GOVERNMENT OF THE DISTRICT OF COLUMBIA

DEPARTMENT OF FOR-HIRE VEHICLES

FOR-HIRE VEHICLE ADVISORY COUNCIL MEETING

WEDNESDAY
OCTOBER 18, 2017

The Council met in Suite 2032, 2235 Shannon Place, S.E., Washington, D.C., at 10:00 a.m., Linwood Jolly, Chairperson, presiding.

MEMBERS PRESENT:

LINWOOD JOLLY, Chairperson
JASON ARVANITES, Member
ERNEST CHRAPPAH, Director
ERIK MOSES, Member
EVIAN PATTERSON, Member
JEFFERY SCHAEFFER, Member
ANTHONY THOMAS, Member
DOTTI LOVE WADE, Member

STAFF PRESENT:

JUANDA MIXON, SECRETARY TO THE COUNCIL
JONATHAN THORNTON, STAFF IT SPECIALIST
GERARD BENJAMIN, STAFF IT SPECIALIST
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Chairperson Jolly: Good morning. I would like to call this meeting to order. The time is 10:14. We're at 2235 Shannon Place, Southeast. We're in the conference room on the second floor.

We've just established a quorum. I have to apologize for our tardiness. I would like to call for a moment of silence please for those who have departed.

(Moment of silence)

Thank you. Good morning, everybody. Thank you for taking time and doing this, this morning for our Advisory Council meeting.

I'd like to get right into the agenda this morning. We're privileged to have our director with us and at this time I would like to ask Director Chrappah to do a recap of the Agency activities and the industry activities that have been going on since our last meeting.

Director Chrappah: Thank you,
Chairperson Jolly. There's been a few new activities I would like to share with the public for those who have not had a chance to stay abreast with the news letters, the tweeting, and the text messages that we've been sending out.

At the September conference of the thirtieth anniversary of the International Association of Transportation Regulators I was humbled incredibly from the District of Columbia in being named the International Association of Transportation Regulators, Regulator of the Year.

It is a --

(Applause)

It is a testament to what we are doing really in D.C. in terms of not only expanding economic opportunities for the entire industry by looking at ways to make sure that people can make a decent living in the vehicle for-hire industry by integrating all modes and also focusing on passenger ride experiences.

Historically technology has been a barrier in the industry. And now it is a moving
force in creating new opportunities. So this is kudos to not only the members of the public who engaged with us in having robust conversations and REVICO, but also industry stakeholders and now more importantly the For-Hire Advisory Council that bring different perspectives in shaping our policies and our regulations.

So this award, while I was the one who had a chance to stand in the front of the cameras to receive it, it's really for everyone who chooses to participate in our process so it's for everyone. Thank you.

The second item that I want to share with everyone here is that we've completed the installation of two fast charging stations at Union Station. There are a lot of stations in just that statement.

Union Station, as you all know, is one of the most frequented or the heavy trafficked area in terms of our passenger ride volume and also for activity. And when we started the electrification of the taxi program some time
back one of the things we learned was that there was an opportunity to expand the charging infrastructure.

So the Department, did not wait for Superman. We took concrete steps and we've deployed two fast charging stations to help drivers who elect to go green adopt better ride experiences for vehicles and passengers to have the capability of charging up very quickly. So that is available taxi only so that they can quickly refuel and go about their business.

The third is we've made incredible progress on adopting an all-digital platform for our taxis. The vast majority of vehicles are now on the digital taxi system that operates attractive features for passengers as well as our drivers.

So now we are looking at the ability for people to get electronic receipts, the ability for the public to be able to get lower rates by sharing a ride. We now have the ability to offer different sorts of available or
opportunities for drivers to boost their income.

So this is a reflection of the District's commitment to assuring that all vehicles in the for-hire vehicle system with a particular focus on taxis are at the level where they cannot only compete fairly but more importantly meet the needs of the riding public which continues to evolve and there's a premium on digital services.

The other item that I would like to share in terms of recapping activities is that we completed Fiscal Year '17 on the record note. We provided more than $7.5 million in rent to various companies and drivers.

In fact, over 1,800 drivers benefitted from the grant programs. Our grant programs enabled people with disabilities to move around the city in a better channel through the Transport DC Program.

Grants enabled drivers to get tablets, smartphones, and other technologies to transform their business and also convert into the digital
taxi platform. Our grants enabled residents who have a need to get treatments whether they're consultation or something else, have more affordable options.

Our grant programs enabled companies to transform and expand the channels of business. We now have companies that, and drivers, company and drivers who are now transporting children in foster care as a new revenue channel. This did not exist before and this is an example of how taxi companies can evolve to become full transportation companies.

And finally, our grants supported the electrification of our taxis, of 45 drivers, I think 45 drivers alone received at least $5,000 each for the purchase or paying off some of the balances they have on the electric taxis. And that's incredible.

No other jurisdiction within striking distance has made this type of commitment to the for-hire vehicle industry. And it's our position that transportation as a service today is much
closer to reality than ever before.

We are fully committed with the For-Hire Vehicle Advisory Council in ensuring that the vitality of the industry remains very robust. Then finally, we launched a video that brings into focus and summarizes our efforts to rebranding the Agency.

Some of you know that several years ago we were predominantly focused on taxi activities as in D.C. taxi cab condition. But with the adoption of the Transportation Reorganization Act things have changed.

We added for-hire vehicles. So the video when you get a chance to take a look at it will highlight the transition for us, what you should expect in terms of how we're making decisions based on data and more importantly how our efforts will be centralized around the notion of ensuring that customers have choice and they decide which ride option is best for them.

That concludes my summary of the activities of the Agency and the Council as well.
Thank you.

CHAIRPERSON JOLLY: At this time I would like to ask my fellow Advisors if they have any input or any questions on the report that you just heard. I guess my only input would be on a couple of issues.

One, as we all know the Department took on a massive task with the grant program and a lot of folks were happy and a lot of folks were upset. Myself personally I attended a lot of meetings around grants.

And I would like to thank the director because most of the meetings I attended he was willing to attend as well. He met with a lot of folks, some are here today.

And I will just make this comment that 2000, the FY 2018 Grant Program I know that you have mentioned to me that we'll also look at a lot of the missed opportunities, I would say and look at remedying some of the missed opportunities.

But the grant program was a
competitive program and I know that a lot of folks that I met with while they were upset they did learn valuable lessons about this grant program and how to move forward when it is available in the future.

The second issue is on the digital, on digital media conversion. It is my general consensus that in talking to a lot of drivers that I've been meeting with the costs for operating a business has gone down.

And they do appreciate that. There are still a few lingering issues with people coming over from Legacy systems. And I was just, I met with a group of drivers the other day, just yesterday and they are still having a few issues with signing on to the new systems and just have a few questions.

But I think all that is being worked out. But overall my comment is that the general consensus from the drivers that I've been involved with which has been a lot, is that the costs have gone down and they do appreciate that.
So thank you for to the Agency and thank you to, you.

So let's move on to the public comment period which is really brief because I just summarized a lot of that. But I would ask my colleagues, you all were here at the, well I know --

MEMBER WADE: I was.

CHAIRPERSON JOLLY: Dotti, you were here. Would you want to recap what you heard in the last meeting regarding the traffic problems that we've been seeing in the District and we've got our advisor from DPW who may want to comment on that as well.

MEMBER WADE: Yes, well as we all know traffic in D.C. is horrendous. It is not going to get any lighter. With the construction of new housing and office buildings you can anticipate more traffic.

What we are trying to encourage the public is to use public transportation such as the for-hire vehicles, bikes and Metro. One of
the concerns from the drivers that I talked with was the fact that there appears not to be enough taxi stand lanes.

But we had to make it clear to the drivers that for every traffic taxi cab lane that is established it takes parking away from the businesses who are complaining that they don't have enough parking spaces for their consumers as well as residents who complain about not having enough parking space for their private vehicles.

They pay taxes. They come home. They want to be able to park their cars. So we are in a catch 22.

So at this point we are asking everyone to understand what the traffic situation is, to try and be as cooperative and understanding that the city has only so many parking spaces and that we have to be able to share them.

I did notice however, and I wanted to ask about it, I've noticed a number of non-taxi drivers, other for-hire vehicles in taxi lanes.
Is that legal? Can they actually occupy our taxi lanes?

DIRECTOR CHRAPPAH: No.

MEMBER WADE: And what should we do when we see that?

DIRECTOR CHRAPPAH: Yes, a couple of things. Would encourage the public to simply just snap photos and then send all that to us. That will help us in taking the appropriate action whether that means dispatching more of our vehicle officers to that particular zone or sending letters to those vehicles owners that if this practice continues we will keep the mounting evidence and take the appropriate action.

MEMBER WADE: Okay. And so drivers who witness this and non-taxi's obtaining their space I would suggest that they not approach them because we don't want to create any hostilities --

DIRECTOR CHRAPPAH: That's correct.

MEMBER WADE: -- or in a situation but that they can call 311.
DIRECTOR CHRAPPAH: They can. In fact I can provide the Watch Commander's phone number so that in a moment they can call the Watch Commander or they can tweet us and we'll look at it and take action.

MEMBER WADE: I strongly encourage all drivers who experience non-taxi cab in your taxi lanes that are already very restricted, that you take appropriate action by first not approaching the driver, but doing as Director Chrappah recommended which is to report them.

And two, to not overload the taxi stands because then you really do encroach on other businesses. So we all have to live in the city and work in the city and try to move throughout the city.

So that's what I've, I know there were other issues. But that's the one that struck me most because it's a big concern about this mounting traffic.

We've just got to understand that it's going to take a lot more patience and that we are
going into one of the largest traffic
metropolises in the country and we're trying on
all sides. You guys play a big role in
mitigating the traffic by encouraging people not
to drive their personal vehicles but to make you
more accessible.

CHAIRPERSON JOLLY: So I think since
a lot of this evolves around DPW since we've got
Advisor Patterson here can we, and we're having
problems with these microphones trying to get, so
could you, maybe you could, this is as far as
they go.

Maybe you can come down and just kind
of, yes, slide on down here and -- thank you.

MEMBER PATTERSON: Just for clarity,
the Department of Transportation that we
represent, I thank you to my fellow colleague
about those issues with traffic. Those are
things that we at DDOT deal with daily especially
in the Parking and Ground Transportation Division
which I am associate director of.

I want to commend DFHV for working
very closely with my colleagues now, Dennis Stark and Erik Ampadu in creating a partnership with how to operate, deal with operations for, for-hire vehicles and our issues with traffic.

So one of the things that we look in parking is what I call repurposing the parking lane so that we can create safe drop-offs and pick-ups for passengers.

And one of the things that we're actually launching this week on Connecticut Avenue and south of Dupont is that, this repurposing where we would remove parking during the night life hours to allow for taxis and other for-hire vehicles to utilize that parking lane so that passengers are not spilling out into the travel lane to get their vehicle and that the for-hire vehicles are not holding up traffic there.

We also encourage the same thing that you were mentioning use of, alternative uses of transportation. There's so much that's available now in the District of Columbia and more to come.
And one of the things that we are working again closely with DFHV is that, figure out how we fit not only just new taxi stands for those that, the public for-hire vehicles but also these travel lanes, these parking lanes. So you'll see this more.

We just had a successful partnership in operation with the opening of the Wharf where we shut down parking completely on that, on Maine Avenue just to make sure that we have optimal flow of traffic and set drop-offs and pick-ups. And I think that was a successful program and we're hoping to use some of those, some of the tools that we got from that.

MEMBER WADE: If you can get the cars to stop parking. I saw 27 cars ignore the parking signs but they all they had cute little pink tickets.

MEMBER PATTERSON: The unfortunately enforcement issue. That's always the issue.

MEMBER WADE: Yes.

CHAIRPERSON JOLLY: You curtail
behavior with those tickets. So hopefully they'll know not to do that next time.

MEMBER WADE: Yes.

CHAIRPERSON JOLLY: But thank you.

DIRECTOR CHRAPPAH: I mentioned that there's a Watch Commander and I want to give out the number so it's on the public record. It's 202-321-5237.

So when anyone has any issue that the public or anybody wants to report they can call the Watch Commander's phone and he can take the appropriate action.

MEMBER WADE: Please make sure you protect your cab lanes.

CHAIRPERSON JOLLY: Thank you. So let's move forward. So part of our role as, actually --

(Simultaneous speaking)

Part of role as an Advisory Council, our core function is to provide recommendations. And those recommendations go from this Advisory Council to the Director for the Department of
For-Hire Vehicles.

And over the last few months we've been formulating some recommendations. We're almost at the point where we're ready to make some formal recommendations to the director and put them in writing.

And I thought that this would be an appropriate time to just share with you just some general ideas of where we're going with those recommendations and also offer my colleagues the opportunity to add to the list.

One of the main recommendations that we're working on and that we've heard over the last few months from drivers is that they do need and they do appreciate the steps that the Department is taking in terms of automation.

I think we all agree through a bunch of meetings that we've had that drivers are now being able to really articulate the amount of time that they're spending at this building physically during the day when they could be out there making money.
And the Agency has started making some, in my opinion, some very good moves toward automating functions that, some of which are more web-based, but the idea is to allow drivers to remain in their vehicles during the day and not have to come over here as much and look for parking.

And I noticed today was a cleaning day and they're out their just giving out pink invitations all day long out there. And drivers get caught and then we hear that.

So that's one of the areas of recommendation and we're still formulating that. But we've been discussing that for quite a while.

The second is in terms of what we just talked about, more taxi stands. And I've ridden with the enforcement teams and I've seen it where, for example, in front of the Smithsonian there was one taxi stand that I think only three cars could fit in.

And, you know, the fourth taxi just kind of comes up and waits for that one guy to go
and sometimes it could be an enforcement issue. Generally there isn't. But the point is that a lot of the stands need to be revisited and I'm glad we have Advisor Patterson with us and we're working on that.

And this is just another general area where we're looking at formulating some more recommendations around that. And a lot of this comes from what we hear when drivers are here testifying to us and letting us know what they see out there in the streets.

The third area is an interesting area and it's a big area and it still is around the general feeling amongst drivers that they are still over-regulated and the competitors are under-regulated. And there has been some movement in terms of, you know, leveling the playing field if you could call it that.

But we are working on issues or recommendations around that topic. Now what does that entail? You know, it definitely entails a lot of things that make, that recognize that it
is difficult being a taxi driver. That's one.

We know that. There's a changing environment. It's just, the business model has changed. One of the areas that I thought was a good outcome was switching to DTS.

A lot of people weren't happy about that move. But that move made drivers very happy, brought the costs down. I think it's 2.75 now.

DIRECTOR CHRAPPAH: Yes, 2.75.

CHAIRPERSON JOLLY: 2.75, brought it down significantly. So, you know, there is not a lot that we have on this right now. But we are formulating this and I thought it would be appropriate just to let you know these are the directions that we're going in.

Big issue. But nevertheless, drivers have been passionate about this and we've heard and we are discussing it. And we're always meeting with drivers representing different groups. The other area --

MEMBER WADE: And before you move from
that --

CHAIRPERSON JOLLY: Go ahead.

MEMBER WADE: I just wanted to also mention that the reduction in the fines have had a big impact on the drivers. I've heard appreciation for that.

I've heard still too many fines. But the fact that many were eliminated and those that we did have, remained were reduced dramatically by 50 percent or more. So that also impacted the driver's ability to earn revenue and to keep more in their pockets.

CHAIRPERSON JOLLY: Okay, thank you. So then there's another area and that is the area of electric vehicles. And we've heard a lot of discussion around electric vehicles.

The owners of a group of electric vehicles got together, met with us many times, expressed their concerns of lack of charging stations. Some even expressed their concerns that they felt as though we previously as a Taxi Cab Commission may have led them to buy a car
which we did not do.

But nevertheless that's some of the opinions they expressed. But what we're doing now is working to formulate some recommendations around that topic as well.

What has happened though since then and the director has talked about some charging stations that have been put up, is there is an intentional focus on charging stations in the city.

There's an intentional focus on looking at the charging stations that are not, how should I say this, being a good citizen because we've had some issues with charging stations that have decided for one reason or another that they do not want taxis utilizing their facility.

And taxi drivers who have limited charge during the day and need to charge quickly during their lunch hour so they can get back out and make money have had issues. We understood. We heard it and we're still working.
But we're formulating some recommendations around that. And there are still a few folks that have been emailing me, particularly with concerns around that. But the good news is that there are some things that are moving forward and I thought it was appropriate to let you know that as well.

And then the last one that I have and then I'll open it up to my colleagues, is around, actually it was around enforcement. But I think, Dotti, you covered that pretty well.

Chief Starks has done a great job in terms of working with us and helping us understand the challenges and the balances of doing that. I will say this, on enforcement it has been brought to my attention by many drivers that they are concerned that competitors with very tinted windows tend to remove their trade logos when they think there is an infraction impending and police or the inspectors don't come after them because they just pull it out of the window or wherever.
And it's the beginning of a conversation that I think we will continue to have. But the purpose of this is to let drivers know that when you come here and you testify we hear and we are working on it.

A lot of times it is just not appropriate to respond right away on what the fix could be because there's a lot things that are going on behind the scenes to really understand the problem and then come to an appropriate fix.

But this is another general area of enforcement that we're working on. And I think that Chief Starks always is willing to, well I've gone out with the enforcement team a couple times just to see what this thing looks like.

And I've been out on the weekend. I've been at night and during the day. And it's amazing what's going on out there. And there's infractions on both sides. So I'm not saying that one is better than the other.

But we are working to understand both sides of it and come up with some
recommendations. So at this time I would like to open it up to my colleagues for any other recommendations they may have been working on.

I know, Anthony, you were working on something a while back. I think it was around training, was it?

MEMBER THOMAS: We had talked about training.

CHAIRPERSON JOLLY: You probably need to come down so we can get it on the record.

Sorry about that.

MEMBER THOMAS: I had made a recommendation about training moving forward for some of the grant applicants that weren't approved or, you know, doing more resource training. And I know that some of that has taken place.

So that for the upcoming fiscal year those who were disappointed can reapply and hopefully receive funds. So I know that the resource center is now operating and all the drivers have been talked to. So, yes.
MEMBER WADE: Anthony, could you explain some of the reasons why the funding was not granted for some of the applicants? Is there a category of reasons?

MEMBER THOMAS: I think some of it could have been just like technicalities with the way that their applications were --

MEMBER WADE: Inaccurate applications.

MEMBER THOMAS: -- structured and things of that nature. So, yes, I was recommending, you know, more training and outreach, you know, in the beginning right before.

And that of course is important for people to attend those sessions if there are informational sessions beyond initial application meetings. And I would also make a recommendation in terms of training and enforcement it's hard to sort of train other private for-hire vehicles.

But I think from what I've heard from some of the Facebook blogs over the past few months is that some people know all about the,
you know, that this is the regulatory agency that's over the rideshare companies. Other drivers do not know or they don't take it seriously.

So I was in a ride the other day and actually an MPD officer I was told that they issued up to $700 in fines to a driver that was not, like he had several infractions. So it's not, I realize it's not only DFHV inspectors. But MPD has been cracking down heavily for rideshare drivers over the last few months.

Yes, and in particular one of the safety areas that I've been seeing is in that corridor of U Street and particularly 14th and U where the Trader Joe's is. And there's been an increased enforcement with the bike lanes.

So it is technically illegal if you pull into a bike lane and you're sitting there. You're impeding traffic. And so, and then from a driver perspective sometimes it's just not, there's nowhere to go so calling the passenger and saying, hey, you know, we need to, you know,
I can pick you up on a side street versus, you know, the main street, on 14 Street.

And I do know that some areas it's possible to like geo-fence those non-safe pick-up locations so that everybody is safe all around.

DIRECTOR CHRAPPAH: And let me ask you, do you have some ideas on how we could improve our outreach to all for-hire drivers who would like to explore that route because last fiscal year we did a lot of webinars and tele-town halls to educate on a number of issues.

But it's still difficult to have meaningful penetration because of all the driver base because drivers don't register here.

So if you have some ideas on how we could increase our awareness about training that we will provide in general to any driver whether they are a rideshare driver, a limo driver or a taxi driver I think that would help increase the general awareness about areas where it's just a lot of work because you just can't park in the bike lane or if there is going to be any targeted
campaign to address issues they are at least aware this is what we're going to be on the lookout for.

If there is any change in the regulation we will let them know. You should have your trade sticker. When it peels off, go to the store and get another one and put it back on. The little things.

So we would love to hear more about how we can increase our outreach to inform them about what they need to know.

MEMBER THOMAS: I think that webinars, I know the one we had the DTS, the call in there was a good representation of drivers on that call. And so especially for drivers it's hard to assemble everyone in one place.

But, you know, maybe like a training brochure, an electronic brochure that can go out to drivers to just kind of talk in general about enforcement. And in addition to like, I think, town hall meetings are useful as well.

But I think to start to get the word
out sooner webinar, phone call type base or, you know, electronic brochure would work.

DIRECTOR CHRAPPAH: Okay, thank you.

MEMBER PATTERSON: And understanding the training. I understand that the digital system allows for types of messaging.

So if you're getting it out to the public for-hire vehicle community through the system it's something that we've worked with that the other for-hire vehicle and also with your staff. And so I'm wondering if that's also a way that you can sort of message the types of what we'll call safety messages or things like this.

And if that's something that can be utilized and we maybe come up with a campaign of sorts on safe drop-offs and pick-ups, you know, not blocking the bike lane, things like this.

DIRECTOR CHRAPPAH: Yes, definitely. That's one of the great features of the digital platform. Not only the ability to send like a graphic or specific content but also do photo ops.
So we've been able to do some text complaints. We've been able to do some voice message complaints. And we plan on utilizing the platform for increasing the awareness on safety issues explanations.

So perhaps we can figure our internally by some type of editorial calendar where on a bi-weekly or a monthly basis or whenever something new comes up we just point it out to all drivers. I think that would help in making them generally more aware of what is happening.

MEMBER PATTERSON: DDOT would be happy to partner with you on that.

CHAIRPERSON JOLLY: Okay, thank you.

Did you have --

MEMBER WADE: Yes. I'm back to the cab stands, bike lanes and idling vehicles. There was a mention police crackdown. I do work as an ANC Commissioner.

And in our commission in particular we are in the Columbia Heights area. We have a
severe problem with blocking 14th Street, 11th
Street and U Street with not just taxis but also
other for-hire vehicles.

And we're working with MPD in our area
to actually enforce ticketing. Taxis are
horrendous. There is a taxi stand on 14th
Street. It's not where the taxis want it because
it's not right in front of Target. It's down the
street from Target.

They won't, many, many, many days I'm
up there the taxi stand is empty but taxis are
idling in front of Target. For anyone who knows
14th Street now it's only one traffic lane in
each direction at all times.

There are some left lanes at some
major intersections on 14th Street. But
basically it's a single lane. So when you're
idling you're blocking not only a very busy bike
lane but you're also blocking the traffic lanes.

It is just so bad up there. We had to
involve MPD because we don't have enough
inspectors to handle the load up there on 14th
Street. They would have to be up there from 7:00 until 9:00 every day.

I mean it's just that bad. And they idle. They are not, and they also take parking spaces, the little 15, 30 minute parking spaces and are not using the taxi stand which is a little bit down the street.

So what would be reasonable is for them to stay in their taxi stand and then if they see people coming out with big things pull up. They don't do that. They just actually and that's not just for Target but that's on both sides of the street up and down 14th Street.

Keeping in mind we've got a major fire station there that is zooming up and down creating more hazard. So we're asking all of the drivers to please be aware of the city, our traffic rules, our bicyclists who we went to great expense and great training to create these lanes for them but when vehicles take those lanes what happens is the bikes have to veer out into the main traffic.
So the whole purpose of the safe bike lane has now been removed because other businessmen want to maximize their revenue. But we can't do it at the expense of everybody else in the city.

So that's a major issue and I'm going to be working with our Council and with MPD to come up with a way. We need to get that message out that it's going to be strictly enforced, that ANC Commissioners throughout the city are working with the Council on these, on this particular issue.

It's just that bad. And you drivers know it. You experience it. Because of the violations of idling in the lanes now police are enforcing, how did that happen. Excuse me, guys.

They're enforcing the drop off. So now after you pull over to drop off and you block a bike lane you're liable to get a ticket when normally that would be permissible.

But because of the idling it's no longer permissible. So that's something all of
us need to be aware of.

CHAIRPERSON JOLLY: Thank you. Okay.

So let's move forward. And look, I'm one of these people I look at an agenda and I hope that everybody will go by the agenda.

But I intentionally skipped over the public comment period because I thought the dialogue was so good because a lot of what we, our recommendations were about were sort of in direct response to the recap for the Agency and some of the activities.

So, Ms. Mixon, when I gave you the agenda, you know, next time I'm going to keep it flowing better this way. So now let's move on to public comment. Ms. Mixon, you can call our witnesses, our guests.

SECRETARY MIXON: Okay. The first one I have is Dawit Dagnew. So you may approach the podium. Thank you for bringing your statement.

MR. DAGNEW: Good morning, Members of the Department For-Hire Vehicle Advisory Council.

Mr. Chrappah, congratulations on your
achievements.

On August 2nd the Director and the Chairman were kind enough to hold a follow-up meeting with me myself and three other drivers that represent a group of approximately 75 drivers that submitted grant application and were rejected.

During that meeting we were led to believe that we would be receiving additional information on upcoming grant opportunities and to date we haven't received any details. We learned valuable lessons from the last round of grant opportunities.

And we have corrected many of the mistakes of the past and we are prepared to compete for future grant opportunities. Today only, I'm simply asking the time line for follow-up so that I can inform colleagues about any upcoming grant opportunities that provides incentive for drivers.

On other note, it should be mentioned here I would also like to follow-up on the status
of this increasing traffic of the city. I would like to propose the Department For-Hire Vehicles increasing regulations on the vehicles with out of state tags to remain within their jurisdiction while waiting for a call.

In other words, a Virginia or a Maryland taxi must receive their dispatch before crossing into the District to pick up a fare. Same applies for D.C. taxis. We cannot pick up a fare outside of D.C.

We are requesting this policy be applied to service such as Uber and Lyft. This would alleviate the increasing amount of traffic, cut down on the cars loitering in our streets and in hot spots such as Union Station, Georgetown, U Street, 14th Street, et cetera.

We are additionally concerned that the Department of For-Hire Vehicle's police doesn't address enforcement of these issues as it relates to Uber and Lyft as we mentioned now. We would like to see a policy that requires a permanent trade logo that is easily identifiable for
enforcement officers.

That would assist in identifying loiterers and enhance the enforcement. I also notice that there were inconsistencies in how the Department For-Hire Vehicles treats limousines by allowing limousines with a Maryland and Virginia tags to pick up passengers with a District, in the District and pay a fee of $30 a month and receiving a renewable sticker.

If the city is charging out of town black cars we believe it's only fair that services like Uber and Lyft should pay the same. While we believe that this District Department of For-Hire Vehicle is working to lower fees for taxi drivers we also believe that fair competition will also go a long way in helping taxis to continue to compete.

Finally, my comments today reflect the input of over 75 drivers that have come together to combine our efforts in securing a future for taxi drivers. By combining our efforts and resources we are now focused on impacting
policies and recommending changes that would
assist taxi drivers.

The playing field is not level. And
we know that Uber and Lyft have the lobbyists in
their favor that will combine their economic
resources to work on behalf of their industry.

We are trying to do the same for our
taxi industry. While we are small in number our
commitment is strong. We therefore ask you your
continued partnership in working with us to level
the playing field.

If I have more time I just want to
stress on these traffic issues, as we all know, I
don't know if anybody doesn't know I just want to
clear this, a taxi, a Virginia taxi or a Maryland
taxi or whoever out of town taxi cannot come and
loiter in Washington streets.

They have to receive their dispatch
before crossing to the District line. The same
goes for taxis, our D.C. taxis. We cannot go
outside D.C. and pick up a fare. So why would
you allow a Virginia tag and Maryland tag and
Uber loiter in Washington?

By the Department’s own admission there was 185,000 cars added to this driving. It's only a matter of a day or two if you regulate. The only fair regulation sit where you are and wait for a fare their before crossing into D.C.

Just let the taxis in the street in Maryland. Let's only be fair. If you have a D.C. tag you can loiter. But Virginia and Maryland is the majority. They think their business is here.

That's why they come all of them come and sit in Washington. They take the parking. They take the streets. Even people are coming as far as North Carolina and West Virginia.

Enforcement agent can help me with this. You don't know out there. Come on outside and see what it looks like. It's just a zoo out there.

CHAIRPERSON JOLLY: So let me get some responses for you. Just stay right there.
MR. DAGNEW: Okay.

CHAIRPERSON JOLLY: Let's have the director go first.

DIRECTOR CHRAPPAH: I thank you for your testimony and taking the time to at least highlight not only some of the issues that you see but also recognizing the continued partnership that the Department seeks and achieves in working with different stakeholders to improve livability and workability within the city.

There is or there are a couple of things that I want to take this opportunity to announce publicly as it touches on some of the comments that we've heard over time and you broached it also in your testimony.

By tomorrow we plan on making announcement on specific grant opportunities for drivers. That was a commitment that we made in FY '17 and to develop a grant program there are steps that we have to go through.

So I'm proud of what the team has been
able to accomplish and we are positioned to make an announcement tomorrow. It could be as early as today.

MR. DAGNEW: Thank you.

DIRECTOR CHRAPPAH: But I want the public to know, specifically taxi drivers, that we are going to be making incentives available for drivers. Some of the details that I feel comfortable sharing at this moment is that it will be absolute $10,000 for a driver that wins the award.

It is going to be competitive. We anticipate having at least 25 awards. So the details will be in the announcement. But this is our way of incentivizing good drivers to stay in the industry and also help ensure that residents have access to safe, affordable and accessible transportation options.

Secondly, we've been working on, on line training that would help the industry particularly taxi drivers in understanding the digital economy now. We are in a digital economy
where the majority of business opportunities is digital.

It's not the analog world. So we made a grant available to companies to develop training and that was completed at the end of FY '17. So we are gearing up to roll out the training.

It's not going to cost a dime to anybody. Drivers simply have to log in to the online management system that we've had in place for I think about two years now and they will receive instruction on the changing world around them and how as a driver now you really have to be accessible to all digital economic opportunities and more importantly how you can position yourself from a customer service perspective to realize those benefits.

So that's something that we're going to make available to all drivers so they can learn how to succeed in the digital economy which has grown in more than double digits compared to the street level market.
CHAIRPERSON JOLLY: Did any of my colleagues have any questions, no? So I just had one question for you. You mentioned, I'm sorry about that, you mentioned that, you mentioned the out of state tags for black cars and the fee for black cars.

Are you trying, are you proposing that all other cars such as Uber, Lyft, et cetera pay this fee as well in order to, if they have out of town tags?

MR. DAGNEW: What I'm saying is consistency. This would show consistency in the Department. Black cars are constantly coming from out of town, from out of the city.

They pay $32, $45, a dollar per day and receive a renewable sticker. If that applies for them why not the others?

CHAIRPERSON JOLLY: And --

MR. DAGNEW: If they had, go ahead.

CHAIRPERSON JOLLY: No, you go.

MR. DAGNEW: If in fact my proposal for out of the city tags to remain in their
jurisdiction just like the taxis is the basic for
removing the gridlock from the city. I don't
expect them to pay or even to be validated to
receive a sticker for that.

CHAIRPERSON JOLLY: Okay. And let me
ask you this because I had mentioned this earlier
in terms of the trade logo at your suggestion
that there's a requirement for a permanent trade
logo.

What are you seeing out there in terms
of trade logos and why you have reached this
conclusion?

MR. DAGNEW: That is one thing needs
elaboration. I work all day. I'm on the street.
I see them. Each time somebody comes towards
them or a police or any, if they are loitering
they will pick it up and put it and act like they
are simple private people.

And whenever they are receiving a call
then they put it on the window. They cannot have
it both ways. If they are commercial act
commercial. Put a logo or tie it up with a tag
or something that shows it is for a commercial purpose.

If not just stay home. You cannot have it both ways. You should not have it both ways.


SECRETARY MIXON: Okay. And the next I have is Mr. James Kennedy. And, sir, I do appreciate your patience. I know you had a deadline today. We were running a little late. But we certainly appreciate you.

MR. KENNEDY: That's not a problem, it's not a problem. Good morning, everyone. I have submitted a more formal statement and I won't deviate from it but I won't read it as such.

I'm here to advocate this morning for the full funding of Transport DC cab service and the entire service that it provides throughout the month and not the partial service. I'm also here to articulate the desires of the disabled
and the blind community and seniors for this
service to remain intact and to remain funded.

We believe that this program is the
most accessible and significant program for us.
Most of us do have MetroAccess that we can rely
on as well. But we all know that it is also a
shared ride.

And the Transport DC Program affords
us the ability to do those things that we need to
do on a daily basis. Right now it's only limited
to going to places of employment for the disabled
or to medical appointments at medical facilities.

There are other things that seniors
and the disabled like to do and other things they
have to do. I am visually impaired, legally
blind and I am very involved in the activities in
the nation's capital.

And not all of the time I can plan to
take MetroAccess. Sometimes things come up that
I found it convenient to call Transport DC and
they can pick me up and get me where I need to go
on time.
I'm a growing advocate both for the blind and for the disabled. And I echo the concerns of the senior and disabled community that they want Transport DC.

I'd like to give an example of something that happened. A couple of weeks ago our blind population was being transported to the Independent Living Centers where they received training and they were able to get to their places and locations.

But all of a sudden in the middle of the day the program was suspended leaving them stranded wherever they were. Among the blind community that creates a lot of stress among them because now they don't know how they're going to get back to where they're going to get.

And we need Transport DC here in the nation's capital and we want it. And we're asking, we've had other meetings with our D.C. Council representatives and representatives from the mayor's office and we echoed the same concerns.
And they are the most accessible to us. They are most available to us when we need to move. We don't all the time go to medical facilities. We don't all work.

Some may need to go to Walmart. Some may want to visit their grandchildren. Their well-being is at stake with all the changes and the possible elimination of Transport DC.

I understand, I'm growing to understand a lot the budgeting process and how the funds are divided up and also am beginning to understand the politics that can impact where that money goes and who and who is not funded.

But I simply stand here this morning to advocate for Transport DC. We would like to see it fully fund and that the services are reestablished for the full month and to echo the needs and the desires of the disabled and the blind to have Transport DC at our service. Thank you very much.

CHAIRPERSON JOLLY: Mr. Kennedy, thank you very much for your testimony and thank you.
for adjusting your schedule to stay around and I hope you have a few more minutes for us to ask some questions.

MR. KENNEDY: Sure.

CHAIRPERSON JOLLY: Thank you. First I want to ask the Director for some.

DIRECTOR CHRAPPAH: Mr. Kennedy, it certainly was my pleasure to meet you this morning through Henok who I've known for quite some time and I'm equally encouraged by how you look at the challenges that we face as not only a city but also a nation in ensuring that every person has access to transportation.

Transportation is an enabler of social change. It enables greater economic opportunities and without transportation nothing happens. So from that standpoint I stand with you.

I also stand with you in the fight for assuring that people have access to transportation and it's also affordable. What I would propose is we continue this dialogue to
figure out how best to maximize the funding that is currently available and also figure out what other channels who will present an infusion to ensure that we can meet the needs of our residents.

Budgeting is complicated. There is a calendar of activities related to that. And more importantly we cannot spend money we don't have.

The city spends roughly about $71 million on accessible transportation options. Transport DC represents less than 5.6 percent of that. So there has to be some dialogue about how to put the residents in charge of their transportation spending.

There has to be some dialogue about figuring out how to make other transportation systems better. But what we've seen so far is no amount of unlimited funding is going to be sufficient for Transport DC because there are even people who have a challenge in coming up with $5 co-pay.

So as the senior population continues...
to grow, as the need for accessible transportation evolves we will maintain that dialogue to figure out how best to serve our city and our residents. So on that note I will definitely make sure a member of my staff follows up with you to connect you to that dialogue that is happening now because we have FY '19 budgeting process that is taking off very soon.

And this is an opportunity to address some of the issues you mentioned. But for Fiscal Year '18 we definitely want to hear more ideas about how to stretch the budget we have and until there is a Superman or Superman arrives or some additional funding arrives we owe it to our residents to make sure that the most vulnerable have access to this transportation options in the light and context of our transportation options available. Thank you.

MEMBER WADE: Thank you, Mr. Kennedy.

I would also just like to expound on your issue about making the services available for other purposes visitation other than medical.
As you can see right now by the fact that the funding ran out before the year, the fiscal year ran out there's a great demand for the services for the medical transportation. If we try to expand it to cover non-medical transportation we would not have enough funding available for the people who desperately need it for medical appointments.

So that's something to consider. I always like to give people a different viewpoint of how we kind of make our decisions on funding. But if there is a greater need for appointments, transportation to medical appointments and limited resources it wouldn't be in the interest of anybody at this point to expand to social types of transportation, if you understand what I'm saying.

I know to visit your daughter is really important and it's a needed service. But I don't think that would fall under Transport DC which is primarily to assist people with disabilities and seniors for their medical
purposes.

MR. KENNEDY: Can I make one other statement?

CHAIRPERSON JOLLY: Yes.

MR. KENNEDY: I understand the importance of the medical visits and the employment visits. I get that. But we are beginning to feel that so often when we're looking at budget cuts that it's the seniors and the disabled that are always cut first.

And if we consider these programs are for all of us that are senior and disabled, most of us have paid our dues already and these services should be provided for us. So if we're on the front end of the budget then we won't have to be on the back end of whatever is leftover and then shortfall.

MEMBER WADE: I don't believe it was a cut in the budget. I think what it was, was a greater demand than the budget could cover. It wasn't as if we cut the budget. I think the demand was greater than the resources.
MR. KENNEDY: All right.

MEMBER WADE: Which created the shortfall at the end of the fiscal year which sometimes happens. Sometimes agencies run short of money.

Sometimes agencies have a surplus of money which they, there's a flurry to spend the money because nobody ever wants to turn money back in. So I just wanted to make clear that it's not that we're cutting funds.

The demand is greater than the funding. So what we're going to do is request more funding to stretch further. But I don't think at this point it would be a good time to expand the program to non-medical when we're shortfalling on the medical side.

MR. KENNEDY: And it's the increase of budget that I'm getting at so that those things can be considered in the future.

MEMBER WADE: Right, thank you.

CHAIRPERSON JOLLY: Any other comments? Mr. Kennedy, I would just say that I
would love to sit down with you one of these days and sort of map out, as the director said, there are probably some other organizations and entities that could partner with this program to maybe look at where there are some opportunities for partnership and what have you.

But also in doing that maybe use that to make a better business case for maybe increased budget in some areas. But I do recognize what Advisor Wade said, the criticality of jobs and medical.

But maybe looking at maybe a few other categories outside of that but recognize that the money might not be able to cover everything because the program was very popular when we got here a couple years ago as Commissioners before we went over to Department of Vehicles For-Hire.

MR. KENNEDY: And I think that's an important statement that creative ways of funding Transport DC needs to be looked into in our dialogue as well.

DIRECTOR CHRAPPAH: Mr. Kennedy, can
I ask you one thing? So that I have some understanding about your written performance as well. Knowing what you know now, and that is even with the medical segments the growth in ridership was overwhelming.

We've seen a 45 percent growth in the program just this past year. And this past year the funding level was about three times more than when the program started.

So funding has grown. Ridership has grown way faster. What is your thought about because coming, I'm trying to hear your idea about sort of like making the program level for income for our use, would you advocate for a number of trips for everybody and not necessarily make it for medical or appointments only?

MR. KENNEDY: Recognizing the importance of the medical trips, on the needs basis assessment might begin to look at that area and begin to make some determinations of how we can budget for those areas.

Myself I go to a lot of meetings.
Just Saturday if I were to pay for a cab transportation to the meeting and back home it would cost me $45. I'm on disability.

And that's totally, you know, out of my budget area. So I had to find other ways to get to those meetings around advocating and working within the city among the disabled and the blind.

DIRECTOR CHRAPPAH: So if every member had a set number of trips is that something that you would support? I'm just trying to take ideas we hear and streamline them a little bit.

MR. KENNEDY: That could be a possible area of discussion, yes.

DIRECTOR CHRAPPAH: Okay, all right. Thank you very much. We will continue to engage with you and the others to figure out how to deal with the challenges that we have as a city in general.

So thank you very much also for your flexibility.

MR. KENNEDY: And I thank this body
for your time.

DIRECTOR CHRAPPAH: You're welcome.
CHAIRPERSON JOLLY: Thank you, Mr. Kennedy. Ms. Mixon.
SECRETARY MIXON: Those are all of the registered speakers. I don't know if you have time for the unregistered speakers.
CHAIRPERSON JOLLY: We have about five minutes.
SECRETARY MIXON: Okay. Are there any unregistered speakers who would like say something briefly? Any unregistered? I see one hand. Any other hands?
All right, sir, you may approach the podium. Before you start if you would say and spell your name for the court reporter please.
First, thank you for letting me speak for this brief moment. I just do have a few
concerns that I think I should address. It's not constant as much as a proposal.

As we know that DFHV requires each driver to acquire a certificate to operate wheelchair accessible vehicles, what I think would be better if, that certification make mandatory for each driver that will maximize the use of wheelchair accessible vehicles.

As my fleet I have 14 wheelchair accessible vehicles and of them only five are being operated and nine are still in the shop sitting down for almost three months. Not many wheelchair accessible vehicles drivers.

And that also, I think diminishes the calls that we receive for the wheelchair accessible vehicles. There are not many enough wheelchair accessible vehicles on the road to take those calls.

This will also benefit the drivers in a manner taking the opportunity for the grant that DFHV offers. Lots of drivers know about this because we don't have much drivers, many
drivers operating the wheelchair accessible
vehicles.

This will also maximize our driver's
earning potentials in that manner as well as
helping other, our people with disabilities and
senior citizens throughout the city. And also I
believe if driver has to park from a certain
period of time throughout the year as a mandatory
to drive a wheelchair accessible vehicles.

Suppose like a proposal like 120 hours
a whole year the driver has to drive, fulfill the
requirements of driving a wheelchair accessible
vehicles that way all of our drivers will know
how to deal with wheelchair accessible vehicles
as will their customers, those riding customers.
I think that's all I have to say.

CHAIRPERSON JOLLY: So you've got 14
vehicles, five are being operated now in the shop
and you allowed your drivers of the vehicles just
don't want to operate the wheelchair accessible
vehicles. Okay, let's look to Director Chrappah.

DIRECTOR CHRAPPAH: So can you recap
the essence of the proposal given that you have
less than half of your wheelchair accessible
vehicles on the road? Is it for all drivers to,
are you advocating or suggesting all drivers
should be trained on wheelchair accessible
vehicle operation or they should be required to
recertify every year? Tell me a little bit.

MR. MULLICK: This is two part. One
part is to have each driver get a certification.
So that would be there for them for the rest of
the period of time how long they were driving,
doing that for them.

Now renewing certification each year
that's DFHV's discretion if they have to do it.
If the mandatory or regulation changes I believe
that is the proper way to do it because the
regulation changes regarding the people with
disabilities and everything, the Act and
everything.

And the second part is for the driver
to, must drive the wheelchair accessible vehicles
that way they will have experience of getting
customers and also help the industry because those cars, not just my cars as I know that all of companies have their certain amount of cars wheelchair accessible vehicles sitting in the shop not being driven by drivers.

Still it helps the industry as the manner of helping the drivers and helping the companies keep on running those vehicles.

DIRECTOR CHRAPPAAH: Okay. Is there something that you think the Department can do or the For-Hire Advisory Council can do in ensuring that drivers who get into a wheelchair accessible vehicle have fair opportunities?

Is there something about dispatch that needs to be done? I've heard different ideas. But what is your take on how dispatch can be an opportunity or a barrier in getting people, drivers to, you know, be on the road with those vehicles?

MR. MULLICK: As far as I know wheelchair accessible vehicle drivers who are driving right now has an obligation to complete a
certain amount of training in a month period. So
having every driver having the certificate would
automatically have it mandatory to have a certain
amount of trips in wheelchair vehicles.

DIRECTOR CHRAPPAH: Okay.

MR. MULLICK: And since we get a lot
of calls on wheelchair vehicles have been not,
what I believe is fairly distributed because we
only have two dispatching companies. And also
as, since you brought this up I believe it would
be better if those trip records are made public.

Not the trip record but the calls they
receive, the dispatching companies because now a
company knows how many trips, how many calls that
they are receiving, how many are being dispatched
and how they are being dispatched.

I have lots of drivers complaining
they are paying $75 a week and still not getting
a call from, for the wheelchairs. They're not
getting enough calls maybe once a week or twice a
week they will receive a call.

I believe that our community has more
demand than what are being projected by those
dispatching companies.

CHAIRPERSON JOLLY: Okay, thank you.

Any other questions?

MEMBER WADE: Yes. I was just
wondering if you think that the lack of demand
for your vehicles, wheelchair accessible vehicles
has anything to do with the success of the
Transport DC because of the difference in the
price?

MR. MULLICK: Yes, I believe so. I
believe so. There is because of lack of drivers.
I actually, as I said, have no data to see if,
how the Transport DC is dealing with the
wheelchair demand.

So as per driver perspective most of
the drivers doesn't want to. I spoke to a lot of
drivers regarding driving wheelchair accessible
vehicles.

I have lowered their rent way down to
$150 per week but still they don't want to drive
the wheelchair vehicles because they believe they
are being mistreated because the distance or the
time doesn't match up where they are or they are
not being fairly dispatched.

That's what they, whoever drove those
vehicles, wheelchair vehicles don't want to drive
a second time. So I believe if this becomes
mandatory and driver will have more opportunities
and also I'm trying to educate my drivers about
the grant process and everything.

Most of the driver doesn't know about
the grant process of this grant opportunities of
this wheelchair accessible vehicles. So they
think that if they drive this car they will make
less money than the people who are driving
regular cars.

MEMBER WADE: Is that true?

MR. MULLICK: In some cases it might
be true. Like I said I don't know their
earnings. I don't know how the data.

But they have a lot of complaint about
paying for the dispatch $45 or $75 but they're
not getting their dispatch for the money they're
paying for.

MEMBER WADE: Thank you.

MR. MULLICK: Thank you for the opportunity.

CHAIRPERSON JOLLY: Thank you. And let's get your contract information after this meeting.

MR. MULLICK: Sure.

CHAIRPERSON JOLLY: Ms. Mixon, is there anybody else?

SECRETARY MIXON: One, sir. We're going to be real fast, real fast. But definitely state and spell your name then you may start.

MR. MENASE: Good morning. My name is Henok Menase. It's spelled H-E-N-O-K, last name M-E-N-A-S-E. This is just to actually, I came representing a rideshare rental company. But one of the issues that the taxi cabs were speaking about kind of hit home because I used to run a non-emergency medical transportation company. I think, I want to ask do any of your residents use Medicaid for their
transportation?

DIRECTOR CHRAPPAH: Yes. Most of our D.C. residents are on the Medicaid program which is managed by medical healthcare financed. There is a Medicaid reimbursement process. We're generally familiar with those programs.

MR. MENASE: Is there any possible way to create a pathway for cab companies to turn into or have an arm of non-emergency transportation which will enable them to get wheelchair trips that Medicaid does provide for all of their members.

They have trips to go to doctor's appointments, any kind of rehab, therapy, dialysis. This would provide a way for cab companies like yourself that have a steady stream of revenue to come in from dialysis appointments because these are three appointments a week.

That way you could sure up the kind of business that you feel that you're not generating. So is there any way that the DFHV could create a path with the Department of Health
and Human Services to maybe have these individuals create or get the calls to take them to different appointments and that would create, and that would also alleviate some of your issues that you might have with the budget and how so many people are using transportation to go to medical appointments.

If they see that it's already provided for them on one end it would sure up or would alleviate some of the pressure from the other side in my opinion.

DIRECTOR CHRAPPAAH: Yes. We not only looked into that we actually implemented a program for that last year. Last fiscal year we started the program, the pilot program on non-emergency medical transportation that we partnered with the Department of Healthcare Finance.

So we are intimately familiar with not only that market but also how services could be provided and how it would expand economic opportunities for drivers. What it really boils
down to it's for companies to step up and take advantage of those economic opportunities.

It also boils down to drivers taking the basic training on disability sensitivity and also having their mind shift that instead of me driving around eight, ten hours looking for customers now I have to pay attention to what this tells me. This is where I am and where I need to go pick up the customer.

That is why we are really excited about the digital economy training for drivers because if someone needs to go to a medical appointment and is going to come through the Medicaid channel they are not going to be out on the streets waving their hand come pick me up. That is gone, you know.

MR. MENASE: Right.

DIRECTOR CHRAPPAH: So the investments that we've made in the past in bringing new type of business to the industry, the investments that we'll continually make in helping people readjust their thinking we think will position those who
want to make money to be successful.

There are some who don't want to make money. All right, and that's okay. But the opportunities will be there for people to compete for it.

MR. MENASE: Great. Thank you so much.

DIRECTOR CHRAPPAH: You're welcome.

CHAIRPERSON JOLLY: Thank you, Mr. Menase. So there were no other questions? So just in final summary I want thank each of you all for coming out and taking your time to be with us today.

I think you will see that what we're moving toward is more of a dialogue here. And we appreciate the people who come and testify because they take time out of their schedule.

And in exchange we give them a dialogue. And I just want to give some kudos to the director because he's always willing to dialogue with people who have either concerns, complaints or suggestions or ideas.
And I think that's a good thing when you have to come all the way over here for a couple hours for our scheduled meetings. So at this time it's 11:38 and this meeting is adjourned. Thank you.

(Whereupon, the above-entitled matter went off the record at 11:41 a.m.)
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In the matter of: Advisory Council Meeting

Before: DCDFHV

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