:24 35:3,4,12 48:16 54:7 69:5,9 72:9 78:3 114:8 117:4 119:19 130:5 139:3 140:17 144:6,23 160:5 167:6,22 171:5 181:2<br/> <b>newly</b> [1] 54:21<br/> <b>news</b> [2] 28:10,12<br/> <b>newspaper</b> [1] 144:13<br/> <b>newspapers</b> [1] 63:20<br/> <b>next</b> [18] 36:18 38:8,8 53:12 62:8 71:18 82:12,15 104:20 106:10 110:21 112:23 127:21 133:2,3 161:3</p> | <p>162:10 174:24<br/> <b>nice</b> [1] 129:21<br/> <b>night</b> [15] 34:16 66:22 101:20 107:8 109:13 110:14 111:17 112:2 117:21 119:9,10,11 128:25 148:15 161:2<br/> <b>nightshift</b> [1] 74:20<br/> <b>nighttime</b> [1] 118:8<br/> <b>nine</b> [3] 68:14 130:25 131:4<br/> <b>nobody</b> [2] 105:10 158:6<br/> <b>nobody's</b> [1] 120:14<br/> <b>nonaccessible</b> [1] 13:12<br/> <b>none</b> [2] 41:24 88:4<br/> <b>nonetheless</b> [1] 91:6<br/> <b>nonhybrid</b> [1] 92:23<br/> <b>non-paying</b> [1] 129:10<br/> <b>nonprofit</b> [1] 95:7<br/> <b>noor</b> [4] 3:6 104:14 117:10 118:19<br/> <b>norm</b> [1] 5:13<br/> <b>normal</b> [3] 61:8 120:4 154:12<br/> <b>north</b> [1] 115:24<br/> <b>note</b> [2] 23:12 48:14<br/> <b>noted</b> [2] 89:8 141:22<br/> <b>notes</b> [3] 4:12 55:22 61:3<br/> <b>nothing</b> [6] 114:15 119:2 130:15 149:21 150:12 151:18<br/> <b>notice</b> [2] 116:9 145:20<br/> <b>noticed</b> [1] 8:4<br/> <b>noting</b> [1] 142:2<br/> <b>number</b> [19] 17:15,21 24:22 26:17 46:10 47:4,18 48:15 49:2 52:15 79:11 93:10 98:4 115:21 122:17 130:9 158:9,14 174:19<br/> <b>numbers</b> [5] 15:16 22:3 77:17 112:14 122:24<br/> <b>nussbaum</b> [1] 15:5<br/> <b>nycta</b> [1] 3:8<br/> <b>nypd</b> [1] 7:15<br/> <b>nytwa</b> [3] 3:16,18,21</p> <hr/> <p style="text-align: center;"><b>O</b></p> <hr/> <p><b>oban</b> [8] 127:23,25 128:12,18 130:3,11 136:11,25<br/> <b>obey</b> [1] 126:7<br/> <b>obligated</b> [1] 126:9<br/> <b>obviously</b> [2] 6:20 137:8<br/> <b>occasioned</b> [1] 48:4</p> |
|---|--|---|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

# TLC Meeting and Public Hearing

April 18, 2013

|   |   |  |
|---|---|--|
| <p><b>occupa</b> [1] 176:24<br/> <b>occurred</b> [1] 68:23<br/> <b>o'clock</b> [1] 4:4<br/> <b>october</b> [1] 25:8<br/> <b>offense</b> [14] 45:3,5 123:11,13 124:20,24 169:4,5,8,8,10 170:10,22,23<br/> <b>offer</b> [4] 33:17 42:14 56:18 135:14<br/> <b>offered</b> [1] 135:8<br/> <b>office</b> [5] 90:16 100:24 134:21 140:11 149:7<br/> <b>officer</b> [1] 6:12<br/> <b>officers</b> [1] 5:4<br/> <b>offices</b> [2] 102:4 134:12<br/> <b>officially</b> [1] 17:10<br/> <b>officials</b> [1] 148:17<br/> <b>often</b> [3] 5:23 56:6 101:25<br/> <b>okay</b> [64] 9:23 39:14 41:13,19 42:259:10,19 62:16,23 63:8 71:10,25 93:8 103:4 105:15,21 106:9,18,21 108:8,25 113:2 114:7,17 115:11 117:11,15 127:18,22 128:16 132:14 133:2 137:2 142:6 143:13 147:6 148:11,23 149:6,19 153:17 157:17,24 158:18 159:4,9,21 160:14,20 161:22 162:13 163:15 164:8 165:7,8 166:6,13,14 172:12 173:18,20 174:4 176:12 178:13<br/> <b>okyere</b> [7] 3:19 159:5 171:17,18 172:17 176:7,9<br/> <b>o-k-y-e-r-e</b> [1] 176:7<br/> <b>old</b> [3] 23:14 111:15 171:5<br/> <b>omn</b> [1] 49:23<br/> <b>once</b> [9] 5:2,14 18:19 20:18 22:22 38:21 103:19 124:18 175:8<br/> <b>on-demand</b> [1] 18:4<br/> <b>one</b> [76] 5:24 12:9 23:25 28:20,21,22 29:7 32:21,23 33:12,15 36:25 41:11 51:6 54:13 55:15 60:13,13 63:3 66:18 70:11 73:25 77:14 79:2 81:19 90:5 91:3,6,14 93:11 96:25 97:13,13 100:2,16 102:8 107:6,9 110:4 116:17 121:10 122:9,13 126:6 127:9 128:14,14,14 131:15 133:6,20,21,21 137:14 140:20 148:13 149:21,21 150:13 153:23,24 154:17,18 158:10 164:3 165:8 167:8 170:20 172:11,</p> | <p>22 174:16,25 178:4 179:10,17 182:20<br/> <b>onerous</b> [2] 138:13 139:9<br/> <b>ones</b> [4] 48:18 138:20 151:25 163:15<br/> <b>one-third</b> [1] 58:4<br/> <b>one-time</b> [2] 67:5,19<br/> <b>one-year</b> [1] 39:23<br/> <b>ongoing</b> [1] 35:19<br/> <b>online</b> [1] 59:22<br/> <b>only</b> [21] 33:11 38:24 43:9 50:12 55:15,16 57:10 60:9,24,25 66:21 67:5 68:18 85:16 107:2 114:3 119:13 128:14 138:20 170:24 171:10<br/> <b>on-street</b> [1] 26:10<br/> <b>open</b> [6] 108:11,15 109:2 140:16 166:3 183:11<br/> <b>opened</b> [2] 78:20 93:19<br/> <b>operate</b> [2] 18:22 69:14<br/> <b>operates</b> [5] 14:15 18:4 21:2 28:19 125:5<br/> <b>operating</b> [1] 6:12<br/> <b>operation</b> [1] 14:3<br/> <b>operators</b> [1] 4:21<br/> <b>opi</b> [1] 144:14<br/> <b>opportunity</b> [3] 124:23 133:12 135:17<br/> <b>opposed</b> [5] 10:21 11:19 41:24 47:7,9<br/> <b>optimistic</b> [1] 31:25<br/> <b>option</b> [1] 18:10<br/> <b>optional</b> [2] 31:4 69:17<br/> <b>options</b> [1] 25:20<br/> <b>order</b> [5] 4:8 30:15 31:21 131:10,10<br/> <b>organization</b> [1] 95:7<br/> <b>organizers</b> [1] 143:22<br/> <b>organizing</b> [2] 143:20 179:12<br/> <b>original</b> [2] 28:6 47:24<br/> <b>originally</b> [1] 35:23<br/> <b>osman</b> [4] 54:4 62:9,12 102:7<br/> <b>other</b> [26] 9:16 29:8 31:13 49:12 58:3,11,14 61:5 74:14 75:11 78:17,24 79:4 89:25 96:23 98:14 99:2,10,14 101:23 149:13 170:20 177:12,18 178:15 179:17<br/> <b>others</b> [1] 96:3</p> | <p><b>otherwise</b> [2] 59:8 65:19<br/> <b>ourselves</b> [1] 140:23<br/> <b>out</b> [41] 9:13 29:3 30:7 32:18 71:3,20 76:21 77:18 89:4 91:15 100:13,14,17 101:10,16 102:16 113:11 116:3 127:10 128:2 129:19 131:9,10 132:10 138:19 143:8 144:17,21 151:24 159:19 162:18 165:8 171:24 174:9,13,25 175:12,14,18 176:3 177:17<br/> <b>outdone</b> [1] 5:3<br/> <b>out-of-pocket</b> [4] 75:24 76:25 77:22 78:11<br/> <b>outrage</b> [1] 139:13<br/> <b>outreach</b> [5] 16:9 27:19,23 28:3 29:18<br/> <b>outside</b> [5] 28:22 35:5 48:20 49:5 72:18<br/> <b>over</b> [21] 4:16 5:23 8:21 15:23 16:4 23:5,24 37:16 40:22 41:7 72:12,17 96:13,15 101:4 114:9 139:2 163:23 172:11,12 179:14<br/> <b>overall</b> [3] 37:12 79:18,24<br/> <b>overchar</b> [1] 183:6<br/> <b>overcharge</b> [13] 81:14 91:14 122:20,23 123:9,18 124:12 125:6 138:7 148:14,24 152:20 177:9<br/> <b>overcharged</b> [1] 91:11<br/> <b>overcharges</b> [11] 82:25 90:2 91:9 103:20 125:8 142:21 143:5 171:3,8,9 177:20<br/> <b>overcharging</b> [3] 167:11 182:11 183:2<br/> <b>overcrowded</b> [1] 174:20<br/> <b>overflow</b> [3] 72:11 184:12,15<br/> <b>overly</b> [1] 38:9<br/> <b>overnight</b> [1] 9:19<br/> <b>owe</b> [1] 144:23<br/> <b>own</b> [14] 76:10 80:14 94:24 95:2,21 96:9 149:16 150:15,20,20 152:24 155:3 183:14,17<br/> <b>owner</b> [14] 6:9 15:14 17:3 44:19,23 46:24 58:9 68:20 84:15 85:24 91:21 124:21 133:20 169:10<br/> <b>owner/driver</b> [2] 97:3,5<br/> <b>owners</b> [19] 15:14 17:8,12 40:24 47:5,13 79:3,9 83:14,18,25 84:2 93:</p> |
|---|---|--|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|   |  |   |
|---|--|---|
| <p>20 101:12 130:16,16 134:15 170:13<br/>182:18<br/>owners' [2] 83:15,23</p> <hr/> <p style="text-align: center;"><b>P</b></p> <hr/> <p>p.m [1] 105:8<br/>package [7] 42:3 46:15,19 47:6,7,<br/>25 73:22<br/>paid [12] 15:18 17:2 29:20 43:12 50:<br/>2 57:21 87:25 101:3 117:3,3 121:4<br/>146:4<br/>pain [1] 121:24<br/>painful [1] 35:15<br/>pakistani [1] 142:22<br/>palm [3] 28:25 29:5,22<br/>paper [1] 106:18<br/>papers [2] 57:7 113:11<br/>paraphrase [1] 10:11<br/>paraplegic [1] 28:12<br/>parity [2] 60:2,7<br/>parked [1] 173:12<br/>parking [3] 6:4,11 119:20<br/>part [5] 27:23 47:24 92:3 93:15 133:<br/>16<br/>participate [2] 49:13 184:25<br/>participation [4] 16:12 17:11 30:4,<br/>23<br/>particular [7] 32:21 82:17 90:11<br/>91:2 141:16 169:24,25<br/>parties [2] 53:20 80:25<br/>partner [4] 6:21 101:11 171:22 172:<br/>19<br/>partners [1] 15:11<br/>parts [3] 13:11 96:23 98:14<br/>party [1] 89:16<br/>pasang [1] 104:15<br/>pass [13] 77:3 81:21 83:14,19 84:2<br/>85:11 86:5 94:2 121:20 129:19 130:<br/>13 152:9 174:15<br/>passage [1] 48:12<br/>passed [14] 41:25 45:13 47:20 56:<br/>23 59:24 73:15 74:7 77:19 78:19 84:<br/>7 123:3 144:6 146:16 179:20<br/>passenger [12] 18:18,20 20:17,20,<br/>22 22:13 25:2 31:14,16 51:5 94:9<br/>177:9</p> | <p>passengers [15] 12:23 18:8,15,24<br/>22:7 24:8,12 25:15 29:12 30:3 51:<br/>24 79:12 129:15 136:17 175:9<br/>passenger's [2] 20:14 24:16<br/>passes [1] 146:19<br/>passing [2] 129:2 130:14<br/>past [5] 7:12 17:9 117:23 142:17<br/>176:16<br/>pathetic [1] 61:10<br/>patient [1] 118:12<br/>patrick [1] 15:3<br/>pause [1] 86:9<br/>pay [56] 18:15 53:4 57:19 63:14 64:<br/>21 65:5 68:16 69:10 70:24,25 74:13<br/>75:9,12,21,23 76:13,14,24 77:6,21<br/>78:11 79:6,8,10 93:13 94:6 95:12,<br/>13,23 107:23 109:13 113:6,10 114:<br/>4 116:12,21 117:2 121:15 126:3<br/>134:4 145:25 146:2,12,14,14 149:<br/>14,17 150:14 151:10 154:2 157:25<br/>158:4,20 174:5 183:13,15<br/>payable [1] 50:3<br/>paychecks [1] 87:23<br/>paying [20] 74:9,21,23,24 75:2 76:<br/>20 79:13 101:6 107:25 108:4 119:<br/>19 129:13 150:12 152:11,11 155:23,<br/>25 175:12 177:7 183:16<br/>payment [19] 16:14 43:12 50:20 51:<br/>16,21,22,23 52:5,8,13 53:21 67:8,<br/>19 71:22 94:10,11 97:20 116:24<br/>150:14<br/>payments [4] 43:14 67:4 97:18<br/>100:8<br/>peak [1] 23:16<br/>penalized [2] 82:13 94:16<br/>penalties [6] 44:24 83:21,24 84:7<br/>126:13 152:3<br/>penalty [15] 81:8 82:14 83:3,11 90:<br/>22 109:23 110:9 122:25 123:4,17<br/>167:16 169:12,18,23 170:16<br/>pending [1] 112:11<br/>penny [1] 181:10<br/>people [43] 29:19 33:23 34:6 35:4<br/>37:2 49:3,10 58:21 59:4,9 65:3 72:<br/>21 86:11 88:24 97:16,24 102:17<br/>104:2 110:3 111:9,10 120:19 130:</p> | <p>18 131:16 154:10,15 155:2,3,4,6,7,<br/>9,15 157:6,7,10 166:19 167:23 168:<br/>3 176:5 177:18 181:12 184:20<br/>people's [1] 167:21<br/>per [26] 17:4,5 21:24,25 23:19,22,24<br/>42:25 43:6,12 44:11,16 66:20,21,24<br/>67:3,16,24 68:2,2,5 77:23 124:16<br/>128:25 148:15,15<br/>percent [11] 19:17 23:7 26:25 27:5<br/>36:12 44:3 53:3 67:16,18 70:14 95:<br/>15<br/>percentage [4] 70:20,22 79:12,15<br/>performance [1] 13:17<br/>performs [1] 13:8<br/>perhaps [4] 69:6 72:3 127:12 159:<br/>7<br/>period [3] 12:13 37:24 124:6<br/>periodic [1] 54:19<br/>permissible [1] 43:8<br/>permission [1] 174:11<br/>person [11] 33:2 49:15 50:24 55:17<br/>60:25 91:6 110:21 165:16 176:3,3<br/>183:16<br/>personally [2] 142:16 170:18<br/>persuasive [1] 47:21<br/>pertain [1] 53:12<br/>peter [1] 124:2<br/>phenomenon [1] 71:15<br/>phone [1] 97:19<br/>phonetic [4] 15:2,4 100:20 127:25<br/>physical [1] 102:3<br/>pick [4] 12:25 19:4 20:5 33:23<br/>picked [1] 25:15<br/>pickup [7] 13:7 16:15 18:3 20:4 24:<br/>16 26:24 27:4<br/>picture [1] 29:4<br/>pictured [1] 19:14<br/>pieces [1] 39:15<br/>ping [3] 38:6,7,8<br/>pinged [1] 38:11<br/>place [12] 21:13 25:5 26:5 55:14 89:<br/>14 102:4 144:24,24 145:3 148:17<br/>149:8 180:3<br/>placing [1] 180:7<br/>plan [4] 18:8 29:18 36:9,11<br/>plaque [6] 7:25 8:5,7,13,18,22</p> |
|---|--|---|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|   |   |   |
|---|---|---|
| <p><b>play</b> [1] 4:23<br/> <b>plead</b> [1] 73:11<br/> <b>please</b> [34] 9:7 14:6 41:21 61:13 63:9 65:10,17,20 73:13 86:3,25 88:24 89:3 92:8 104:9 110:5,8,10,19 115:2 121:19,20 122:3 130:11 135:14 139:23 140:4 146:20 153:17 162:19 163:22 174:15 176:12 178:17<br/> <b>pleased</b> [2] 4:25 5:20<br/> <b>plus</b> [6] 45:2,3 74:22,24 114:2 126:6<br/> <b>pocket</b> [2] 111:12 155:25<br/> <b>pockets</b> [1] 152:25<br/> <b>point</b> [25] 56:8 59:11,15,20 71:6,12 88:6 99:18 102:8 104:8 128:2,14,15 129:18,19 136:5,7 138:19 140:3 142:10 152:17 172:14 174:22 177:8 179:14<br/> <b>points</b> [6] 31:10 59:13 73:23 81:6 91:13 176:18<br/> <b>police</b> [7] 105:12 106:12,15 116:3 164:25 165:2 175:21<br/> <b>policy</b> [8] 12:18 76:8 84:22 125:22 126:15,22 127:8,13<br/> <b>pollack</b> [4] 62:10 70:17,21 71:5<br/> <b>pollock</b> [2] 65:23,25<br/> <b>poor</b> [6] 111:10 155:4,6,7,9,15<br/> <b>poorer</b> [2] 140:19,19<br/> <b>popular</b> [2] 19:11 25:24<br/> <b>portion</b> [1] 135:7<br/> <b>position</b> [1] 85:6<br/> <b>possible</b> [9] 14:12 52:18 55:6 139:8 144:21 158:5 171:11 175:5,24<br/> <b>postcard</b> [1] 29:5<br/> <b>postcards</b> [1] 29:2<br/> <b>poster-size</b> [1] 28:17<br/> <b>postponed</b> [1] 109:16<br/> <b>pound</b> [2] 6:6,8<br/> <b>poverty</b> [4] 73:11 86:3 139:7 144:21<br/> <b>power</b> [3] 144:8 155:5 176:25<br/> <b>pr</b> [1] 139:5<br/> <b>practical</b> [3] 135:8,13,19<br/> <b>practice</b> [1] 52:9<br/> <b>practices</b> [1] 61:8<br/> <b>preamble</b> [1] 54:9</p> | <p><b>precinct</b> [1] 106:14<br/> <b>precisely</b> [1] 182:24<br/> <b>predecessor</b> [1] 60:16<br/> <b>prefer</b> [1] 120:12<br/> <b>preferred</b> [1] 93:13<br/> <b>preparation</b> [1] 101:8<br/> <b>prepared</b> [1] 56:4<br/> <b>preposterous</b> [1] 85:7<br/> <b>present</b> [7] 4:8 55:11,15,16,17,20 56:10<br/> <b>presentation</b> [4] 13:2,4 33:9 37:12<br/> <b>presented</b> [3] 51:24 57:9 73:24<br/> <b>president</b> [3] 64:25 65:2,13<br/> <b>press</b> [1] 102:11<br/> <b>pressure</b> [2] 154:8 180:17<br/> <b>pressured</b> [1] 178:12<br/> <b>pretty</b> [3] 25:17 31:6 39:5<br/> <b>prevent</b> [1] 50:18<br/> <b>previous</b> [1] 26:20<br/> <b>previously</b> [1] 45:13<br/> <b>principle</b> [1] 84:6<br/> <b>print</b> [1] 175:18<br/> <b>printed</b> [2] 10:18 114:6<br/> <b>priority</b> [1] 84:24<br/> <b>private</b> [1] 107:22<br/> <b>privately</b> [1] 56:15<br/> <b>probably</b> [6] 38:19 56:4 96:15 97:3,5 139:21<br/> <b>problem</b> [20] 27:13 34:3 36:10 37:5 71:17 73:5 106:12,21 118:13 121:14 125:24 131:25 136:22 154:6,7 160:4 161:6,23 175:16 181:22<br/> <b>problems</b> [4] 33:12 64:16 148:6 156:9<br/> <b>proceed</b> [2] 72:3 135:21<br/> <b>proceeding</b> [1] 55:11<br/> <b>proceedings</b> [181] 4:1 5:1 6:1 7:1 8:1 9:1 10:1 11:1 12:1 13:1 14:1 15:1 16:1 17:1 18:1 19:1 20:1 21:1 22:1 23:1 24:1 25:1 26:1 27:1 28:1 29:1 30:1 31:1 32:1 33:1 34:1 35:1 36:1 37:1 38:1 39:1 40:1 41:1 42:1 43:1 44:1 45:1 46:1 47:1 48:1 49:1 50:1 51:1 52:1 53:1 54:1 55:1 56:1 57:1 58:1 59:1 60:1 61:1 62:1 63:1 64:</p> | <p>1 65:1 66:1 67:1 68:1 69:1 70:1 71:1 72:1 73:1 74:1 75:1 76:1 77:1 78:1 79:1 80:1 81:1 82:1 83:1 84:1 85:1 86:1 87:1 88:1 89:1 90:1 91:1 92:1 93:1 94:1 95:1 96:1 97:1 98:1 99:1 100:1 101:1 102:1 103:1 104:1 105:1 106:1 107:1 108:1 109:1 110:1 111:1 112:1 113:1 114:1 115:1 116:1 117:1 118:1 119:1 120:1 121:1 122:1 123:1 124:1 125:1 126:1 127:1 128:1 129:1 130:1 131:1 132:1 133:1 134:1 135:1 136:1 137:1 138:1 139:1 140:1 141:1 142:1 143:1 144:1 145:1 146:1 147:1 148:1 149:1 150:1 151:1 152:1 153:1 154:1 155:1 156:1 157:1 158:1 159:1 160:1 161:1 162:1 163:1 164:1 165:1 166:1 167:1 168:1 169:1 170:1 171:1 172:1 173:1 174:1 175:1 176:1 177:1 178:1 179:1 180:1 181:1 182:1 183:1 184:1<br/> <b>proceeds</b> [3] 20:3 42:23 58:8<br/> <b>process</b> [3] 26:18 94:23 112:21<br/> <b>processed</b> [1] 97:23<br/> <b>processing</b> [7] 44:12 54:22 78:22 79:2,3 93:24 94:4<br/> <b>processor</b> [2] 51:17 94:24<br/> <b>produce</b> [1] 180:13<br/> <b>produced</b> [2] 35:12 180:14<br/> <b>production</b> [1] 41:3<br/> <b>productive</b> [4] 46:25 47:16 48:3 128:21<br/> <b>productivity</b> [1] 7:17<br/> <b>products</b> [1] 51:2<br/> <b>profit</b> [1] 154:18<br/> <b>program</b> [43] 12:7,7,21 13:14,23 14:11,17 15:23 16:10,17,19,24 17:10,14 19:8 21:2,4,6,10 22:4,5,12 23:3,14,21,23 24:7,11 25:7,9 26:6 28:9,15,19 29:4,17,20 30:5,11,15 37:13 39:7,8<br/> <b>program's</b> [1] 13:17<br/> <b>progress</b> [4] 10:6,9 12:13 38:18<br/> <b>progressive</b> [1] 179:23<br/> <b>project</b> [11] 16:4,7,21 17:17,18 21:7,12 22:2 27:21 33:13,16</p> |
|---|---|---|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|  |   |   |
|--|---|---|
| <p><b>promise</b> [1] 126:7<br/> <b>promote</b> [1] 180:24<br/> <b>promptly</b> [1] 9:13<br/> <b>promulgate</b> [3] 40:23 48:8,9<br/> <b>promulgated</b> [1] 83:21<br/> <b>pronunciations</b> [1] 147:15<br/> <b>proof</b> [1] 113:9<br/> <b>properly</b> [1] 43:19<br/> <b>property</b> [1] 6:9<br/> <b>proposal</b> [6] 35:22,24 53:13 56:6 123:5 168:9<br/> <b>proposals</b> [3] 36:3 58:19 139:12<br/> <b>propose</b> [1] 53:16<br/> <b>proposed</b> [23] 39:16,21 40:12 42:7 44:6,14 45:22 46:4 49:25 54:18,21, 24 57:13 66:5,18 67:13 68:7,15 69: 24 123:25 169:3 179:16 180:22<br/> <b>proposes</b> [1] 123:6<br/> <b>pro-rata</b> [1] 62:2<br/> <b>prorated</b> [4] 43:14 58:2,11,12<br/> <b>prosecutors</b> [1] 81:11<br/> <b>protect</b> [3] 4:19,21 153:3<br/> <b>protected</b> [4] 66:10 70:9,10 171: 13<br/> <b>proudest</b> [1] 5:5<br/> <b>provide</b> [7] 25:3,9 27:15 30:19 31: 22 32:4 43:9<br/> <b>provided</b> [3] 17:15 22:11 69:21<br/> <b>provider</b> [1] 51:19<br/> <b>provides</b> [2] 13:10 99:2<br/> <b>providing</b> [2] 29:10 152:9<br/> <b>provision</b> [1] 45:8<br/> <b>provisions</b> [3] 43:4,7,13<br/> <b>public</b> [18] 4:6 16:9 40:10 41:14 45: 11 46:3 54:19,25 55:2,4,8,13 57:9 60:11,20 80:6 90:18 184:10<br/> <b>publically</b> [1] 56:15<br/> <b>publications</b> [1] 28:10<br/> <b>publicly</b> [1] 63:21<br/> <b>published</b> [3] 28:7 40:4 45:22<br/> <b>pull</b> [1] 37:18<br/> <b>pulled</b> [2] 101:16 183:8<br/> <b>punishment</b> [2] 120:2,3<br/> <b>purchase</b> [1] 43:25<br/> <b>purchasing</b> [1] 69:5<br/> <b>pure</b> [1] 55:23</p> | <p><b>purported</b> [1] 33:17<br/> <b>purpose</b> [1] 53:17<br/> <b>purposes</b> [2] 90:18 172:3<br/> <b>pursuant</b> [2] 46:2 48:10<br/> <b>pursue</b> [1] 144:18<br/> <b>pursuing</b> [1] 125:22<br/> <b>push</b> [1] 158:13<br/> <b>put</b> [11] 35:22 47:23 59:22 76:23 129:20 130:12 136:7 143:8 148:22 149:19 153:2<br/> <b>putting</b> [2] 89:21 128:25</p> <hr/> <p style="text-align: center;"><b>Q</b></p> <hr/> <p><b>quality</b> [1] 23:11<br/> <b>queens</b> [2] 6:9 73:4<br/> <b>question</b> [19] 33:10 70:12 86:25 87:7 89:2 90:6,8 92:6,11 99:19 103: 10 122:9 126:19 127:16 135:3,5 168:22 174:14 182:5<br/> <b>questions</b> [4] 32:10 41:17 86:20 169:22<br/> <b>question's</b> [1] 103:11<br/> <b>quick</b> [5] 61:12 70:12 86:25 103:7 122:9<br/> <b>quickly</b> [1] 25:14<br/> <b>quinn</b> [1] 57:3<br/> <b>quit</b> [1] 118:9<br/> <b>quite</b> [2] 136:20 141:22<br/> <b>quorum</b> [1] 55:9<br/> <b>quote</b> [3] 49:25 50:23 112:14<br/> <b>quote/unquote</b> [1] 77:16</p> <hr/> <p style="text-align: center;"><b>R</b></p> <hr/> <p><b>radio</b> [1] 25:24<br/> <b>raise</b> [5] 41:21 73:9 85:15 155:16 163:25<br/> <b>raised</b> [1] 33:6<br/> <b>raising</b> [1] 80:7<br/> <b>rampant</b> [1] 82:24<br/> <b>rampantly</b> [1] 183:3<br/> <b>ran</b> [1] 26:2<br/> <b>rashid</b> [5] 3:5 104:11 115:13,14,17<br/> <b>rate</b> [8] 42:14 54:20 60:4 77:13 84: 14 85:22 95:18 152:5<br/> <b>rates</b> [3] 78:4 79:3 95:23<br/> <b>rather</b> [1] 76:23</p> | <p><b>ray</b> [2] 7:12 8:7<br/> <b>reach</b> [1] 30:18<br/> <b>reached</b> [3] 15:24 17:20 23:16<br/> <b>reaction</b> [1] 179:19<br/> <b>read</b> [2] 104:13 133:2<br/> <b>reader</b> [2] 52:2 97:15<br/> <b>ready</b> [4] 9:24 20:16,22 104:19<br/> <b>real</b> [6] 55:2 60:11 76:17 167:18,23 171:9<br/> <b>reality</b> [4] 33:25 38:15 98:20 171: 14<br/> <b>really</b> [27] 5:12 9:24 34:10,16 35:8 36:4 47:11 71:14 73:7,21 74:2 83: 16 87:15 93:16 94:19,19 96:18 98: 10 102:17 103:7 120:10 134:8 135: 4 143:11 168:8 178:19,19<br/> <b>reality</b> [1] 145:5<br/> <b>reason</b> [3] 121:8,24 180:6<br/> <b>reasonable</b> [1] 84:14<br/> <b>recall</b> [4] 13:22 14:2 15:12 35:21<br/> <b>receipt</b> [9] 81:22 86:13 92:10 107: 17 116:10,24 118:23 121:3 175:16<br/> <b>receipts</b> [6] 89:24,25 118:17 120: 20 162:3,6<br/> <b>receive</b> [4] 16:13 20:7 116:16 145: 19<br/> <b>received</b> [3] 40:8 42:23 56:3<br/> <b>receives</b> [1] 20:11<br/> <b>receiving</b> [1] 176:19<br/> <b>recent</b> [4] 19:15 22:12 26:25 54:14<br/> <b>recently</b> [5] 89:11 95:8 117:24 142: 17 171:20<br/> <b>recess</b> [1] 55:25<br/> <b>recite</b> [1] 53:14<br/> <b>recognize</b> [1] 80:17<br/> <b>recommend</b> [1] 41:9<br/> <b>recommendations</b> [1] 11:23<br/> <b>recommending</b> [1] 48:12<br/> <b>record</b> [9] 5:6 8:6,16 40:4,13 45:23 72:21 82:20 114:15<br/> <b>recover</b> [1] 99:11<br/> <b>recovered</b> [1] 57:20<br/> <b>recovery</b> [1] 58:5<br/> <b>red</b> [2] 24:4,24<br/> <b>reduce</b> [8] 44:24 83:2 90:23 109:23 123:6 151:9 152:2 168:10</p> |
|--|---|---|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|   |   |  |
|---|---|--|
| <p><b>reeks</b> [1] 76:16<br/> <b>reevaluated</b> [1] 44:17<br/> <b>referenced</b> [2] 50:22 87:9<br/> <b>referral</b> [1] 132:25<br/> <b>referred</b> [1] 51:7<br/> <b>referring</b> [1] 87:15<br/> <b>reflect</b> [2] 45:13 61:7<br/> <b>refund</b> [1] 42:22<br/> <b>refunded</b> [2] 142:23 151:5<br/> <b>refusal</b> [1] 38:13<br/> <b>refusing</b> [1] 30:25<br/> <b>regard</b> [1] 142:25<br/> <b>regarding</b> [3] 61:23 66:5 133:19<br/> <b>regardless</b> [1] 68:13<br/> <b>regular</b> [4] 118:3 119:7,9 182:13<br/> <b>regulate</b> [1] 69:18<br/> <b>regulating</b> [1] 168:7<br/> <b>regulation</b> [6] 68:15,21 70:3 77:4<br/> 78:19 112:3<br/> <b>regulations</b> [12] 66:5,18 67:13 68:<br/> 8 69:2 85:12 88:16 92:22 103:2,18<br/> 141:3,7<br/> <b>reject</b> [1] 86:9<br/> <b>related</b> [1] 45:18<br/> <b>relating</b> [2] 45:16,19<br/> <b>relation</b> [1] 80:7<br/> <b>relationship</b> [2] 87:14 88:11<br/> <b>remain</b> [1] 68:18<br/> <b>remained</b> [1] 123:23<br/> <b>remaining</b> [1] 172:14<br/> <b>remedied</b> [1] 33:14<br/> <b>remember</b> [7] 24:21 39:3 46:18 97:<br/> 25 119:19 140:10 159:24<br/> <b>remind</b> [1] 13:20<br/> <b>reminded</b> [1] 141:21<br/> <b>remove</b> [2] 100:11,25<br/> <b>removed</b> [4] 100:3 132:19 138:16<br/> 167:25<br/> <b>renewal</b> [1] 11:15<br/> <b>renewals</b> [1] 11:11<br/> <b>rent</b> [1] 144:22<br/> <b>rental</b> [3] 63:15,15 145:4<br/> <b>rented</b> [2] 122:20,21<br/> <b>renting</b> [2] 150:21,22<br/> <b>repair</b> [14] 69:17,18 74:6,18 76:10<br/> 105:5 107:17,19 108:7 109:11 142:</p> | <p>22 149:15 152:19 183:13<br/> <b>repaired</b> [1] 43:18<br/> <b>repairs</b> [7] 74:12 75:13 76:16 77:6<br/> 89:12 116:7 129:3<br/> <b>repeat</b> [2] 23:6 53:24<br/> <b>replace</b> [1] 45:7<br/> <b>replacement</b> [3] 53:13,16,18<br/> <b>report</b> [13] 5:20 12:12,14 15:22 21:<br/> 22 55:7 105:12 106:12,15 116:4<br/> 164:25 165:2,13<br/> <b>reported</b> [1] 173:6<br/> <b>reports</b> [2] 45:8 56:3<br/> <b>represent</b> [2] 80:25 87:10<br/> <b>represents</b> [2] 24:22,24<br/> <b>request</b> [10] 12:24 18:2,20 19:4,20<br/> 20:3,11 27:8 52:4 120:5<br/> <b>requests</b> [1] 25:12<br/> <b>require</b> [3] 50:23 54:25 129:21<br/> <b>required</b> [3] 20:17 42:13 52:11<br/> <b>requirement</b> [2] 45:10 84:11<br/> <b>requirements</b> [2] 45:12 75:5<br/> <b>requiring</b> [2] 43:13 45:8<br/> <b>reservations</b> [1] 18:9<br/> <b>resolved</b> [1] 36:17<br/> <b>resources</b> [1] 27:22<br/> <b>respect</b> [2] 131:6 132:5<br/> <b>respond</b> [3] 38:7,12 103:8<br/> <b>responded</b> [1] 25:14<br/> <b>response</b> [5] 10:23 11:21 41:18 73:<br/> 25 116:17<br/> <b>responsibilities</b> [1] 52:16<br/> <b>responsibility</b> [4] 20:15 105:20,<br/> 22 150:4<br/> <b>responsible</b> [7] 57:17 58:7 75:8<br/> 120:18 121:10,12 150:10<br/> <b>rest</b> [3] 66:17 68:5 135:11<br/> <b>restitution</b> [3] 45:2,4 91:10<br/> <b>result</b> [3] 68:11 77:12 100:17<br/> <b>resulting</b> [1] 54:11<br/> <b>results</b> [1] 39:7<br/> <b>retaliate</b> [1] 170:13<br/> <b>retaliated</b> [1] 100:10<br/> <b>retaliates</b> [2] 177:13 182:8<br/> <b>retaliation</b> [21] 44:25 65:15 69:25<br/> 81:9 83:3 90:20 99:21,22 102:22<br/> 123:2,5,8,13 151:17 156:3 167:16,</p> | <p>20 168:17,18 178:18 183:7<br/> <b>rethink</b> [1] 127:13<br/> <b>retire</b> [1] 40:25<br/> <b>retirement</b> [6] 39:17,22,25 40:16<br/> 41:4 87:25<br/> <b>return</b> [2] 42:25 84:14<br/> <b>returned</b> [2] 58:13 82:22<br/> <b>returning</b> [1] 7:5<br/> <b>returns</b> [1] 82:10<br/> <b>reveal</b> [1] 90:17<br/> <b>revenue</b> [8] 51:11 58:24 79:20 83:<br/> 23 84:12 85:2 98:24 99:9<br/> <b>review</b> [5] 46:2 54:20 68:12 79:24<br/> 80:6<br/> <b>reviewed</b> [2] 20:25 27:17<br/> <b>revisiting</b> [1] 47:25<br/> <b>revoked</b> [2] 177:10,11<br/> <b>rfp</b> [1] 6:20<br/> <b>richard</b> [2] 49:15,22<br/> <b>richardson</b> [9] 3:18 133:4 166:21,<br/> 22 167:2,6 168:23 169:15 170:6<br/> <b>richer</b> [2] 140:18,18<br/> <b>rid</b> [1] 83:17<br/> <b>ride</b> [2] 20:16,22<br/> <b>rights</b> [7] 75:25 76:3,3 148:18,19,<br/> 21 149:8<br/> <b>risk</b> [4] 76:24 149:18 150:2 167:24<br/> <b>risks</b> [2] 149:19 150:11<br/> <b>road</b> [3] 25:14 31:24 64:17<br/> <b>role</b> [1] 167:8<br/> <b>ron</b> [1] 5:17<br/> <b>room</b> [14] 6:3 38:20 48:24 72:12 86:<br/> 18 98:11 101:11,24 132:19 172:5<br/> 184:11,12,14,15<br/> <b>ross</b> [6] 108:24 112:21 116:19 118:<br/> 18 165:19 167:13<br/> <b>routed</b> [1] 52:3<br/> <b>routing</b> [1] 52:14<br/> <b>rule</b> [35] 39:15,16 40:23 41:25 44:8<br/> 52:23 53:3,8 54:9 57:13,15,15 58:<br/> 16 74:5 83:13 94:2 111:20,23 112:3<br/> 117:4 123:3,5 146:16,19 168:19<br/> 169:6,23 174:15 175:6 178:2 179:<br/> 15 180:11,21 181:17 182:23<br/> <b>rules</b> [78] 4:24 12:4 16:23 39:22 40:<br/> 3,7,12,16 42:3,7,9 45:7,14,16,19,22</p> |
|---|---|--|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|  |  |  |
|--|--|--|
| <p>46:4,13 47:15 48:9 49:25 50:6,7,10, 17,18,22 51:8,9,13,15 52:12,17,19, 24 54:18,24 58:7 59:24 60:10 70:7 71:8 73:14,22 78:17 79:5 80:3,18 83:18,20 84:6 85:11 86:5,9 89:15 92:21 93:19 94:21 137:12,22 139: 10 141:7,17,17 143:10 144:6 146:7, 8,10 163:22 168:13,25 171:4,5,5 177:24 179:18,20<br/> <b>rule's</b> [1] 77:19<br/> <b>running</b> [2] 13:15 25:23<br/> <b>ryan</b> [4] 3:18 133:4 166:22 167:5</p>   | <p>117:25 118:3<br/> <b>schway</b> [1] 15:3<br/> <b>scores</b> [1] 139:4<br/> <b>scraps</b> [1] 6:14<br/> <b>screen</b> [2] 13:6 72:14<br/> <b>scrupulously</b> [1] 138:2<br/> <b>season</b> [1] 145:14<br/> <b>second</b> [18] 25:21 36:6 42:3 45:5 49:16 110:5 124:20,23 131:15 133: 22,23 156:2 169:5,7,8,9 170:22 177: 8<br/> <b>secondly</b> [3] 133:19 158:6 175:3<br/> <b>section</b> [1] 56:22<br/> <b>sector</b> [1] 35:25<br/> <b>secured</b> [3] 18:18,19 91:9<br/> <b>securely</b> [1] 52:2<br/> <b>secures</b> [1] 20:20<br/> <b>security</b> [3] 48:22 49:2 87:23<br/> <b>see</b> [27] 13:5,9 16:18 21:5 23:20 24: 2,6,18 26:22 46:13 65:4 70:15 86: 12 90:11,20 92:13 114:7 130:2,9 131:7 140:15 148:20 152:17 156:17 164:18 170:18 177:19<br/> <b>seeing</b> [2] 124:2 180:17<br/> <b>seeking</b> [3] 53:10 76:2 125:23<br/> <b>seemed</b> [1] 72:23<br/> <b>seen</b> [6] 28:19 38:13 63:17 102:3 140:9 142:15<br/> <b>segment</b> [6] 66:16,23 67:4,14,25 68:3<br/> <b>segments</b> [5] 66:8 67:7,11,23 70:8<br/> <b>seize</b> [2] 6:2,22<br/> <b>seizures</b> [3] 5:6 8:6,16<br/> <b>select</b> [2] 51:16 69:9<br/> <b>selected</b> [2] 6:21 14:15<br/> <b>self-insured</b> [2] 76:9 183:19<br/> <b>seller</b> [1] 50:25<br/> <b>selling</b> [1] 44:4<br/> <b>send</b> [2] 35:9,14<br/> <b>sending</b> [1] 85:12<br/> <b>senior</b> [2] 29:24 163:11<br/> <b>sensationalize</b> [1] 101:21<br/> <b>sense</b> [1] 98:25<br/> <b>sent</b> [4] 12:10 17:8 57:5 116:3<br/> <b>separate</b> [4] 43:25 122:14 123:8 124:12</p> | <p><b>separately</b> [1] 93:2<br/> <b>september</b> [4] 17:9 21:11 46:21 123:3<br/> <b>series</b> [3] 10:3 11:3 179:23<br/> <b>serious</b> [8] 80:17 130:13 143:24 144:12 168:9,12,19 171:9<br/> <b>served</b> [1] 58:15<br/> <b>service</b> [29] 12:6,22 13:9,11 18:5, 12 23:8,11,15 25:10 27:12 29:11 30: 25 31:18,22 32:6,21 33:17 34:6,8, 11 35:23 37:14 38:12 51:19 74:17 130:5 180:25 181:4<br/> <b>services</b> [5] 27:15 35:7 50:17 51:2 69:21<br/> <b>servicing</b> [1] 36:22<br/> <b>sessions</b> [2] 30:10,12<br/> <b>set</b> [7] 30:17 34:4 94:23 177:17,24 180:10,21<br/> <b>seth</b> [1] 15:4<br/> <b>sets</b> [1] 71:7<br/> <b>setting</b> [1] 5:6<br/> <b>settle</b> [1] 132:14<br/> <b>settled</b> [1] 126:25<br/> <b>settlement</b> [5] 40:20 41:8 48:6 52: 6 126:4<br/> <b>settlements</b> [3] 125:17,23,25<br/> <b>seven</b> [8] 68:9 78:7 109:6 113:12, 13 121:14 140:13 160:24<br/> <b>seventh</b> [4] 77:21 78:5 181:16 182: 2<br/> <b>several</b> [4] 28:20 48:19 104:5 182: 19<br/> <b>shall</b> [1] 10:13<br/> <b>sham</b> [1] 55:23<br/> <b>shame</b> [1] 54:16<br/> <b>share</b> [5] 13:16 15:21 27:19 98:11, 15<br/> <b>shelter</b> [1] 143:16<br/> <b>shelters</b> [1] 28:16<br/> <b>shenanigans</b> [1] 138:13<br/> <b>sherpa</b> [1] 104:15<br/> <b>shift</b> [47] 44:11,16 64:3,6,17 66:15, 21,23,24 67:4,14,17,24 68:2,3 76: 19 77:15,21,23 78:5,8,13 82:6,12, 15,20,23 92:23 93:11 113:12 114:7, 16,20 119:9,11,11 122:19,21 124:</p> |
| <p><b>S</b></p>  |  |  |
| <p><b>safely</b> [2] 18:18 20:21<br/> <b>safety</b> [1] 66:4<br/> <b>safety-sponsored</b> [1] 19:7<br/> <b>salazar</b> [6] 3:9 137:4 139:19,24 140:5,6<br/> <b>sales</b> [1] 74:22<br/> <b>same</b> [23] 17:21 34:7 58:11,14 60:3 69:11 71:9,24 81:3 91:21,23 93:18 124:21 131:6 143:2 145:21 169:9 178:2,2,3,9,10,16<br/> <b>sanction</b> [1] 66:14<br/> <b>sandy</b> [2] 25:8,11<br/> <b>satisfactory</b> [1] 10:9<br/> <b>satisfied</b> [2] 22:15 80:10<br/> <b>saturday</b> [2] 66:22 158:3<br/> <b>save</b> [1] 181:10<br/> <b>savings</b> [1] 157:25<br/> <b>saw</b> [4] 28:20 33:13 72:21 173:17<br/> <b>saying</b> [6] 10:4 34:13 71:7 85:3 136:21 174:17<br/> <b>says</b> [7] 57:16 74:6 81:23 109:22 113:4 163:10 180:23<br/> <b>scale</b> [3] 24:5,21,23<br/> <b>scalzi</b> [4] 14:13,14,20,21<br/> <b>scanlon</b> [7] 5:16 6:7 7:9,24 8:9 9:2, 10<br/> <b>scarce</b> [2] 13:13 32:7<br/> <b>scare</b> [1] 151:16<br/> <b>scared</b> [3] 102:12 108:13,22<br/> <b>scenario</b> [2] 80:11 88:14<br/> <b>scheduled</b> [2] 46:6 55:18<br/> <b>school</b> [6] 26:6,8 110:16 111:16</p> | <p><b>section</b> [1] 56:22<br/> <b>sector</b> [1] 35:25<br/> <b>secured</b> [3] 18:18,19 91:9<br/> <b>securely</b> [1] 52:2<br/> <b>secures</b> [1] 20:20<br/> <b>security</b> [3] 48:22 49:2 87:23<br/> <b>see</b> [27] 13:5,9 16:18 21:5 23:20 24: 2,6,18 26:22 46:13 65:4 70:15 86: 12 90:11,20 92:13 114:7 130:2,9 131:7 140:15 148:20 152:17 156:17 164:18 170:18 177:19<br/> <b>seeing</b> [2] 124:2 180:17<br/> <b>seeking</b> [3] 53:10 76:2 125:23<br/> <b>seemed</b> [1] 72:23<br/> <b>seen</b> [6] 28:19 38:13 63:17 102:3 140:9 142:15<br/> <b>segment</b> [6] 66:16,23 67:4,14,25 68:3<br/> <b>segments</b> [5] 66:8 67:7,11,23 70:8<br/> <b>seize</b> [2] 6:2,22<br/> <b>seizures</b> [3] 5:6 8:6,16<br/> <b>select</b> [2] 51:16 69:9<br/> <b>selected</b> [2] 6:21 14:15<br/> <b>self-insured</b> [2] 76:9 183:19<br/> <b>seller</b> [1] 50:25<br/> <b>selling</b> [1] 44:4<br/> <b>send</b> [2] 35:9,14<br/> <b>sending</b> [1] 85:12<br/> <b>senior</b> [2] 29:24 163:11<br/> <b>sensationalize</b> [1] 101:21<br/> <b>sense</b> [1] 98:25<br/> <b>sent</b> [4] 12:10 17:8 57:5 116:3<br/> <b>separate</b> [4] 43:25 122:14 123:8 124:12</p>  | <p><b>separately</b> [1] 93:2<br/> <b>september</b> [4] 17:9 21:11 46:21 123:3<br/> <b>series</b> [3] 10:3 11:3 179:23<br/> <b>serious</b> [8] 80:17 130:13 143:24 144:12 168:9,12,19 171:9<br/> <b>served</b> [1] 58:15<br/> <b>service</b> [29] 12:6,22 13:9,11 18:5, 12 23:8,11,15 25:10 27:12 29:11 30: 25 31:18,22 32:6,21 33:17 34:6,8, 11 35:23 37:14 38:12 51:19 74:17 130:5 180:25 181:4<br/> <b>services</b> [5] 27:15 35:7 50:17 51:2 69:21<br/> <b>servicing</b> [1] 36:22<br/> <b>sessions</b> [2] 30:10,12<br/> <b>set</b> [7] 30:17 34:4 94:23 177:17,24 180:10,21<br/> <b>seth</b> [1] 15:4<br/> <b>sets</b> [1] 71:7<br/> <b>setting</b> [1] 5:6<br/> <b>settle</b> [1] 132:14<br/> <b>settled</b> [1] 126:25<br/> <b>settlement</b> [5] 40:20 41:8 48:6 52: 6 126:4<br/> <b>settlements</b> [3] 125:17,23,25<br/> <b>seven</b> [8] 68:9 78:7 109:6 113:12, 13 121:14 140:13 160:24<br/> <b>seventh</b> [4] 77:21 78:5 181:16 182: 2<br/> <b>several</b> [4] 28:20 48:19 104:5 182: 19<br/> <b>shall</b> [1] 10:13<br/> <b>sham</b> [1] 55:23<br/> <b>shame</b> [1] 54:16<br/> <b>share</b> [5] 13:16 15:21 27:19 98:11, 15<br/> <b>shelter</b> [1] 143:16<br/> <b>shelters</b> [1] 28:16<br/> <b>shenanigans</b> [1] 138:13<br/> <b>sherpa</b> [1] 104:15<br/> <b>shift</b> [47] 44:11,16 64:3,6,17 66:15, 21,23,24 67:4,14,17,24 68:2,3 76: 19 77:15,21,23 78:5,8,13 82:6,12, 15,20,23 92:23 93:11 113:12 114:7, 16,20 119:9,11,11 122:19,21 124:</p> |

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

# TLC Meeting and Public Hearing

April 18, 2013

|  |  |  |
|--|--|--|
| <p>11 125:7 148:15 149:21,22 151:4<br/>174:6 177:7 182:2<br/><b>shifted</b> [1] 44:13<br/><b>shifts</b> [11] 66:19,23,25 68:9,12 77:9,<br/>11,14 125:9 128:19 184:22<br/><b>shop</b> [1] 142:22<br/><b>shops</b> [1] 76:10<br/><b>short</b> [3] 17:13 75:20 163:8<br/><b>shortage</b> [1] 139:9<br/><b>shortly</b> [1] 128:9<br/><b>shoulders</b> [1] 120:14<br/><b>shouldn't</b> [2] 149:25 155:24<br/><b>shout</b> [1] 89:3<br/><b>show</b> [10] 41:22 60:22 82:21 107:<br/>16 114:3,10 146:3 151:15 156:25<br/>157:7<br/><b>showed</b> [2] 26:20 156:19<br/><b>shown</b> [1] 28:8<br/><b>shows</b> [3] 23:17 24:5 104:14<br/><b>shutter</b> [1] 137:19<br/><b>shy</b> [1] 151:14<br/><b>sick</b> [4] 160:5,10,14 161:14<br/><b>side</b> [10] 28:21,22 29:7 46:25 65:4<br/>155:2,2,9 164:23 175:2<br/><b>sides</b> [1] 168:7<br/><b>side-view</b> [1] 75:14<br/><b>sidewalks</b> [1] 28:18<br/><b>sign</b> [2] 145:10 146:24<br/><b>signature</b> [3] 165:4,6,11<br/><b>signed</b> [10] 48:16,18 49:15,17,19<br/>56:25 104:6,11 166:20 172:6<br/><b>significant</b> [1] 71:4<br/><b>significantly</b> [1] 21:16<br/><b>similar</b> [1] 33:10<br/><b>simmons</b> [7] 3:16 159:8 162:23,24<br/>163:4,6 164:7<br/><b>simon</b> [1] 143:3<br/><b>simple</b> [2] 22:21 55:23<br/><b>simply</b> [4] 33:21 137:25 160:23<br/>180:9<br/><b>sinai</b> [1] 28:23<br/><b>since</b> [16] 5:12 12:5 19:6 28:5 30:5<br/>51:10 105:3 106:24 110:13 115:19<br/>140:7 141:12 142:12 145:13 148:2<br/>171:19<br/><b>sincerity</b> [1] 101:22</p> | <p><b>sing</b> [2] 142:4 147:8<br/><b>single</b> [4] 34:3 85:13,14 177:25<br/><b>sir</b> [49] 9:3 88:7 104:18 110:2,21<br/>111:2 114:25,25 115:7,12 117:9<br/>122:7 127:22 128:17 131:12,18 132:<br/>13,22 134:24 135:3 136:5 137:18<br/>139:23 143:25 145:7 147:2,13,20<br/>153:10,17 155:20 158:23 159:3,9<br/>161:20 162:17,17,21 164:8 165:14<br/>166:17 171:25 172:16 176:6,9,11<br/>178:24 179:7,8<br/><b>sister</b> [1] 6:14<br/><b>sit</b> [1] 159:16<br/><b>sitting</b> [1] 118:13<br/><b>situation</b> [4] 60:2 64:23 71:21 136:<br/>15<br/><b>six</b> [25] 12:5 13:15,25 14:4 17:13 21:<br/>4,10 23:3,22 25:6 30:8 34:17 35:10<br/>36:19 48:2 77:11,13,23 79:23 121:<br/>13 128:20,21 140:12 172:19 184:22<br/><b>six-month</b> [2] 12:12 21:19<br/><b>slaves</b> [2] 88:21,22<br/><b>sleep</b> [2] 110:17 161:3<br/><b>slide</b> [1] 19:14<br/><b>slides</b> [2] 16:18 26:12<br/><b>slight</b> [1] 10:11<br/><b>slow</b> [2] 62:15 65:9<br/><b>sls</b> [1] 143:3<br/><b>small</b> [6] 7:19 78:2 91:5 95:15 140:<br/>11 145:20<br/><b>smart</b> [2] 97:18,20<br/><b>smartphone</b> [1] 19:13<br/><b>sobers</b> [1] 5:18<br/><b>social</b> [1] 87:23<br/><b>society</b> [1] 154:13<br/><b>sold</b> [1] 7:4<br/><b>solidarity</b> [1] 130:23<br/><b>solidly</b> [1] 9:8<br/><b>solution</b> [2] 22:17 94:22<br/><b>solutions</b> [1] 135:19<br/><b>solve</b> [2] 36:10 37:5<br/><b>somebody</b> [5] 35:16 38:6 104:14<br/>156:17 173:6<br/><b>someone</b> [6] 34:8 56:4 78:6 107:<br/>24,24 109:8<br/><b>sometime</b> [1] 13:25</p> | <p><b>sometimes</b> [3] 38:4 55:16,18<br/><b>somewhere</b> [1] 173:13<br/><b>son</b> [13] 111:14 113:24 114:9 117:<br/>23 118:8,20,20,24 119:6,8,11 120:<br/>24 121:13<br/><b>soon</b> [1] 173:24<br/><b>sorry</b> [13] 13:19 62:19 71:25 109:<br/>25 111:4 135:2 136:11 137:18 139:<br/>20 146:25 162:18 166:21 178:23<br/><b>sound</b> [1] 112:15<br/><b>sow</b> [2] 159:6,7<br/><b>space</b> [1] 6:15<br/><b>spaces</b> [2] 6:16,17<br/><b>spanish</b> [1] 29:8<br/><b>spare</b> [1] 184:24<br/><b>speaker</b> [14] 49:16,20 57:3 62:9<br/>119:24 122:10 128:10 130:19,22<br/>131:11,14,20,23 132:16<br/><b>speakers</b> [7] 3:2 41:14 46:11 48:<br/>15 49:19 104:5 128:6<br/><b>speaking</b> [6] 5:19 41:11 49:10 129:<br/>22 174:8 181:24<br/><b>specified</b> [1] 170:7<br/><b>speech</b> [2] 118:23 120:21<br/><b>speed</b> [1] 30:11<br/><b>spell</b> [1] 159:19<br/><b>spend</b> [3] 107:6 135:14 154:16<br/><b>spent</b> [2] 135:21 160:10<br/><b>spineless</b> [1] 138:18<br/><b>spleen</b> [1] 138:16<br/><b>spleenless</b> [1] 138:17<br/><b>spoke</b> [1] 181:23<br/><b>spoken</b> [2] 165:16 172:10<br/><b>sponsored</b> [1] 56:22<br/><b>square</b> [1] 78:21<br/><b>staff</b> [11] 12:11 55:7,17,20,22 56:3,<br/>19 86:21 100:22 125:11 167:6<br/><b>stakeholders</b> [3] 46:23 66:10 70:<br/>9<br/><b>stamps</b> [1] 145:4<br/><b>stand</b> [1] 130:23<br/><b>standard</b> [4] 18:16 52:7 175:5,25<br/><b>standards</b> [1] 37:14<br/><b>standing</b> [3] 51:18 72:18 135:12<br/><b>start</b> [6] 9:25 18:17 20:23 107:15<br/>158:8,12</p> |
|--|--|--|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|   |  |   |
|---|--|---|
| <p><b>started</b> [8] 14:9 23:21 24:8 25:23 26:10 33:19 34:22 117:24<br/> <b>starting</b> [1] 36:8<br/> <b>starts</b> [2] 26:4 123:18<br/> <b>stat</b> [1] 21:19<br/> <b>state</b> [5] 75:4 80:3 134:11 160:5 161:24<br/> <b>stated</b> [1] 49:24<br/> <b>statement</b> [4] 63:4 103:3 134:7 135:8<br/> <b>stated</b> [5] 32:15,17,19 33:2,23<br/> <b>states</b> [1] 54:10<br/> <b>stations</b> [2] 25:24 140:17<br/> <b>statistic</b> [1] 70:22<br/> <b>statistics</b> [5] 21:3,8,21 27:18 154:20<br/> <b>stats</b> [1] 15:21<br/> <b>stay</b> [1] 60:3<br/> <b>steady</b> [2] 180:24 181:5<br/> <b>steinway</b> [1] 140:12<br/> <b>step</b> [5] 19:3 58:19 143:23 182:21, 22<br/> <b>steps</b> [3] 18:24 168:6 179:23<br/> <b>steven</b> [2] 65:24 71:25<br/> <b>still</b> [13] 22:15 29:17 35:6 38:4,4 48:20 86:16 97:10 112:11 161:19 166:3 171:7 182:15<br/> <b>stink</b> [1] 142:19<br/> <b>stipulation</b> [1] 54:11<br/> <b>stomped</b> [1] 72:24<br/> <b>stop</b> [4] 139:12 156:5 158:11,12<br/> <b>storage</b> [1] 7:3<br/> <b>store</b> [1] 6:3<br/> <b>stories</b> [2] 28:6 181:23<br/> <b>story</b> [1] 140:20<br/> <b>straight</b> [2] 41:15 127:7<br/> <b>strategic</b> [1] 29:2<br/> <b>street</b> [6] 5:8 38:23 65:20 111:14 140:12 149:4<br/> <b>strengthen</b> [1] 4:18<br/> <b>strike</b> [1] 26:6<br/> <b>strong</b> [1] 169:18<br/> <b>strongly</b> [1] 141:6<br/> <b>struck</b> [1] 93:9<br/> <b>structure</b> [5] 180:4,8 181:8 182:10, 13</p> | <p><b>struggle</b> [1] 120:8<br/> <b>students</b> [1] 158:2<br/> <b>studio</b> [1] 144:25<br/> <b>stuff</b> [3] 143:12 170:6 171:6<br/> <b>stuy</b> [1] 144:25<br/> <b>style</b> [1] 7:21<br/> <b>sub-merchant</b> [2] 51:8,12<br/> <b>sub-merchants</b> [1] 95:11<br/> <b>submit</b> [1] 90:15<br/> <b>submits</b> [1] 19:19<br/> <b>submitted</b> [1] 66:11<br/> <b>submitting</b> [2] 81:17 90:3<br/> <b>subsequent</b> [2] 47:14 126:11<br/> <b>subsidizes</b> [1] 98:25<br/> <b>substitute</b> [1] 55:7<br/> <b>succeeded</b> [1] 34:15<br/> <b>success</b> [1] 33:16<br/> <b>successful</b> [2] 16:20 17:11<br/> <b>succinctly</b> [1] 142:9<br/> <b>sue</b> [1] 146:15<br/> <b>suffering</b> [1] 163:24<br/> <b>sufficient</b> [1] 117:17<br/> <b>sufi</b> [3] 142:21 143:7,14<br/> <b>sugar</b> [1] 154:7<br/> <b>suggest</b> [3] 39:8 135:10 136:13<br/> <b>suggesting</b> [2] 23:9 99:4<br/> <b>suggestion</b> [4] 60:9 135:9 136:21 175:4<br/> <b>suggests</b> [1] 29:15<br/> <b>suing</b> [1] 145:22<br/> <b>suits</b> [1] 72:22<br/> <b>sum</b> [4] 7:5 57:14 91:4 110:2<br/> <b>summarize</b> [1] 10:4<br/> <b>summary</b> [1] 70:6<br/> <b>summer</b> [2] 60:21 171:23<br/> <b>summing</b> [1] 55:24<br/> <b>summons</b> [1] 30:24<br/> <b>summonses</b> [3] 44:20,22 83:15<br/> <b>summonsing</b> [1] 38:10<br/> <b>sunday</b> [2] 107:8 158:3<br/> <b>support</b> [6] 40:7 46:14 146:11 160:8,13,15<br/> <b>supposed</b> [6] 77:15 111:15 113:6 119:6 150:17 151:10<br/> <b>surcharge</b> [7] 44:17 45:20 50:3 53:5 92:14,16 93:2</p> | <p><b>surcharges</b> [1] 45:17<br/> <b>surely</b> [1] 145:8<br/> <b>surgery</b> [2] 161:7,8<br/> <b>surpassed</b> [1] 17:14<br/> <b>surprise</b> [1] 53:7<br/> <b>surprised</b> [2] 40:18 41:10<br/> <b>survive</b> [1] 68:22<br/> <b>suspended</b> [1] 133:25<br/> <b>suspension</b> [1] 134:5<br/> <b>sustain</b> [1] 143:17<br/> <b>sweat</b> [1] 84:25<br/> <b>swipe</b> [2] 175:17,22<br/> <b>swiping</b> [1] 175:19<br/> <b>switched</b> [1] 50:13<br/> <b>system</b> [6] 34:19 98:3,5,21 127:12 156:16</p> <hr/> <p style="text-align: center;"><b>T</b></p> <hr/> <p><b>table</b> [1] 182:3<br/> <b>taifour</b> [2] 104:16,25<br/> <b>talked</b> [1] 125:14<br/> <b>tambadou</b> [11] 3:15 153:11 159:10, 11,15,21,23 160:3,16 161:22 162:13<br/> <b>t-a-m-b-a-d-u-o</b> [1] 159:22<br/> <b>tax</b> [3] 15:17 32:2 74:22<br/> <b>taxi</b> [59] 4:7 11:9 14:14 18:4,25 19:4, 20,22 20:2,12,21 22:16 24:15 25:16, 23 26:23 27:3,6,11,14,24 28:25 29:6 30:2,21 34:8 37:25 40:3 41:2,5 48:16 49:7 50:8,17 54:7 56:20 62:17 66:4 72:9 78:2 86:7 95:5 108:5 117:6 118:16 120:11,13 140:18 141:15 144:13 160:25 161:9 163:7,16 167:7 174:11 179:11 184:8,16<br/> <b>taxi-accessibility</b> [1] 17:2<br/> <b>taxicab</b> [5] 12:24 18:19 39:24 40:22 48:7<br/> <b>taxicabs</b> [4] 13:12 18:2 19:25 22:22<br/> <b>taxing</b> [1] 39:6<br/> <b>taxis</b> [6] 12:10 25:13 32:5,6 36:12 95:17<br/> <b>team</b> [6] 5:18 14:11,23 15:6 30:19 166:11<br/> <b>technical</b> [1] 45:15</p> |
|---|--|---|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|   |   |  |
|---|---|--|
| <p><b>technological</b> [1] 98:12<br/> <b>technology</b> [3] 19:22 97:14 98:17<br/> <b>teeth</b> [1] 144:8<br/> <b>ten</b> [1] 27:7<br/> <b>tentatively</b> [1] 46:8<br/> <b>termination</b> [1] 68:22<br/> <b>terms</b> [2] 34:21 98:16<br/> <b>terrible</b> [1] 150:24<br/> <b>testament</b> [1] 58:23<br/> <b>tested</b> [1] 16:2<br/> <b>testify</b> [4] 49:4 74:4 105:4 110:18<br/> <b>testimony</b> [3] 46:4 162:9,19<br/> <b>text</b> [2] 53:15,23<br/> <b>thaler</b> [4] 49:16,22,22 98:10<br/> <b>thanks</b> [1] 39:12<br/> <b>theerng</b> [1] 159:6<br/> <b>theft</b> [2] 142:15,25<br/> <b>themselves</b> [6] 5:3 49:11 74:4 96:2 123:9 140:10<br/> <b>thereafter</b> [3] 124:8,10,15<br/> <b>there'd</b> [1] 80:5<br/> <b>therefore</b> [7] 23:15 47:8 51:22 52:10 85:3 127:7 180:20<br/> <b>there's</b> [23] 15:20 38:19 41:10 57:12 58:4 70:18 73:22 80:20 81:2 87:14 91:17 99:14 104:5 109:8 113:18 115:4 135:3 136:22 158:19 169:18 170:3 183:6,7<br/> <b>they'll</b> [1] 59:10<br/> <b>they've</b> [4] 75:25 127:11 141:11 171:3<br/> <b>thinking</b> [3] 14:5 97:9 165:15<br/> <b>third</b> [7] 26:5 121:2,6,8,11,15 183:10<br/> <b>though</b> [4] 14:10 58:9 70:20 133:17<br/> <b>thousand</b> [2] 23:13 152:4<br/> <b>thousands</b> [6] 73:17,18 86:7,7 103:22 126:2<br/> <b>threat</b> [1] 102:18<br/> <b>three</b> [19] 21:7 38:5 49:21 64:8 66:25 69:4 96:12,14 106:13 112:5 117:16,18 128:12 140:16 150:22 160:18,19,20 161:16<br/> <b>three-minute</b> [1] 80:22<br/> <b>threshold</b> [1] 47:10</p> | <p><b>throughout</b> [2] 28:16 33:18<br/> <b>throw</b> [1] 149:9<br/> <b>thserng</b> [1] 159:7<br/> <b>thursday</b> [1] 66:22<br/> <b>ticket</b> [2] 119:20,21<br/> <b>tickets</b> [1] 119:21<br/> <b>tidy</b> [1] 7:5<br/> <b>till</b> [2] 101:19 144:10<br/> <b>timely</b> [1] 30:16<br/> <b>tlc</b> [38] 8:12 12:19 14:23 30:19 39:22 42:8 45:25 52:15 59:23 60:25 68:25 69:12,18 75:6 81:9,25 83:22 88:16 116:16 123:15 143:10 144:11 146:8 148:16 149:7,18 152:8 156:15,18,24,25 161:23 168:5,11 175:5 180:23 182:13 183:22<br/> <b>tlc's</b> [1] 5:3<br/> <b>to-date</b> [2] 27:20 37:13<br/> <b>today</b> [9] 15:6 26:15 34:19 40:9 46:2 110:18 115:16 163:10 167:15<br/> <b>together</b> [2] 24:18 126:6<br/> <b>tomorrow</b> [4] 40:3 41:2,5 56:20<br/> <b>took</b> [17] 21:13 25:5 26:5 65:14 73:8 74:11 83:22 89:14 105:17 106:16 107:3 110:16 143:3 154:2 160:7,21 179:24<br/> <b>tools</b> [1] 141:9<br/> <b>top</b> [1] 94:15<br/> <b>tormey</b> [4] 11:5,6,7,25<br/> <b>total</b> [5] 23:4 26:17 74:23 114:5 116:14<br/> <b>totally</b> [1] 163:12<br/> <b>touch</b> [1] 101:14<br/> <b>touching</b> [1] 101:15<br/> <b>toughest</b> [1] 153:25<br/> <b>tourism</b> [1] 133:14<br/> <b>tow</b> [2] 6:5,8<br/> <b>toward</b> [2] 100:8 101:13<br/> <b>towards</b> [1] 168:6<br/> <b>towing</b> [2] 5:21 6:19<br/> <b>tpep</b> [12] 50:5,10,18 51:25 52:3,10,11,18,23 53:8 98:21 99:2<br/> <b>track</b> [2] 17:6 51:24<br/> <b>traction</b> [2] 36:8 182:23<br/> <b>trade</b> [3] 40:22 48:7 81:20<br/> <b>traditional</b> [1] 87:13</p> | <p><b>training</b> [1] 30:9<br/> <b>transacting</b> [1] 51:20<br/> <b>transaction</b> [2] 51:23 52:13<br/> <b>transactions</b> [2] 93:11 98:8<br/> <b>transfer</b> [1] 29:22<br/> <b>transit</b> [1] 29:25<br/> <b>transport</b> [1] 26:7<br/> <b>transportation</b> [2] 25:19 57:3<br/> <b>traveled</b> [3] 16:15 20:7 172:20<br/> <b>treat</b> [2] 132:4,6<br/> <b>treated</b> [1] 122:18<br/> <b>treating</b> [2] 131:7 133:19<br/> <b>tremendous</b> [1] 90:20<br/> <b>triborough</b> [1] 114:3<br/> <b>tried</b> [3] 23:13,14 96:8<br/> <b>trip</b> [8] 19:2,21 20:3,8,11,24 21:3 27:18<br/> <b>trips</b> [19] 17:15,19 21:16,17,24,25 22:11 23:19,22,24,25 24:19,23 25:12,14 26:17,19 31:2,3<br/> <b>trouble</b> [1] 111:7<br/> <b>truly</b> [2] 9:14 139:3<br/> <b>trust</b> [1] 155:18<br/> <b>truth</b> [2] 73:20 131:3<br/> <b>try</b> [5] 74:2 108:10 111:5,10 112:24<br/> <b>trying</b> [10] 33:25 39:4 59:23 71:3 75:6 91:13 101:20 137:15 182:25 183:11<br/> <b>tunnel</b> [2] 114:4,8<br/> <b>turn</b> [1] 34:15<br/> <b>turned</b> [2] 6:5 139:2<br/> <b>twice</b> [1] 44:17<br/> <b>two</b> [38] 16:5 17:16,19 24:18 31:9 39:15 40:6 45:9,11 49:20 67:2 71:7 91:13,23 101:12 106:13 108:24 110:14 112:4,21 116:8,23 121:9 142:18 145:4 148:16 149:10 153:23 158:14 160:11 161:16 166:19 172:12,14 175:13 176:18 183:7,9<br/> <b>two-thirds</b> [1] 58:6<br/> <b>two-year</b> [3] 21:12,21 118:10<br/> <b>type</b> [2] 70:24 71:24<br/> <b>types</b> [1] 91:23</p> <hr/> <p style="text-align: center;"><b>U</b></p> <hr/> <p><b>unavailable</b> [1] 43:15</p> |
|---|---|--|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|  |  |   |
|--|--|---|
| <p><b>unaware</b> [1] 29:17<br/> <b>unbelievable</b> [1] 73:7<br/> <b>unchanged</b> [1] 123:23<br/> <b>unclaimed</b> [1] 7:3<br/> <b>unclear</b> [1] 70:4<br/> <b>unconscionable</b> [2] 77:2 139:12<br/> <b>under</b> [17] 50:14 51:4,12,14 52:11, 17,18,21 53:2 58:7,16 68:9 85:23 95:10 125:18,20 182:2<br/> <b>underscore</b> [1] 35:2<br/> <b>understand</b> [20] 24:12 49:9 58:17 71:12 84:17 89:19 126:16 130:8 136:23 143:8 153:9 163:13 166:11 172:8 179:18 180:20,22 182:12 183:21,24<br/> <b>understanding</b> [2] 126:10 136:20<br/> <b>understood</b> [1] 63:9<br/> <b>undertake</b> [1] 4:13<br/> <b>unfair</b> [3] 71:6 79:7 94:7<br/> <b>unfortunately</b> [1] 174:10<br/> <b>union</b> [3] 108:6 142:24 143:21<br/> <b>unique</b> [1] 23:4<br/> <b>unit</b> [7] 81:10 91:5,5,6 113:16 116:20 144:4<br/> <b>united</b> [1] 62:17<br/> <b>unlawfully</b> [1] 129:16<br/> <b>unleashed</b> [1] 137:21<br/> <b>unless</b> [1] 183:23<br/> <b>unlicensed</b> [2] 4:20 44:20<br/> <b>unscrupulous</b> [2] 4:20 138:2<br/> <b>until</b> [7] 18:17 41:5 50:12 52:23 104:13 116:13 151:2<br/> <b>up</b> [88] 6:11,18 9:8 10:2 12:25 13:14 19:4 20:5,18 22:19 25:2,15 30:11, 17,20 33:23 34:4 38:21 48:16,18 49:15,17,19 55:24 57:15 58:22 59:2,6, 7,22 60:6,22 63:7 72:19,22 74:3 75:13,18 76:13,24 77:13 78:21 79:15, 19,20 80:2,12 89:21 90:3 93:17,19 94:3,4,5 95:21 104:6,12,14 110:3 114:23 115:2 118:23 119:22,22 120:3 130:23 133:3 135:12 144:2,10 151:15,15 155:17 156:19,25 157:7, 21 159:17 161:4 170:8 172:6 174:7, 24 175:20 177:7 178:21 181:21 183:11</p> | <p><b>update</b> [3] 12:20 13:2 45:12<br/> <b>updates</b> [1] 10:3<br/> <b>upper</b> [2] 28:21 83:6<br/> <b>ur</b> [4] 3:5 104:11 115:14,17<br/> <b>urge</b> [2] 35:8 141:14<br/> <b>usage</b> [6] 23:16 68:8 79:11 93:17 94:3,5<br/> <b>useful</b> [2] 23:10 63:5<br/> <b>useless</b> [1] 100:13<br/> <b>user</b> [1] 34:18<br/> <b>users</b> [5] 12:8 17:25 23:5 29:16 35:3<br/> <b>using</b> [4] 12:23 19:22 79:13 98:4</p> <hr/> <p style="text-align: center;"><b>V</b></p> <hr/> <p><b>vacation</b> [2] 107:2 171:23<br/> <b>valid</b> [1] 50:11<br/> <b>value</b> [2] 69:20 74:15<br/> <b>varinder</b> [4] 142:4 145:10 146:24 147:8<br/> <b>vehicle</b> [25] 18:20 42:20 43:15,17 44:2,5 57:18 67:20 68:17,24 69:3 96:12,16 100:9 101:4 105:5 107:17, 19 108:7 109:10 149:15 150:15,20 172:25 173:13<br/> <b>vehicles</b> [4] 7:4 32:19 42:17 76:20<br/> <b>venders</b> [1] 78:24<br/> <b>vendor</b> [3] 14:15 52:3,10<br/> <b>vendors</b> [2] 93:23 134:4<br/> <b>vendors'</b> [1] 51:25<br/> <b>verify</b> [1] 134:11<br/> <b>version</b> [1] 94:21<br/> <b>versus</b> [1] 127:10<br/> <b>via</b> [1] 29:23<br/> <b>victim</b> [1] 142:18<br/> <b>victor</b> [4] 3:9 137:3 139:18 140:6<br/> <b>video</b> [1] 35:11<br/> <b>view</b> [2] 34:3 169:11<br/> <b>vincent</b> [4] 3:19 159:5 171:18 176:7<br/> <b>violates</b> [1] 56:21<br/> <b>violation</b> [10] 50:6 52:24 70:3 112:16 113:19 115:5 125:4 126:11 143:10 144:18<br/> <b>virtual</b> [2] 138:3,8<br/> <b>visa</b> [3] 50:6,21 51:20</p> | <p><b>visa/mastercard</b> [3] 51:9,13,14<br/> <b>vision</b> [1] 69:13<br/> <b>visit</b> [1] 181:3<br/> <b>vocabulary</b> [1] 137:25<br/> <b>voice</b> [6] 59:17 61:10 73:2,19 88:20, 22<br/> <b>volume</b> [2] 95:16,16<br/> <b>voluminous</b> [1] 56:11<br/> <b>vote</b> [12] 13:3,24 40:11 41:15,23 56:13 57:8 141:16 146:21,21 155:12 178:18<br/> <b>voted</b> [1] 13:22<br/> <b>voting</b> [1] 163:22</p> <hr/> <p style="text-align: center;"><b>W</b></p> <hr/> <p><b>w-2</b> [1] 87:15<br/> <b>wade</b> [1] 56:16<br/> <b>waheed</b> [1] 104:12<br/> <b>wait</b> [26] 20:17 22:13,18,19,23 24:3, 4,5,13,20,24,25 26:21 27:10,14 31:14,16 33:10 37:16,23 38:19,25 41:5 72:25 94:14 106:13<br/> <b>waited</b> [1] 24:8<br/> <b>waiting</b> [2] 24:13 27:2<br/> <b>wake</b> [1] 63:7<br/> <b>walk</b> [3] 8:20 106:19,22<br/> <b>wall</b> [1] 9:9<br/> <b>wanted</b> [5] 27:19 34:4 65:16 117:25 118:11<br/> <b>wants</b> [2] 180:24 182:3<br/> <b>warrant</b> [1] 113:19<br/> <b>watching</b> [1] 72:13<br/> <b>way</b> [15] 20:6,13 22:6 38:24 58:11, 14 60:5 83:12 93:13 98:5 103:17 121:16 135:21 141:21 169:2<br/> <b>ways</b> [4] 19:6 97:12 99:10 100:2<br/> <b>wcbs-am</b> [1] 25:25<br/> <b>weapon</b> [1] 132:11<br/> <b>weather</b> [1] 25:18<br/> <b>website</b> [1] 35:13<br/> <b>week</b> [22] 6:24 21:18 43:6 66:20 67:24 68:2,5 77:11,14 107:3,6,15 113:25 114:12 116:13 122:14,22,22 124:11 125:7,9 172:20<br/> <b>weeklies</b> [2] 66:20 67:22<br/> <b>weekly</b> [19] 21:15 42:14,18 43:12</p> |
|--|--|---|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

TLC Meeting and Public Hearing

April 18, 2013

|   |   |  |
|---|---|--|
| <p>67:6 69:15 77:7,10,12,20 93:6,7<br/> 176:18,21 177:2,6 178:5 181:7,14<br/> <b>weeks</b> [7] 19:15 22:12 26:25 36:19,<br/> 19 116:8 175:13<br/> <b>weight</b> [1] 126:13<br/> <b>weinshall</b> [10] 4:9 33:8 92:5,9,13,<br/> 18 93:3,7,16,21<br/> <b>welcome</b> [3] 14:20,21 138:25<br/> <b>west</b> [2] 111:14 149:4<br/> <b>whatever</b> [3] 114:5 122:16 161:7<br/> <b>wheelchair</b> [8] 12:8,23 17:25 29:<br/> 16 34:18 35:3,17 36:14<br/> <b>wheelchair-accessible</b> [5] 12:<br/> 10 18:13 32:5 35:7 36:22<br/> <b>wheelchairs</b> [2] 34:7 37:2<br/> <b>wheelchair-using</b> [2] 22:7 29:12<br/> <b>wheels</b> [2] 19:13,13<br/> <b>whenever</b> [1] 156:11<br/> <b>whether</b> [3] 70:5 71:3 87:14<br/> <b>whichever</b> [1] 134:2<br/> <b>whole</b> [5] 10:3 31:7 47:6 180:21<br/> 183:12<br/> <b>who's</b> [2] 169:16 172:10<br/> <b>who've</b> [1] 101:24<br/> <b>wife</b> [2] 132:10 160:7<br/> <b>will</b> [95] 6:22 8:17,21 9:10,12 12:14<br/> 15:9,16 16:18 21:2 22:16 23:11 26:<br/> 11 28:24 29:7,25 30:24 32:2,3 35:9<br/> 36:17,20 37:2,4 40:9,11 42:4,19,21<br/> 46:3,18 49:19 57:14 60:3,6 61:17<br/> 68:11,17 73:16 74:2 75:12 76:18 77:<br/> 19,20 78:20 81:17 82:21 83:5 84:9<br/> 86:5 90:2,14,24 93:20 94:9 100:15,<br/> 16 103:18,20,21 113:15,19 115:2,5<br/> 125:19 126:3,12 127:19 132:11,12<br/> 134:19,21 141:7 144:18 146:15 153:<br/> 3,5 155:5,13,16 162:7 169:19 170:<br/> 12 172:13,15 177:7,17,19 178:3,4,5,<br/> 16 182:5 183:5,24<br/> <b>willing</b> [2] 96:3 168:15<br/> <b>window</b> [2] 57:10 183:10<br/> <b>windshield</b> [3] 172:24 173:7,18<br/> <b>wins</b> [1] 25:25<br/> <b>wireless</b> [2] 98:7,18<br/> <b>wish</b> [3] 40:24 41:4 49:4<br/> <b>within</b> [9] 25:15 34:9 45:5 84:22 85:</p> | <p>8 92:20 128:12 180:4,7<br/> <b>without</b> [3] 15:6 150:6 175:12<br/> <b>witness</b> [3] 88:25 139:16 162:10<br/> <b>witnessed</b> [1] 101:24<br/> <b>wondering</b> [2] 112:16 174:3<br/> <b>woodside</b> [3] 6:4 8:2,18<br/> <b>word</b> [3] 5:10 29:3 137:23<br/> <b>wording</b> [1] 169:22<br/> <b>words</b> [3] 58:3 75:11 142:8<br/> <b>work</b> [55] 17:23 27:13 30:7 31:16<br/> 32:17 33:20 34:5 36:4 57:23 61:20<br/> 64:5 76:15 77:8,18 78:5,7,12 96:11<br/> 100:17 102:16 106:4,5 110:11,14<br/> 111:13 113:12,12 117:6 118:7,9<br/> 120:10,12,14 128:22 129:7 134:9<br/> 137:16 148:2,3,7,13 149:10 151:19,<br/> 21 154:15 160:4 161:16,17,24 162:<br/> 14 165:9 167:12 174:12 183:10 184:<br/> 7<br/> <b>worked</b> [2] 77:24 118:8<br/> <b>workers</b> [11] 48:17 49:7 72:9 76:2<br/> 88:13 95:5 163:7,17 167:7 179:11<br/> 184:8<br/> <b>working</b> [25] 5:21 28:24 30:2,14,14,<br/> 21 38:3 61:25 64:3,16 65:19 77:10<br/> 78:2,13 89:20 105:2 109:6 121:13<br/> 128:19 136:16 145:13 154:3 171:22<br/> 179:13 184:22<br/> <b>works</b> [3] 22:5 24:12 30:12<br/> <b>worth</b> [2] 69:21 125:11<br/> <b>write</b> [1] 141:4<br/> <b>writer</b> [1] 132:3<br/> <b>writing</b> [1] 73:24<br/> <b>written</b> [6] 62:20 63:3 66:12 89:7<br/> 103:18 169:2<br/> <b>wrongful</b> [1] 124:22<br/> <b>wrote</b> [1] 56:5</p> <hr/> <p style="text-align: center;"><b>Y</b></p> <hr/> <p><b>yassky</b> [154] 4:2 8:11 9:4,7,12 10:<br/> 21,24 11:12,19,22 12:2 13:18 15:8,<br/> 25 31:5,11 32:12 33:5 37:20 39:11,<br/> 14 40:17 41:16,19 42:2 46:9 54:2<br/> 59:13 60:17 61:13,18 62:8,19,23 63:<br/> 8 65:21 71:11 78:15 80:16,24 82:9,<br/> 12 86:15,19 87:2 88:23 89:6 90:24</p> | <p>92:7 93:5 96:6,23 97:2 98:19 99:13,<br/> 16 100:21 103:4,9 104:4,18,23 109:<br/> 25 110:6,20,25 112:7,10 113:2,14<br/> 114:17,22,25 115:10,16 117:8,11,<br/> 14 122:6,19 123:12,24 124:5,9 125:<br/> 2 126:20 127:15,19 128:4,16 130:2,<br/> 7,20 131:18,21,22 132:13,18 133:9<br/> 134:23 135:2 136:4,19 137:2,6,13,<br/> 17 139:15,18 141:20 143:25 144:15<br/> 145:6 146:23 147:5,13,19,24 148:<br/> 11,25 153:8,16 155:19 157:16,21<br/> 158:22 159:2,13,18,24 160:3 161:<br/> 20 162:5,17 163:2 164:6,13,16 165:<br/> 14,19,21,23 166:2,6,16,24 171:25<br/> 176:6,10 178:23 179:3,6 184:3,21<br/> <b>year</b> [17] 6:10 7:14 17:4,5 21:9 27:<br/> 25 28:2,13 40:22 44:18 91:3 96:15<br/> 154:18,20 179:25 182:14 183:23<br/> <b>year-2</b> [2] 17:7 26:18<br/> <b>year-round</b> [1] 18:7<br/> <b>years</b> [35] 4:16 5:24 16:5 17:16,19<br/> 45:5,9,12 54:14 63:16,19 64:9 69:4<br/> 73:8 74:10 77:5 82:7 83:9 109:6<br/> 111:15 116:18,23 117:23 140:8 142:<br/> 18 143:15,21 145:19 153:22 160:11,<br/> 18,19,20 176:16 179:14<br/> <b>year's</b> [1] 7:18<br/> <b>yellow</b> [10] 18:21 32:6 33:21 34:8,<br/> 11 88:21 105:3 115:18 153:22 171:<br/> 21<br/> <b>yellow's</b> [2] 35:24 36:3<br/> <b>york</b> [14] 4:7 7:6 32:24 35:3,4,12 48:<br/> 16 54:7 72:9 130:6 140:17 160:5<br/> 167:7 181:2<br/> <b>york's</b> [1] 5:5<br/> <b>yourself</b> [2] 78:12 160:17</p> |
|---|---|--|

STENO-KATH REPORTING SERVICES, LTD.

(212)95-DEPOS (953-3767) \* (914)381-2061

stenokat@verizon.net

*TLC Meeting and Public Hearing*  
April 18, 2013

STENO-KATH REPORTING SERVICES, LTD.  
(212)95-DEPOS (953-3767) \* (914)381-2061  
stenokat@verizon.net