

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

NYC TAXI AND LIMOUSINE COMMISSION

PUBLIC MEETING

held on Tuesday, July 18, 2006

40 Rector Street

5th Floor

New York, New York

1 Public Meeting convened at 9:30 a.m:

2

P R E S E N T:

3

4 MATTHEW W. DAUS, COMMISSIONER/CHAIR

5 ELIAS AROUT, COMMISSIONER

6 NOACH DEAR, COMMISSIONER

7 IRIS WEINSHALL, COMMISSIONER

8 ELLIOT SANDER, COMMISSIONER

9 HOWARD R. VARGAS, COMMISSIONER

10 EDWARD GONZALES, COMMISSIONER

11 CHARLES FRASER, GENERAL COUNSEL

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1 CHAIRMAN DAUS: Good morning
2 everybody. I want to apologize for the
3 confusion regarding the starting time of the
4 meeting today. I guess we got here a little
5 earlier, so maybe we missed a half an hour of
6 the sun beating down, so I hope you have been
7 waiting patiently and cool and I apologize for
8 that. It is now 9:30, we are going to start
9 the public meeting at this time.

10 The first item on our revised agenda
11 is the Chairman's Report which I will now
12 deliver. The first item is I want to let
13 everybody know we have had a very active
14 legislative season. I just want to give a
15 legislative update. The Bloomberg
16 Administration and TLC on their legislative
17 agenda had several bills, two of which
18 actually passed the Senate and the Assembly
19 and are waiting for signature by the Governor
20 at this time, which is expected, hopefully, in
21 the first few weeks of August.

22 The first is, quite frankly, a
23 landmark piece of legislation in terms of what
24 the TLC does. Many of you may not be
25 strangers to the issues over the years, the

1 border wars between various municipalities, s
2 whether it be Westchester or Nassau and New
3 York City, or interstate issues. Many years
4 ago we had some issues with New Jersey and New
5 York State and especially New York City, where
6 different standards for licensing would apply
7 in different localities and enforcement would
8 be waiting at the border of various
9 municipalities and states. And it really is
10 not good for business, not good for anybody,
11 not good for government to have these types of
12 disputes where regulators summons and seize
13 vehicles as they come over the border.

14 So keeping with the vein of piece not
15 war, what we have tried to do is promote
16 higher standards, and, quite frankly, codify
17 the landmark reciprocity agreement that we
18 entered with Westchester that has been very
19 successful over the last couple of years. In
20 a nutshell, for those of you who haven't been
21 following the issue, it is very simple. You
22 basically meet certain criteria, which are
23 higher standards that TLC already has, like
24 making sure that your drivers are drug tested,
25 your vehicles have insurance, criminal

1 background checks are performed, vehicle
2 inspections are performed.

3 That if you meet these standards,
4 instead of having to sign a reciprocity
5 agreement, which is independently negotiated
6 with various municipalities time and again,
7 which, based on changes of administration
8 could change things dramatically for the
9 industry, now all you have to do under this
10 passed bill is to serve a notice that you meet
11 the standards that are in the statute, and
12 automatically you qualify as a jurisdiction or
13 a municipality for reciprocity.

14 What does that practically? Well,
15 that means basically that the second this
16 legislation passes, any New York City licensed
17 vehicles, you have a license to drive and
18 operate a vehicle in New York City, you can
19 automatically pick up passengers in
20 Westchester or Nassau County without having to
21 get a permit from Nassau County.

22 Number two, you will also be allowed
23 to universally, if you have TLC license from
24 New York City, drop off anywhere in the State
25 of New York. In particular, or certainly

1 within this legislation deals with these three
2 Counties, so maybe I should qualify that by
3 saying between Nassau and Westchester.

4 So basically the way the law was
5 written before, which had an unfortunate
6 loophole, if you were a New York City
7 licensee, Nassau and Westchester conceivably
8 had the authority that they were asserting to
9 require that you have a permit for merely
10 dropping off passengers in their jurisdiction.
11 Well, that has changed with this legislation,
12 and I am sure industry will be pleased to know
13 that, as a result, there is really no need for
14 what we call Tier II and Tier III licenses
15 anymore. They are obliterated, they are gone.
16 This statute gets rid of that.

17 So there is basically only one type
18 of license, so to speak, a Tier I license
19 which currently allows you to pick up of
20 passengers and drop them off within New York
21 City, but once you obtain that license, this
22 will now allow you to pick up passengers in
23 Nassau or Westchester bring them back to New
24 York City and also to drop off passengers that
25 you have picked up here in Nassau or

1 Westchester. So there are a lot of different
2 people that worked on this legislation. We
3 weren't sure it was going to pass until the
4 last moment where a couple of key players
5 stepped in and helped us get it done.

6 First, I would like thank the TLC
7 staff who worked night and day on this,
8 especially Eric Kim, the chief of staff to
9 Andy Salkin, Andy himself who was very much
10 involved with having initial conversations
11 with the industry and getting them to buy into
12 the concept of getting some legislation to
13 accomplish this. Also Chuck Fraser, who
14 worked the Law Department and Steve Gould to
15 draft the legislation, which was no small task
16 because it is very detailed and very
17 complicated and confusing. And Cheryl Luto,
18 of his staff, who worked on it as well.

19 Certainly the Mayor's office played a
20 major role in this. The Mayor's Office of
21 State Legislative Affairs, Jeff Lane deserves
22 a lot of credit for working with a lot of the
23 lobbyists and folks up in Albany to make sure
24 they understood what we do and got a fair
25 result for New York City.

1 Also in terms of the people that
2 helped marshal this that through,
3 Commissioners. I would like to thank Noach
4 Dear, and also Elias Arout, who have really
5 been stalwarts of this issue and have talked
6 to me about the problems that the industries
7 have been facing, and really were advocating a
8 lot. And they were very, very helpful in
9 getting us even more motivated to get this.
10 Done.

11 Assemblyman Jose Peralta sponsored
12 the legislation in the Assembly, and there are
13 three key people that helped get this through
14 at the last second that I would like to
15 acknowledge. When we thought the bill was
16 going to fail, we didn't have a sponsor in the
17 senate, I called Senator Marty Golden. He
18 instantaneously was called out of a meeting on
19 the floor, put his name on the legislation,
20 and spoke to the leadership in the Senate and
21 got it passed. So without Marty Golden's
22 help, I don't think this would have happened.

23 Certainly without Victor Dizengoff's
24 help, there is no question this would not have
25 happened. He worked critically on the

1 Assembly side and through his lobbyists, and I
2 believe they were quite reasonable. Also
3 Barbara Monaghan from the Westchester County
4 TLC. They said some concerns about language
5 and issues, and at the last second, I think it
6 is Barbara's longstanding tenured working
7 relationship with us and the trust that we
8 have that helped her and the folks in
9 Westchester get behind this legislation at the
10 last second, because their concerns had led to
11 this legislation stalling dramatically at the
12 last second.

13 So we were able to, because of the
14 great working group of people that we have
15 together, to pull off what I initially thought
16 was not possible. So a lot of credit goes
17 around to a lot of different people.

18 Also legislation that Mayor Bloomberg
19 and the City Council supported calling for 150
20 more accessible Medallions to be auctioned off
21 at sale has passed the Senate and the
22 Assembly. So the next steps are the
23 Governor's signature and then there is
24 obviously environmental and other process that
25 we have to go through again to make sure that

1 that can go through. Thanks go to the
2 Assembly sponsors, Vito Lopez, and also
3 Senator Padavan, who helped get that through.

4 An item that wasn't on our
5 legislative agenda but certainly surprised us
6 and may of interest to the industry is a bill
7 that passed regarding accessible vehicle tax
8 credits for both taxicabs and black car
9 companies. Senator Flannagan and Assemblyman
10 Paulin sponsored the legislation. Now this is
11 legislation that applies to all taxis and all
12 FHV's, five person limos and liveries. It
13 allows for a tax credit for retrofitting or
14 upgrading any vehicle to make it accessible
15 for transportation by the disabled.

16 You can get up to \$10,000 of a tax
17 credit which can carry over to future years,
18 and it is effective for any vehicles purchased
19 from January 1, 2006 through December 31,
20 2008. The state Tax and Finance Commissioner
21 is going to pass regulations with more
22 details. So we don't have more details right
23 now, but we will keep you posted. If and when
24 the Governor signs the bill and the regs are
25 passed, we will certainly share that

1 information because I think this is a positive
2 and a plus for the industry.

3 Item two, you may have read about
4 this in the press, it has been covered
5 dramatically. The fuel surcharge petition
6 denials. At our last public meeting, we had
7 three, I thought, excellent presentations from
8 the industry trade groups advocating on behalf
9 of the drivers. The Federation, Fernando
10 Mateo, New York City Taxi Drivers; Vinny
11 Sappone from the League of Mutual Taxi Owners;
12 and also Bhairai Desai from the Taxi Workers
13 Alliance.

14 We listened to those presentations.
15 The staff did a tremendous amount of analysis
16 with the help of the industry and the
17 petitions themselves, and I do regrettably
18 have to deliver some bad news to the folks
19 that were advocating, which is that I did deny
20 the petition. I believe I denied it on June
21 30th was the exact date.

22 I heeded the advice of the industry
23 and the Commissioners to come to a prompt
24 decision as opposed to allowing the time frame
25 on the petitions to ride out until August and

1 let the industry know at least what my
2 position and intentions are. I just want to
3 remind everybody, we did have a very detailed
4 presentation on November 17, 2005. Some of
5 that information was updated by staff and I
6 looked it before I made my decision.

7 And the following are the reasons
8 basically why I denied the petition: First of
9 all, I want to acknowledge, and it's clear,
10 that gas prices have gone up significantly.
11 There is no question about that, they have not
12 gone down. We realize that and acknowledge
13 that. But I think what is important to point
14 out is that gas costs are only one element of
15 expenses. Some expenses, including gas, may
16 go up or go down over time.

17 And in order to do a real thorough
18 analysis that both the industry and the public
19 deserves, I think it's important to look at
20 all those variables. And it is hard to make a
21 decision in a vacuum. So I think it is
22 important to realize that all of that was not
23 necessarily covered in the petitions, the way
24 a fare increase petition usually covers the
25 issue.

1 Also I think the issue of a surcharge
2 is an issue which I believe is somewhat
3 problematic. There is a lot of talk about
4 other cities and states doing it, but some
5 have thought about it and not done it and
6 others have done it and done away with it. I
7 think surcharges go on, and as we have seen
8 with the evening surcharge, never come off.
9 And I think it could have negative
10 ramifications for the drivers themselves
11 having a quote-unquote surcharge.

12 It has administrative issues with it.
13 It may pose burdens to getting it on the meter
14 and how we figure it out. So the concept of a
15 surcharge was one of the main reasons why I
16 denied these petitions as well. But most
17 importantly, at the end of the day, we have to
18 go back to the last fare increase in 2004.
19 All of the Commissioners and the
20 administration committed at that time to make
21 sure that driver earnings are within a certain
22 targeted range that we believe is acceptable
23 to be a cab driver, a decent way to earn a
24 living.

25 And I guess the good news we can

1 glean from this, although it is never an easy
2 thing to tell someone you got a nice, big
3 raise and now some of it has been eaten away
4 and we are not giving it back to you, the
5 reality is that we built cushion in, a lot of
6 extra cushion in the last fare increase.

7 And some of that has eroded but the
8 earnings of the average cab driver are still
9 within the targeted range that we all agreed
10 on and insisted on at the time of the last
11 fare increase. And we believe that, based
12 upon that and other statistics and factors
13 that we looked at in terms of driver retention
14 and licensing, you know, the number of
15 licenses not dipping dramatically, we believe
16 the industry is still healthy. And we still
17 think that drivers are earning adequate
18 compensation so that we can attract new ones
19 and retain the ones that we have.

20 So at this time anyway, I have
21 decided to basically reject the petitions for
22 the fuel surcharges, three petitions, at this
23 time. I am sure we may hear from some
24 Commissioners because I presented them
25 publicly with the denials today as well as

1 right after I had issued them, I sent it to
2 them and had some discussions with some of the
3 Commissioners already.

4 So that's basically where we stand.
5 We will keep you posted. We will keep on top
6 of it. We will make sure that we continuously
7 update and refresh our data, because we don't
8 want to necessarily lose site of this. Part
9 of what we do is keep track of the health of
10 the industry, the earnings that people get,
11 and doing what is right for not just the
12 drivers in the industry, but for the riding
13 public, which was a major factor in this
14 decision as well.

15 Item three, the Medallion Sale. We
16 held our two Medallion sales. They were very,
17 very well executed by our staff. I want to
18 thank Andy Salkin, Eric Kim, Charles Fraser,
19 Samara Epstein and Alan Fromberg, all who led
20 the charge with many other staff members too
21 voluminous to mention here who put this
22 together, implemented a great public outreach
23 plan, a great public relations plan, and most
24 importantly, a fool-proof process of integrity
25 in terms of the opening and collection of the

1 bids.

2 We basically have two auctions. The
3 first was on June 16th, which was for the
4 accessible Medallions, all 54 which sold. So
5 now we have a total of 81 accessible cabs,
6 which when close on these Medallions, will be
7 on the road. You couple that with the 150
8 more Medallions that will hopefully be coming
9 with the legislation that Mayor Bloomberg
10 endorsed, we will have 231 accessible cabs on
11 the road, hopefully, by the end of next year.

12 On June 22nd, the alternative fuel
13 auction, we had 254 Medallions, all of which
14 sold. There was some very robust bidding.
15 In both sales, we had many more bids than
16 Medallions. We sold 254 clean air Medallions,
17 or alternative fuel Medallions, bringing the
18 total clean air taxis that will be on the road
19 within the next month or two to 283. There
20 are 29 at this time on the road, 10 of which
21 are voluntary and 19 from the last auction.

22 Some good news also on the Toyota
23 Highlander front, it was brought to my
24 attention by staff that they are now going to
25 be offering the Toyota Highlander in what is

1 called the fleet package. That doesn't mean
2 its purpose built, but it means that you can
3 get no frills, which will make it cheaper. No
4 sun roof, no leather seats. It could be
5 several thousand dollars, even up to eight
6 thousand dollars less than buying the current
7 Highlanders. So that's something for those of
8 you thinking of closing on Medallions or
9 voluntarily purchasing an alternative fuel
10 vehicle. That's one of the options and some
11 information that you may want to consider.

12 Item four, I know at the last few
13 meetings, Commissioners as well as myself had
14 expressed a concern about the Toyota Sienna
15 issue and the partitions. Our staff has been
16 working diligently to try to find a solution
17 to the partition issue. To come up with some
18 designs that would allow the air bags to
19 deploy but also to maintain the petition in
20 the Sienna vehicle as well as other similar
21 vehicles.

22 Assistant Commissioner Peter
23 Shenckman has been making some really good
24 progress. We have seen mock ups. It is our
25 hope that these prototypes in a presentation

1 will be made in the fall at the latest for the
2 Commissioners to consider.

3 Also our regulatory agenda for fiscal
4 2007 has been published thanks to Chuck, who
5 put a lot of work into it. There are copies
6 available in the back and they are on our
7 website if you would like to see them. It was
8 published on June 30th in the City Record.

9 Stickers. The City Council with the
10 other 11 bills that they proposed about a
11 month or so ago, one of the bills proposed
12 that the TLC authorize the placement of two
13 types of stickers on cabs. One for clean air
14 vehicles and one for accessible vehicles. So
15 that if you are walking along the street and
16 want to know whether a vehicle is clean air or
17 accessible, then you can see the sticker and
18 know that's what it is.

19 So basically I don't believe that we
20 need to pass legislation to do that. We have
21 communicated that intent to the Council. I
22 would like to urge the Commissioners to
23 consider that at some point. I have asked
24 staff to look into the sticker issue so we
25 don't have to pass legislation. It seems like

1 no downside to it, but before we cross that
2 road, I just want to let you know that I have
3 asked staff by the next Commission meeting to
4 make a presentation and to confer with the
5 advocates in both areas, both the
6 environmental advocates and the disability
7 advocates, to make sure that you have the
8 right design and the right placement. And
9 also we are going to work with the Mayor's
10 Office for People with Disabilities and Matt
11 Saplin listen and his staff, and also our
12 advisory boards, we are going to bring them
13 into the loop to make recommendations at the
14 next Commission meeting.

15 The next upcoming Commission
16 meetings, we have a couple of tentative dates
17 which are to be confirmed, so keep posted.
18 Thursday, August 10th and Thursday, September
19 14th. The agenda items will tentatively focus
20 on adjudication issues. More details will
21 follow. And due to popular demand and phone
22 calls being placed to our constituent
23 management office, Samara and Jen have
24 proposed that we put tentative agendas as well
25 in advance on our website, so that you can

1 check our website from now on to find out what
2 we are thinking about. But you need to
3 recheck it because sometimes these agendas
4 will be subject to change. But at least you
5 will have an idea of what we are doing.

6 And of course, the regulatory agenda,
7 which is on our website, has a road map and a
8 blueprint of what we are doing for the next
9 fiscal year.

10 That basically concludes my report.

11 Any questions from Commissioners,
12 comments?

13 COMM. DEAR: Mr. Chairman?

14 CHAIRMAN DAUS: Commissioner Dear?

15 COMM. DEAR: Thank you very much.

16 First of all, I want to thank you in the list
17 of people that have to be thanked in regards
18 to that legislation that we finally passed and
19 that we won't have to worry about it.

20 Commissioner Arout and I talked to
21 you about it and tried to resolve it, and I
22 know that you did mention a lot of different
23 people that played a role. I think the prime
24 sponsor in the Senate was Dean Skelos, so I
25 want to also thank him because he was very

1 helpful to us, being that he is in Nassau
2 County. And, of course, Mr. Dizengoff,
3 because he championed -- the times that he
4 called us and got us nervous, both of us. The
5 bottom line, it's all resolved and I am glad
6 for that. We don't have to worry about
7 seizure of the cars and things like that.

8 So I appreciate that very much. You,
9 and the staff, and everybody else who played a
10 major role in this.

11 In regard to the fuel pass along, you
12 know how I feel. And you know there is a few
13 words that I would like just to sensitize the
14 Commission. You talk about adequate wages.
15 God forbid I should ever be in that position
16 where I have to worry, be in the range of one
17 end to another end. When you are talking
18 about taxi drivers, you have to really think
19 about hard working people who are not making
20 zillions of dollars.

21 If someone is making \$100,000 or
22 \$200,000, and his range is between 90 and 110,
23 I would understand that things fluctuate,
24 things happen and you have to live with it.
25 But when someone is talking about from 25,000

1 to 30,000 to 35,000, every dollar means a lot.

2 I saw a report the other day that
3 fuel right now, additional cost to individuals
4 is only \$500 a year. So that's why it is no
5 big thing, but if it goes up double or triple
6 that amount, it is going to start affecting
7 people. \$500 to the average driver is a lot
8 of money. To them it means what do they buy
9 and what essentials do they have to buy.

10 I am just concerned. I talk to
11 drivers. I love to talk drivers. I am always
12 talking to them on the street. And they are
13 hot under the collar about this. They are hot
14 besides the few days that is hot like today
15 and the fuel that they are burning up because
16 of the air conditioning they have run 24/7.
17 But I think, just let's be more sensitive to
18 that.

19 I am just sensitive to that. I am
20 concerned about that. I know that we are
21 thinking about moving in another direction. I
22 don't care if it's fuel pass along or
23 something else, as long as we recognize that
24 and we help them and work with them, because
25 we worked so hard to bring this matter to us

1 two years ago after many, many years they
2 didn't have an increase. I just don't want
3 them to be hurt by not getting this increase.
4 So I hope that we move along with it, and I
5 appreciate it, and, as I said, I am willing to
6 work with you together. But just know that
7 the drivers are really upset, and I would like
8 to convey that I personally have spoken to
9 drivers.

10 Also you have to understand something
11 else, we talk about drivers, I know this is
12 good for the public too, and I hope this gets
13 out. People don't recognize that, yes, there
14 are several parts of the industry, but the
15 majority of this industry are not the drivers
16 but they are owner-operator drivers. These
17 are the small mom and pop people. They invest
18 a lot of money and everything costs them a
19 lot.

20 And I think we have to recognize,
21 just like we are always sympathetic to many
22 people out there, these are the small mom and
23 pop guys that we should care about and that we
24 should do something about. And I hope that we
25 move on that.

1 I don't know if you want me to bring
2 up the issue about the liveries now?

3 CHAIRMAN DAUS: You can talk about
4 now if you want.

5 COMM. DEAR: It is a concern that I
6 raised with you. I know the staff is doing a
7 yeoman' s job, it has come a long way from
8 what we recognize, but because of the changes
9 that have taken place, there are some people,
10 you know attorneys who are representing
11 people, for whatever reason some have fallen
12 through the cracks and the base owner ends up
13 carrying the ball.

14 And what I want to ask you is when we
15 come to see that, or they have a history of
16 not so good because the past allowed them to
17 do, if they come in clean, we should give an
18 opportunity to people, you know, always give
19 one person one chance. And now that we are
20 changing our old way of doing business, that
21 we give them an opportunity to come in clean.
22 And if they violate afterwards any laws or
23 anything like that, then we throw the book
24 against them.

25 So I hope that the staff recognizes

1 that, because I think the intent of the
2 Commission was not to come down with a
3 sledgehammer and kill everybody, but, on the
4 other hand, to recognize that we are changing
5 the way we are doing business. And I hope we
6 can move in that direction.

7 Thank you.

8 CHAIRMAN DAUS: Absolutely. Thank
9 you, Commissioner Dear.

10 COMM. GONZALES: I would like to
11 make one comment too.

12 CHAIRMAN DAUS: Sure. Commissioner
13 Gonzales?

14 COMM. GONZALES: I would like to say
15 I do share the same sensitivity with respect
16 to increased gas prices. I do believe that
17 staff has been very diligent in assessing and
18 coming up with a very objective decision here.

19 I would also like to say that it is
20 very encouraging that we are moving forward as
21 far as more alternative fuel vehicles on the
22 road. I think it's probably still in the test
23 case phase and we have to determine whether
24 these vehicles that we authorize are road
25 worthy for New York City standards, but,

1 hopefully, it is encouraging that we have
2 moved in this direction and this will,
3 hopefully, partially mitigate some of the
4 issues with respect to fuel related costs
5 going forward.

6 CHAIRMAN DAUS: Thank you,
7 Commissioner.

8 Anybody else?

9 {No response.}

10 CHAIRMAN DAUS: Okay, thank you.

11 Moving on, item two on the agenda,
12 the adoption of minutes from the June 8th
13 meeting. Any questions, comments, changes to
14 the minutes?

15 Commissioner Arout?

16 COMM. AROUT: Mr. Chairman, I'm
17 sorry, I wasn't at the meeting, but on page 4
18 you mention here that the Chair has asked the
19 License Division to follow-up with the
20 following base stations to ensure that they
21 are adhering to their business plans.

22 Are you supposed to get a report from
23 them? There is a few of them I would like to
24 know about.

25 CHAIRMAN DAUS: Which ones are

1 those?

2 COMM. AROUT: Bloomingdale Car, New
3 Richmond Car Service and Express Number 2 Car
4 Service, Staten Island.

5 CHAIRMAN DAUS: Okay.

6 Can we try to put together a report
7 before the next Commission meeting for the
8 Commissioners and Commissioner AROUT on those
9 three bases, Sara?

10 That would be great.

11 COMM. AROUT: Thank you.

12 CHAIRMAN DAUS: And just so you know
13 because you weren't here, I have been pointing
14 out, as I will today, which I think everybody
15 here wants me to as well, those bases that one
16 or more convictions for dispatching unlicensed
17 vehicles and doing something which we want
18 them to stop doing.

19 And they will be held accountable at
20 the next renewal phase for making sure that
21 they adhere to that, otherwise they will lose
22 their licenses or have other types of actions
23 imposed on them. And rather than having
24 separate motions, I will just mention every
25 base that falls into that category. If anyone

1 wants to add any bases or discuss them,
2 please, feel free to do so.

3 So no change to the minutes, just a
4 question?

5 COMM. AROUT: That's correct.

6 CHAIRMAN DAUS: All right, anyone
7 else, any changes to the minutes?

8 {No response.}

9 CHAIRMAN DAUS: Do I have a motion
10 to approve?

11 COMM. SANDER: So moved.

12 CHAIRMAN DAUS: Is there a second?

13 COMM. VARGAS: Second.

14 CHAIRMAN DAUS: Okay, all in favor?
15 (Chorus of "Ayes.")

16 CHAIRMAN DAUS: Okay, it is
17 unanimous.

18 The next item on the agenda is base
19 licensing application review. Sara, good
20 morning, welcome back to Rector.

21 MS. MEYERS: Thanks. I am going to
22 read the followings bases. Licensing is
23 recommending the following bases for approval.
24 We have 52 bases who have applied to renew
25 their base license.

1 Operating Corp. doing business as Carmel Car &
2 Limo Service, B00256; First Class Services,
3 B01485; Globe Car Service, Inc., B01625;
4 Goodfellows Car Service doing business as
5 Newport Car Service, B00965; Harborview Trans.
6 of Staten Island, B00112; High Class Limo Car
7 Service Corp., B001639; Hillside 24 Hours
8 Radio Dispatch, Inc., B01048; Indo Pak
9 Incorporated doing business as Main Street Car
10 Service, B01815; Kingsbird Car Service,
11 B00338; Lindy's Cars Inc., B00548; New College
12 Car Service, Inc., B00058; New Easy Way Radio
13 Dispatch Inc., B00196; New Elegante Car
14 Service Inc., B01288; New Golden Horse Car &
15 Limo Service Inc., B001667; New Montague,
16 B01699; New York Velotax Inc., B01470; Park
17 Terrace Car Service, Inc. doing business as
18 Vista Car & Limo, B00074; Pratt Car Service,
19 B01479; Princess Limousine Inc., B00430;
20 Queens Dispatch Service, Inc., B00210; Rainbow
21 Radio Dispatch Inc., B00149; Reyno Car Service
22 Inc., B00222; Riverside Radio Dispatcher,
23 B00937; Seaman Radio Dispatchers Inc., B00860;
24 Servicios De Choferes, Inc. doing business as
25 Monchito Car Service, B00831; Together Car

1 Service, B00876; Ultra Radio Dispatcher
2 Service Inc., B01145; Uptown Transit Corp.,
3 B00850; Vin Jac Corp., B01250; Watson Car
4 Service Inc., B00310; Winthrop Holding Corp.,
5 B00536.

6 The following bases we are
7 recommending to have their renewal application
8 approved as well as an application to relocate
9 their base station: Americana, B01013; KLS
10 Trans. Inc., B01978; United Limo Car Service
11 Corp., B01009; Washington Radio Dispatcher,
12 B01737.

13 The following bases are applying to
14 renew their base station license as well as to
15 change ownership. We are recommending
16 approval, C-Anne Corp. d/b/a AAA Apple Car
17 Service, B00718; Cabrini Car Service, B00457;
18 Dominican Car Service Inc., B00302; Jaffa Car
19 & Limo Service Inc., B00160.

20 The following base is applying to
21 renew, relocate and changes officers. We are
22 recommending approval: New Cypress Car
23 Service Corp., B01893.

24 The following base station has
25 applied to change its location and to change

1 ownership. We are recommending approval: JJS
2 Transportation Co., Inc. doing business as
3 Grant City Car Service, B01379; Mazin Car &
4 limo Service, B02050.

5 The following base has applied to
6 relocate its base station. We are
7 recommending approval: Jubilee Radio Dispatch
8 Corp., B02031.

9 And, finally, the following two bases
10 have applied to change ownership, and we are
11 recommending approval: A to Z Car & Limo
12 Services, B02035; Eastern Jr. Inc., B01927.

13 CHAIRMAN DAUS: That was a mouthful.
14 Good job.

15 Any questions or comments on any of
16 these bases from the Commissioners?

17 {No response.}

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

20 COMM. AROUT: Motion to approve.

21 CHAIRMAN DAUS: Is there a second?

22 COMM. SANDER: Second.

23 CHAIRMAN DAUS: All in favor?

24 (Chorus of "Ayes.")

25 CHAIRMAN DAUS: Okay, it is

1 unanimous.

2 I would like to note for the record
3 the following bases, as I mentioned
4 previously, that have one or more convictions
5 for being involved in some level of unlicensed
6 activity, which I think they need to correct
7 as soon as possible: 128 Blue Bird d/b/a
8 Latch Car Service; 1431 Car Service Inc. d/b/a
9 Three Guys Car Service; Absolute Car & Limo
10 Service Inc.; Brothers Car Service; Cheers
11 Dispatch, Inc. d/b/a Seventh Ave Car Service;
12 East River Car & Limo Service, Inc. d/b/a East
13 River Car Service; Fast Operating Corp. d/b/a
14 Carmel Car & Limo Service; First Class
15 Services; Globe Car Service, Inc.; Goodfellows
16 Car Service d/b/a Newport Car Service; High
17 Class Limo Car Service Corp.; Indo Pak Inc.
18 d/b/a Main Street Car Service; Kingsbird Car
19 Service Corp.; Lindy's Cars Inc.; Pratt Car
20 Service; Queens Dispatch Service, Inc. ;
21 Rainbow Radio Dispatch Inc.; Together Car
22 Service; Ultra Radio Dispatcher Service, Inc. ;
23 Watson Car Service; Americana; United Limo Car
24 Service Corp.; Washington Radio Dispatch;
25 C-Anne Corp. d/b/a AAA Apple Car Service;

1 Cabrini Car Service Corp.; Dominican Car
2 Service, Inc.

3 Thank you. And we would ask that we
4 monitor those records closely and notify them
5 of our concerns and apprise the Commissioners
6 at the appropriate time of any progress or
7 lack of adherence to what we are asking them
8 to do. Also to let the record reflect that
9 there were three bases which Commissioner
10 Aroust requested a specific update on.

11 COMM. AROUST: Thank you.

12 CHAIRMAN DAUS: Okay, now we go to
13 item four, an update on Taxi 07. We have
14 Deborah Martin here, and before I introduce
15 Deborah, I want to say a few brief words about
16 why we are here and what we are doing.

17 We have had some discussions with the
18 Commissioners about this. I know I have
19 spoken to all of them. There is a project
20 that Deborah is going to talk about, which we
21 are delighted to present and bring to your
22 attention for your approval today. And I want
23 to first say that there is absolutely,
24 positively no way it could have been brought
25 to where it is now, if it wasn't for First

1 Deputy Mayor Patty Harris and her staff who
2 worked very, very hard at coordinating with
3 the Bloomberg Administration agencies to
4 figure out a way to make it happen and get our
5 project done, as opposed to having obstacles
6 stands in our way.

7 And in particular from Deputy Mayor
8 Harris' staff, Ali Jaffin, of course, who I
9 remember having discussions with her a few
10 years ago about this. Also Degan Mercato.
11 And Patty Harris' office has also enlisted the
12 help of the Mayor's Volunteer Center.

13 I would like to thank our friend
14 Nosley Barbisi as well as Reyna Morganstern
15 from the Mayor's Volunteer Center because
16 there will be some volunteer components to
17 this project. And also, of course, Jennifer
18 Falk from the Mayor's Press Office, the First
19 Deputy Press Secretary has done a tremendous
20 job.

21 And before I turn it over to Deborah
22 Martin, the Executive Director for the Design
23 Trust for Public Space which is heading up the
24 Taxi 07 project, we are going to talk a little
25 bit about Gardens in Transit and the Masseys.

1 Bernie and Ed Massey, who she will
2 introduce. Ed, I think I met him over eight
3 years ago. And this is a concept that has
4 been floating around and discussed, and I am
5 so, so pleased, I can't tell you, that it is
6 actually coming to fruition, and in the way
7 that only Mayor Bloomberg and Deputy Mayor
8 Harris can do, looking at some of the planning
9 and things I have seen over the last couple of
10 months. And thanks to a lot of the hard
11 workers, our First Deputy Andy Salkin, who
12 kind of spearheaded the whole concept of
13 bringing together the various groups that we
14 have in the public space concept.

15 I am not going to steal your thunder.
16 I will leave it at that and introduce Deborah
17 Martin, our Executive Director for the Design
18 Trust, is going to talk about Taxi 07 and the
19 next item on our agenda, which is Gardens in
20 Transit, Portraits of Hope, and the approval
21 of the prototype taxi decal which we will
22 learn a little bit more about now.

23 So welcome, Deborah, and thank you so
24 much for your support and for your great work
25 that you are doing with us.

1 MS. MARTIN: Thank you very much for
2 your kind remarks, Commissioner Daus. Hello
3 Commissioners, and thank you for having us
4 here today to give you this update on Taxi 07.

5 For those of you who were present at
6 the January meeting when we first presented
7 the whole program, you already know that we
8 are 501-C non-profit. We create public-
9 private partnerships to improve civic space in
10 New York City, and we very much consider taxis
11 and the taxi system to be civic space,
12 important to all New Yorkers, and, of course,
13 particularly important to passengers, drivers
14 and owners, vehicle and Medallion owners.

15 So I am going to give you a brief
16 update on the activities of Taxi 07 as a
17 whole. And then, of course, I will introduce
18 a very important part of our program, which is
19 Garden in Transit. So as you may recall, Taxi
20 07 is a three-part program. It involves a
21 taxi master plan of which we are creating in
22 partnership with all of you, you approved that
23 work at the January meeting. And there is a
24 design excellence component that has to do
25 with the taxi vehicle itself, and then a

1 public awareness part of the program which is
2 really a citywide celebration of what the taxi
3 means to the life of our city.

4 So I will speak briefly about the
5 taxi master plan first. We have put together
6 a team of fellows. You see their images
7 there. They are experts on transportation
8 policy, as you see there, on economic
9 feasibility, on information technology. They
10 are already working. Some of them are here
11 today, Alicia Sahni and Rachel Abrams. So if
12 you like to meet the fellows and speak with
13 them about their work to date, please do seek
14 them out at the end of the meeting. They will
15 be here for a while.

16 Work is under way. They are working
17 very hard to have a draft to you by the early
18 fall, and we hope you will all have time to
19 take a look at that and to give us your
20 comments. We are very much interested in
21 doing this master plan as a complete
22 partnership as we move forward. And at the
23 same time, the master plan will be circulated
24 to the Steering Committee which includes the
25 Natural Resources Defense Council, the

1 Regional Plan Association and other
2 organizations who will be reading the master
3 plan and be a kind of reality check to make
4 sure that we have covered all the bases as we
5 hope to do with this master plan.

6 The second component is the design
7 excellence component. And the centerpiece of
8 that, really, is an exhibit at the Javits
9 Center. It will be part of the 2007
10 International Auto Show, but it will be in the
11 inner roadway. For those of you who know
12 Javits, so it will be free and open to the
13 public. And that exhibit, the purpose of it,
14 is really to show that there can be improved
15 taxis going into New York's future.

16 So we will have prototype vehicles,
17 purpose built vehicles, and redesigned taxi
18 components like partitions, roof lights and
19 other parts of the vehicle that can be looked
20 at in a kind of piecemeal way and that applied
21 to either Crown Victorias or other vehicles
22 that are already approved by the TLC for use
23 as taxis.

24 So you see there a list of various
25 contributors to the exhibition. Some of them

1 are contributing entire vehicles, some are
2 contributing vehicles that are purpose built
3 to be taxis, like standard motors. Others are
4 New York designers who are working on
5 redesigning components.

6 And in order to be part of our
7 exhibition, your vehicle or your components
8 have to meet certain criteria that we have
9 laid out. And you see them there. Foremost
10 among them is accessibility and alternative
11 fuel or other more environmentally sustainable
12 technologies in the vehicle.

13 So there will be no vehicles in this
14 exhibit there just as a kind of vanity or
15 solely as a concept. We are very much
16 interested in showing what can be the real,
17 feasible next step for taxi vehicles. And
18 that's the purpose of the exhibit at Javits
19 and I hope you will all join us at that.

20 And then the final component is the
21 overarching component for all of Taxi 07,
22 which is the citywide celebration of the taxi
23 in our life, both as a kind of social
24 construct, as a gateway job for drivers, as a
25 way that New Yorkers of different classes meet

1 one another, talk together, and then, of
2 course, as the crucial link in our transport
3 system for those moments when you just can't
4 use a subway or a bus.

5 So that citywide celebration will
6 include an exhibit at the Museum of the City
7 of New York. PBS will be doing a New York
8 Voices documentary about Taxi 07 and the taxis
9 in general. There is also an independent film
10 maker named Melissa Cliver, who is following
11 this process from beginning to end. And then,
12 finally, I would introduce Garden in Transit,
13 which is a very important key part of our
14 program that will take place beginning in July
15 of '07, but we hope to show some of the
16 vehicles with decals as part of the exhibit in
17 April '07 when the Taxi 07 prototype exhibit
18 takes place at Javits.

19 So at this time I would be happy to
20 answer any questions that any of you
21 Commissioners may have about Taxi 07. And If
22 not --

23 CHAIRMAN DAUS: We certainly
24 appreciate the update. I can't believe the
25 level of not only preparedness that we have

1 all had at the various meetings that we have
2 attended. But this is evolved really into
3 something, thanks to you and your group, and
4 congratulations to your fellows, this is an
5 exciting project. It has evolved into
6 something which I think we could not have
7 possibly envisioned. And it is being very
8 well received all over the world.

9 As you know, the TLCs from around the
10 world have asked a lot of questions. I have
11 had to ship out the books from the Design
12 Trust.

13 MS. MARTIN: Great.

14 CHAIRMAN DAUS: And this is really
15 getting a lot of recognition. Hopefully, we
16 can make a difference, not only here but
17 abroad, because I believe that there is
18 tremendous interest in what we are doing. And
19 I think whatever comes out of this and
20 whatever we do here in New York City will be
21 replicated in whole or in part by other
22 jurisdictions.

23 So, really, kudos to you.

24 MS. MARTIN: Thank you.

25 CHAIRMAN DAUS: And thank you so

1 much for the update.

2 Commissioner Dear, you have a
3 comment?

4 COMM. DEAR: Are any of the car
5 manufacturers working with you at all, or
6 reaching out to you, or are you reaching out
7 to them?

8 MS. MARTIN: Yes, there are some OEMs
9 that are working with us, and we have laid
10 out, as you saw on that list, certain
11 conditions that they have to meet in order to
12 participate in the exhibition.

13 Then in other instances it is car
14 dealers or manufacturers who are just giving
15 us a vehicle that we will then make into a
16 taxi.

17 COMM. DEAR: The major
18 manufacturers, are they cooperating at all?

19 MS. MARTIN: The only major
20 manufacture who we have a firm commitment form
21 to date is Kia.

22 It is very interesting. We have been
23 very surprised that Ford and GM and the other
24 big American manufacturers who we did reach
25 out to at a high level, basically their

1 position is that they already -- in Ford's
2 case, they already own the market and they are
3 not ready to move forward with the next
4 generation taxi. So we are very open to
5 working with them and we have had a dialogue
6 with them at a high level. But to date, they
7 have declined to participate.

8 COMM. DEAR: Any of the OEMs that
9 are coming forward, are any of them serious
10 enough that we could see them on the street?

11 MS. MARTIN: Yes, absolutely. Two
12 that come to is Kia I think is very serious
13 about getting into the fleet market. And
14 then, of course, the Standard, which I believe
15 you already know about which is a purpose
16 built vehicle. They are very serious as well.

17 COMM. DEAR: So if they end up,
18 someone like that, if they end up that it gets
19 signed off and it happens and it's a reality,
20 could you see this not only in New York but
21 all over the country becoming the new taxi?

22 MS. MARTIN: Absolutely. You all
23 know better than anyone else, that New York is
24 the toughest market in the country. Both the
25 toughest and the most well-organized market in

1 the country for taxis. So it's our intention
2 with this program to set not just a national
3 model, but a global model. Because the taxi
4 system in this country, and, really, globally,
5 is one that it grew up in a piecemeal way.
6 There hasn't been a kind of comprehensive
7 review of what really is the most efficient
8 way to both deliver service and to make it an
9 industry where everyone who is involved in the
10 full chain of the industry vertically can take
11 fair profit.

12 CHAIRMAN DAUS: Just to follow-up on
13 that comment, Commissioner Dear, once we come
14 up with something that the Commission is
15 comfortable with and the Design Trust and the
16 Taxi 07 folks, in terms of the criteria and
17 some prototype models, as we get closer and as
18 we get buy-in from some of the regulators
19 around the country and in North America and
20 beyond, I like to enlist them. Because there
21 is power in numbers.

22 I think that some of the some large
23 manufacturers might also take a greater
24 interest once we tell them we have several
25 different major cities who feel like we like

1 to have a purpose built vehicle that meets all
2 these criteria and guard yourselves
3 accordingly. And when they see all these
4 start-ups and smaller companies doing
5 something, There will potentially be some
6 interest in competition from them at that
7 level.

8 And that's what our hope is. The
9 more competition the better. Big, small,
10 medium size, as long as they meet the safety
11 standards and everything the federal
12 government wants us to do. Passenger
13 standards, so that it is comfortable for the
14 driver as well as for the passengers and meet
15 the most important criteria, which I think is
16 having clean air vehicles going forward and
17 accessible vehicles.

18 This is unbelievable that we are
19 actually at this point so quickly, and that's
20 what my intention is, to sign up and lobby for
21 support with these folks from around the
22 world. And, quite frankly, that will not be
23 too difficult because many of them have
24 reached out to me because they have heard
25 about it in the press.

1 COMM. DEAR: I think what you said
2 is exactly right. I was always frustrated
3 because we always allow the manufacturers to
4 dictate to us. Instead of, we are the
5 customer, you are not going to tell us what we
6 want.

7 CHAIRMAN DAUS: This is a way for us
8 to start driving the process.

9 COMM. DEAR: But it's very
10 interesting, if you talk to anybody, they all
11 want to see what New York is doing. So Ford
12 is taking such an arrogant position because
13 they have it locked up. Prior to my coming to
14 this Commission, we talked about larger cars.
15 They built us larger cars. That's it. It
16 wasn't even a taxi vehicle, and, in fact, we
17 had some problems with it but we went along
18 with it.

19 So I think this is great, and I
20 commend the organization and everybody else,
21 that we move forward with this so that we can
22 come together as a group and say: Listen, you
23 are not going to dictate to us. We are going
24 to dictate to you. Because I think in the
25 future, some of these cars that we are talking

1 about, I think it will be phenomenal. And if
2 we could standardize it around the world,
3 around the country, I think that's great.

4 CHAIRMAN DAUS: Commissioner Sander?

5 COMM. SANDER: Yes, again,
6 congratulations, it seems terrific.

7 MS. MARTIN: Thank you.

8 COMM. SANDER: I would suggest kind
9 of following up in what you were saying, that
10 we take a proactive approach if we can
11 legally, if there are no issues with it. If
12 we can take a proactive approach with Ford, if
13 we could follow-up proactively with that, I
14 think we should explore doing that, rather
15 than wait.

16 CHAIRMAN DAUS: Thank you,
17 Commissioner Sander.

18 Any other comments?

19 {No response.}

20 CHAIRMAN DAUS: Okay, thank you,
21 Deborah. Now would you like to introduce some
22 folks?

23 MS. MARTIN: Yes, I would like to
24 introduce Bernie and Ed Massey who are the
25 founders of Portraits of Hope, the

1 organization that is putting Garden in Transit
2 on our streets.

3 CHAIRMAN DAUS: Welcome, Bernie and
4 Ed. Good to see you.

5 MR. B. MASSEY: Good morning, good
6 to see you. I am Bernie Massey.

7 Portraits of Hope, as many of you
8 know, is a creative therapy program, an
9 educational program, an arts program, which
10 transforms public environments but allows
11 children an opportunity in hospitals, in
12 schools and after-school programs to really
13 shine.

14 And the New York City taxi, of
15 course, being the icon of New York City, we
16 feel that, in conjunction with some of the
17 other projects that we have done over time,
18 this is definitely our best project ever. We
19 have a video that we are going to put in
20 momentarily and we will give you some
21 background and show you some materials that is
22 intended for the taxicabs for the Garden in
23 Transit.

24 We are delighted to be part of Taxi
25 07 and we are really looking forward to,

1 hopefully, 14 great months ahead of us.

2 MR. E. MASSEY: I am Ed Massey,
3 everyone. Chairman Daus, Commissioners, it's
4 a great pleasure for Portraits of Hope to be
5 here.

6 As the Chairman mentioned earlier, we
7 have been in discussions for many years
8 showing many prototypes, working with many
9 children to garner interest, to see how
10 children can manipulate paint.

11 For those of you who aren't yet
12 familiar and for those of you behind me who
13 aren't familiar, you will see a short video,
14 as Bernie mentioned, that will explain and
15 show in detail how we work with tens of
16 thousands of children, not only from this
17 country, from all regions of the world, who
18 would never have access to high-profile,
19 large-scale projects.

20 Again, the video will show in detail
21 exactly how we work. We really do one of a
22 kind projects. And this one here, we feel,
23 not only is the grandest in scale, but gives
24 children a golden opportunity not only to
25 shine in the five boroughs, who will be the

1 major component participants here in New York,
2 but for the whole world to see that kids can
3 get involved in wonderful projects and should
4 get involved in wonderful projects.

5 So I think that perhaps now we will
6 show the video. We have samples for you to
7 all see, and then we will take as many
8 questions as you like.

9 CHAIRMAN DAUS: Thank you.

10 (Whereupon, at this time, the video
11 was played.)

12 MR. B. MASSEY: The way our projects
13 typically work is there is the general
14 project, in this case it would be the taxi
15 which all the kids, there would be a
16 collaboration of thousands of children, and
17 then every project has its own separate item
18 which is symbolic of the project. So in this
19 case, every child who participates in this
20 program would get their own taxi.

21 The children in hospitals, it is a
22 part of their own individual therapy, their
23 trophy for having participated. And then for
24 the kids in the schools and after-school
25 programs, it actually becomes symbolic of some

1 social issue. And that's where you saw some
2 of the other projects where kids either had
3 towers or airplanes. We just finished a very
4 large-scale project at Chelsea Piers. That's
5 what that was.

6 It will probably be a good idea right
7 now, Doug will pass out some books and then we
8 will show you the material, the stickers that
9 would actually be applied onto the taxi.

10 MR. E. MASSEY: What you are about
11 to see, and we also have some for the ladies
12 and gentlemen behind me, so you can also see
13 the books. As you saw in the video, you will
14 see some of the children, how they
15 participate.

16 We work with children in very
17 difficult situations often. Children that
18 have severe physical ailments. This is the
19 only opportunity that they will have, very
20 often, to participate in a project so large in
21 scale and also that extends outside of the
22 barriers of their hospital environments. We
23 deal with special painting materials as well
24 that are conducive to children. Telescope
25 paint brushes. And you will see in these

1 books as well, that extend out to 8 feet.
2 They are like large hockey sticks for children
3 so they can be active participants from their
4 wheelchairs, or from bedside. Special mouth
5 brushes that have fruit flavored wrap so that
6 children that have no mobility below the neck
7 can also be active participants and have a
8 taste of something a little bit sweeter than a
9 sterile brush.

10 And also our shoe brush, which you
11 saw in the video, for children that have no
12 mobility on that given day, whether it is
13 because of injured upper limbs, that IVs in
14 their painting hand, they can also engage in
15 the activity. And for them to say that they
16 did something that is such a great
17 accomplishment. Something that not only the
18 citizens of New York, the country, but
19 globally, the first project of its kind on
20 such a mass scale, where this is a moving work
21 of art.

22 So it doesn't matter what borough you
23 are coming from, uptown, downtown, across the
24 bridge, you will constantly see a kaleidoscope
25 of colors that are ever changing. You will

1 have lavender colored flowers next to yellows
2 and oranges and blues. And it will a dynamic
3 display of work done by children here in New
4 York City.

5 And we can open it up for questions
6 and show you some of the material actually.

7 CHAIRMAN DAUS: Would you briefly go
8 over the time line for getting it done. And
9 also I know you want to talk a little bit
10 about some of the volunteers and the other
11 resources you are tapping into. People that
12 are going to help out.

13 MR. B. MASSEY: The programmatic
14 phase, which is actually working with the
15 children, is approximately a twelve-month
16 process. We will start that sometime in
17 September, once the schools get back and so
18 forth, and carry that all way through the
19 installation phase would begin and the
20 exhibition phase December, so September
21 through December, for four months, we would
22 have as much of a percentage of the taxi fleet
23 as we can generate enthusiasm for.

24 The Mayor's office has, through the
25 Office of Volunteers, has asked to try to make

1 this a citywide project, so really mobilizing
2 the entire city. It is such a massive project
3 in terms of scale, that we would open it up to
4 everyone. All the youth groups, religious
5 institutions, different civic organizations
6 and so forth, and hopefully all would embrace
7 it as their own.

8 CHAIRMAN DAUS: So if anyone wants
9 to get involved, they can just call 311.

10 MR. B. MASSEY: They can call 311.
11 In fact, to do a project of this scale, you
12 really do need everyone involved.

13 CHAIRMAN DAUS: Any questions,
14 comments, Commissioners?

15 {No response.}

16 CHAIRMAN DAUS: Never in my wildest
17 dreams did I imagine that we would be here
18 today, when I took this job, working with
19 artists and not-for-profits and children and
20 doing something on such a massive scale which
21 is so wonderful for the city and is just such
22 a wonderful project.

23 From the bottom of my heart, I thank
24 you for really keeping up the fight and making
25 sure that we got this done. We all get out

1 out paint brushes, hopefully, shortly, and
2 start working with the children.

3 And I, for one, would like to make a
4 motion to approve the prototypes that appear
5 on pages 2 and 3 of your booklet that you have
6 handed out to the Commissioners. For approval
7 to run for the period of time that you
8 mentioned. They will start, I believe you
9 said, in the fall, in early September, and
10 they will be appearing on the cabs, and will
11 be taking off I think you said December as
12 your closing?

13 MR. B. MASSEY: Yes.

14 CHAIRMAN DAUS: So I would like to
15 make a motion that we allow the stickers as
16 they appear on pages 2 and 3 in the way that
17 was described in this presentation --

18 COMM. DEAR: Can I just ask, are we
19 talking about all cabs?

20 CHAIRMAN DAUS: It's voluntary for
21 cab drivers and cab owners who want to
22 participate.

23 COMM. DEAR: And the stickers peel
24 on and peel off, I guess, easily?

25 CHAIRMAN DAUS: Yes.

1 COMM. AROUT: I would like to second
2 the motion the Chairman made. I think it is a
3 great idea.

4 And I want to commend both of you and
5 your organization for doing a fabulous job. I
6 hope we can do something for you in the
7 future.

8 MR. B. MASSEY: We appreciate that.

9 MR. E. MASSEY: Thank you.

10 CHAIRMAN DAUS: We have a second.

11 All in favor?

12 (Chorus of "Ayes.")

13 CHAIRMAN DAUS: Okay, it's
14 unanimous. So, congratulations, Ed, Bernie,
15 Deborah. We look forward to working with you.
16 The work has just begun. This is great.
17 Thank you.

18 Basically that is it. I want to
19 thank Paul Segunder and New York City TV for
20 always covering us and being here today to
21 share this with viewers in the city.

22 And I would like to now ask for a
23 motion to close the meeting.

24 COMM. WEINSHALL: So moved.

25 CHAIRMAN DAUS: Do I have a second?

1 COMM. DEAR: Second.

2 CHAIRMAN DAUS: All in favor?

3 (Chorus of "Ayes.")

4 CHAIRMAN DAUS: The meeting is

5 closed. Have a good summer.

6 (Time noted: 10:40 a.m.)

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

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

C E R T I F I C A T I O N

I, MARGARET EUSTACE, a Shorthand Reporter and a Notary Public, do hereby certify that the foregoing is a true and accurate transcription of my stenographic notes.

I further certify that I am not employed by nor related to any party to this action.

MARGARET EUSTACE,
Shorthand Reporter