

GOVERNMENT OF THE DISTRICT OF COLUMBIA

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DEPARTMENT OF FOR-HIRE VEHICLES

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FOR-HIRE VEHICLE ADVISORY COUNCIL MEETING

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TUESDAY
MARCH 26, 2019

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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
DAVID DO, Director
DOTTI LOVE WADE, Commissioner
JEFFERY SCHAEFFER, Commissioner

STAFF PRESENT:

CHAU TRAN, SECRETARY TO THE COUNCIL
NAKEASHA S-SMALL, ESQ., GENERAL COUNSEL

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1 P-R-O-C-E-E-D-I-N-G-S

2 10:03 a.m.

3 CHAIRPERSON JOLLY: Good morning, the
4 time is 10:03 a.m. and we're at 2235 Shannon
5 Place Southeast in Suite 2032. I'd like to call
6 this meeting to order.

7 We've got a few Members that are on
8 their way but we're going to move ahead and try
9 to stick to our schedule. So at this time I'll
10 call for a moment of silence.

11 Thank you, there are no preliminary
12 matters that we have to discuss so we're going to
13 move ahead and abbreviate our schedule today.
14 And we'll start with remarks by our Director,
15 David Do.

16 DIRECTOR DO: Good morning, can you
17 hear me? Eric, are they on? Hello, can you hear
18 me? This one's not on. Hello? All right, good
19 morning, everyone.

20 My name is David Do, I'm the Acting
21 Director for the Department of For-Hire Vehicles.
22 I want to welcome a couple of new Staff Members.

1 I don't know if we need all this.

2 All right, so if the new Staff Members
3 could stand up in client services so I can
4 recognize you.

5 One of the big things that we've been
6 trying to do is set up the community outreach
7 team and so if the community outreach team and
8 the call center team could stand up, I'd
9 appreciate that.

10 We have four new Members and I just
11 want to give them all a big round of applause for
12 joining our team recently. So thank you so much.

13 (Applause.)

14 Thank you so much. So one of the most
15 important things that we wanted to do is be
16 customer-focused and responsive to our customers.

17 And so two of our new Staff Members
18 actually speak seven different languages,
19 including not only English but Amharic and
20 French. And that's directly correlated to what
21 we want to do to serve our driving community. So
22 thanks so much.

1 The other side, our call center team
2 is an important part of being responsive and with
3 new technologies we can look up the lost and
4 found within 15 minutes. And so they're going to
5 be at the helm of that so thank you so much for
6 joining our team.

7 So, we recently had our first tranche
8 of TNC data and we're working on looking at what
9 the data tells us, and we're going through our
10 infrastructure process and validating that data.

11 And by June, Eric Fiddler, our new
12 CIO, will present that in a public-facing
13 dashboard between June, July or August. But I'm
14 setting a big goal for June.

15 So that's going to be exciting to see
16 what data comes out of it and how we can make
17 sure that our consumers are even more protected
18 than they have been.

19 One of the big things that we're doing
20 soon is the sunseting of the DFHV Government-
21 supported meter. That meter has been supported
22 at our Agency for the last 18 months or so and

1 we're going into allowing the market to operate
2 the meters.

3 And so we're hoping that we have about
4 new DTS providers during the open enrollment
5 season this summer.

6 And finally, one of the big things
7 that we're very serious about at this agency is
8 Vision Zero and the Mayor is also incredibly
9 serious.

10 And so we have worked since my tenure
11 here with a group, Mark Sussman and Daniel
12 Schepp, with the How's My Driving D.C. app that
13 really allows consumers and people, pedestrians,
14 bikers, other drivers, to really report dangers
15 on our roads like blocking a bike lane, making an
16 illegal U-turn, or blocking a crosswalk.

17 All those things make it incredibly
18 dangerous for those who use the roadways. And so
19 we want to make sure that our roadways are safe
20 for all users and so we'll continue making sure
21 that we work with the How's My Driving app to
22 expand the capabilities.

1 But more so, and I think Chau will
2 pass out a new flyer that we have just completed
3 last night, and that's the new budget for Mayor
4 Bowser's fiscal year 2020. And she makes
5 incredible investments in the transportation
6 realm.

7 And I want to kind of just start off
8 by saying that all these improvements surround
9 Vision Zero. So, the first one is making
10 transportation a lot more safe and that's with
11 the K Street rapid bus lane.

12 So it's going to have a middle
13 thoroughfare just for buses so that buses can
14 travel across our city in a more efficient and
15 fast manner. And also for the loading and
16 unloading of passengers safely onto those buses.

17 The Mayor committed \$122 million over
18 the next six years for that. In Vision Zero she
19 is standing up a team that is dedicated to making
20 sure that bike lane infractions and those u-turns
21 and crosswalk violations are few and far between.

22 So she's investing \$4.7 million into

1 DPW for that. We're very excited. We're also
2 going to make an investment in our next-year
3 budget on the Vision Zero side and making sure
4 that we have overtime pay.

5 That's a commitment that I'm working
6 with the enforcement team and Eric Ampedu on.

7 And then finally, or a couple more
8 things, Circulator is now free for fiscal year
9 2020 and beyond and so I'm every excited about
10 that.

11 And finally, there is going to be
12 streetscape improvements all across our city
13 including Dave Thomas Circle, Maryland Avenue
14 Northeast, Alabama Avenue Southeast, and Florida
15 Avenue Northeast, including the surroundings of
16 the famous Dave Thomas Circle.

17 She's investing \$240 million over the
18 next six years to not only acquire that land but
19 also make our roads and our thoroughfares safer
20 for all residents that use them.

21 And so that's one of the big things
22 and so I'm very excited by those improvements and

1 those investments that she has made. And I guess
2 those are my remarks.

3 Anything else I need to do, Chairman?

4 CHAIRPERSON JOLLY: I think those are
5 good for now. From our call yesterday, could you
6 briefly talk about what you're doing in ANC?

7 DIRECTOR DO: 1A?

8 CHAIRPERSON JOLLY: 1A.

9 DIRECTOR DO: So one of the things is
10 that we have investments in all eight wards and
11 so we're looking at areas that we can improve on
12 on our enforcement capabilities.

13 So we're looking at areas that are
14 high traffic, and one of those traffic areas is
15 Dotti Wade's. It's ANC and that's ANC 1A.

16 MEMBER LOVE WADE: It's not working?
17 Well, I guess my voice carries.

18 Good morning, all. One of the major
19 problems that we've been encountering throughout
20 the city as a result of all of the road work and
21 development, with development naturally comes
22 road work because you have to, of course, improve

1 your infrastructures.

2 So that's making it very difficult to
3 anyone to get around the city, especially those
4 of you in the for-hire vehicles industry.

5 So, we're looking at that closely but
6 another problem we are having is vehicles from
7 the for-hire vehicles community, especially up at
8 the Columbia Heights intersection of 14th and
9 Irving, Columbia Road, Kenyon, that whole D.C.
10 U.S.A. target area.

11 It has become so bad that as the Vice
12 Chair of our Advisory Neighborhood Commission, I
13 wear several hats for my city, and as Vice Chair
14 of the Advisory Neighborhood Commission 1A, I was
15 forced to call a meeting with my hat here as a
16 Counselor for the Vehicles For Hire and also as
17 an ANC Commissioner with the Metropolitan Police
18 Department, the Department of Transportation,
19 with of course our Vehicles For Hire, and with
20 Members of the ANC and our transportation
21 community activists to address this very
22 difficult problem.

1 What happens is because of the major
2 retail in that area, our vehicles are pulling up
3 and idling, waiting for fares to come out of that
4 mall.

5 What happens is it's a bike lane and
6 a single traffic lane and a pull-over parking
7 lane. Every time a vehicle pulls over in front
8 of that establishment, the bikers are forced to
9 pull out into the main traffic lane which is also
10 shared by private vehicles and buses, ambulances,
11 and fire trucks.

12 It's one of the most horrendous
13 intersections in the city and our people
14 unfortunately are the biggest offenders. And
15 I've had to personally push people away.

16 I'm going into all of this detail
17 because it's critical for you to understand the
18 rippling effect that one car pulled over has on
19 14th and Parkview all the way down, especially
20 Monroe.

21 If a car is stopped, that traffic
22 backs up. It's a single lane with an island that

1 we're trying to desperately to get the City to
2 remove. Emergency vehicles are up and down that
3 street all the time.

4 One vehicle backs traffic up for ten
5 minutes so we met with Metropolitan Police
6 Department and demanded a zero tolerance for
7 idling vehicles. So anyone idling in that area
8 will be ticketed before they're even approached
9 to move.

10 The police will just come up behind
11 them, write them up, and then give them a ticket.
12 So you have to be very aware. That's considered
13 a hot spot.

14 They're also doing it in Adams Morgan
15 and they're also doing it in the H Street
16 corridor because of the problems created by the
17 street car lanes. Pulling over blocks all that.

18 So it's incumbent upon us, as the
19 people who are responsible for making sure that
20 our vehicles move smoothly through the city and
21 don't create an impediment, that we get this
22 message out loud and clear, how detrimental it's

1 going to be to the drivers.

2 And we're going to ask for a doubling
3 of the fines for idling for-hire vehicles. Even
4 though I'm charged with supporting and helping to
5 clear the area and make it easier for our for-
6 hire vehicles, we're going to be pushed to make
7 it more difficult and we don't want to make it
8 more difficult.

9 But the City cannot afford to have the
10 dangers of pedestrians who refuse to walk down to
11 the corner to cross, so they're illegally
12 crossing in the middle of the street to get over
13 to the other side of the metro.

14 The bikes are flipping out into the
15 main traffic lane because their lane is blocked,
16 the buses are having to pull over into the
17 oncoming traffic lane because there's not enough
18 room for them to go around a car.

19 It's just horrendous so I would just
20 ask all of you to do all you can to try to
21 encourage consideration in not just this area but
22 many areas. And the strangest thing about it is

1 there is a taxi pull-off zone.

2 CHAIRPERSON JOLLY: Is that an
3 official -- I think there's a 15-minute sign
4 there. Are you talking about --

5 MEMBER LOVE WADE: No, no, that's for
6 passenger vehicles. There is a taxi zone from
7 Kenyon Street up to Midway block. It'll hold
8 about five or six vehicles.

9 DIRECTOR DO: On the east side?

10 MEMBER LOVE WADE: On the same side as
11 Target. The problem is it's before you get to
12 Target so the drivers don't want people to have
13 to walk up.

14 Now, one of the things I've suggested
15 is that we maybe switch the zones for the pull-
16 over parking for the taxis and the drop-off zones
17 for passengers where the taxi zone is.

18 DIRECTOR DO: That's a conversation we
19 have with DDOT.

20 MEMBER LOVE WADE: Yes, so that's one
21 of the recommendations.

22 But if any of you have any other

1 suggestions or ideas, you want to ride through
2 there and experience the joy of an hourglass in
3 Columbia Heights, feel free.

4 DIRECTOR DO: Yes, so there's a three-
5 step process in this.

6 We want to educate our drivers, we
7 want to make sure that there are tools in place
8 like the How's My Driving App so that folks can
9 really take pictures and then provide that to our
10 complaints team so that we can resolve it.

11 And finally, the enforcement team
12 going on there and making sure that vehicles move
13 through those areas.

14 MEMBER LOVE WADE: Our team absolutely
15 jumped right on it. When they were involved in
16 it, they did jump right on it.

17 DIRECTOR DO: And we'll continue to do
18 that. one of the things, and this is a policy
19 that we have put in place, is that we don't want
20 to ticket but we want to them to move along.

21 Because ticketing will cause a lot
22 more congestion, especially in areas where --

1 you've talked about that island -- where there's
2 one lane. And if we pull someone over then it
3 would block it.

4 So my main goal is to move those
5 vehicles as quickly as possible out of the bike
6 lanes, out of the travel lanes to make sure that
7 we can all get on our way.

8 MEMBER LOVE WADE: That's ideal but
9 that is not MPD's marching orders and I just want
10 to make that clear, that MPD's marching order is
11 a zero tolerance. But our marching order is to
12 try to push you along.

13 DIRECTOR DO: Correct.

14 MEMBER LOVE WADE: With two different
15 marching orders, you better go with the strongest
16 one because it's going to cost more in the long
17 run.

18 DIRECTOR DO: Okay, thank you so much,
19 Counselor.

20 CHAIRPERSON JOLLY: So at this point
21 on the agenda, we can now move to our action
22 items. So Director Do, once again, we've got two

1 items there. Well, one item there.

2 DIRECTOR DO: Okay, great, so one of
3 the concerns I heard loud and clear when I first
4 started about 90 days or so ago at the Agency was
5 the vehicle age limit.

6 And so I've worked with my team to
7 come up with a solution that really is not only
8 in the best interest of drivers and the for-hire
9 community, but also for District residents.

10 And that's making sure that our
11 vehicle fleet is more accessible and cleaner.
12 And so today I'm announcing to all of you that
13 we're increasing the vehicle age limit from eight
14 to ten years for vehicles that are 100 percent
15 electric or wheelchair-accessible.

16 And so that's I think a compromise
17 that we hit and that is a good spot for all of us
18 in the District of Columbia.

19 So thank you.

20 CHAIRPERSON JOLLY: So Advisor
21 Schaeffer, do you have any input on that?

22 MEMBER SCHAEFFER: No, I think it's

1 definitely a good idea. Some of my concerns as a
2 fleet operator is the age limitation for rental
3 vehicles.

4 So all along I thought maybe it should
5 be a difference for rentals and own operators.
6 Rental vehicles should be newer and the fleet
7 should be more responsible to upgrade as they are
8 with the wheelchair-accessible to have newer
9 vehicles.

10 However, there are some drivers that
11 have vehicles that pass the age limitation and it
12 kind of knocks them out of business and they're
13 forced to either rent or buy another vehicle.

14 So, in the past, the Commission years
15 ago tried a one by one for fleet owners, I'm
16 sorry, for individual owners.

17 They could bring their vehicle here
18 and actually inspect it, do a walk-around, check
19 it and see if it looked good. And they would
20 give them maybe six months to purchase the
21 vehicle.

22 So, I know that this year you're not

1 going to hear as much because the age that
2 they're going off.

3 I believe next year, if you look at
4 the list of vehicles going off, it could be about
5 triple of what it is this year.

6 DIRECTOR DO: We see the numbers.

7 MEMBER SCHAEFFER: But, no, I think
8 it's great to have the electric and the
9 wheelchairs extended two more years. Thank you.

10 CHAIRPERSON JOLLY: So while we have
11 you, Advisor Schaeffer, we talked earlier about
12 the meter sunset and open enrollment season.
13 Could we have some of your input on that?

14 You weren't here for the discussion.

15 MEMBER SCHAEFFER: Yes, I think that
16 is good as well, with Easy Meter now having to
17 stand on their own and I've already been
18 contacted by other vendors that I'm sure have
19 approached DFHV.

20 So there will be a choice for drivers
21 and fleet owners when it comes to finding a
22 digital meter. So I know that at least two other

1 vendors are coming to town to try to present to
2 DFHV their option and then you have the Easy
3 Meter iCabby and CUR meter that's presently
4 approved.

5 So I welcome that as well.

6 DIRECTOR DO: So just to add, we're
7 hoping for a lot more entrants into the market,
8 the meter market.

9 So we're working on making sure that
10 people know wide and far that we're looking for
11 new additional meters to increase the competition
12 within our market.

13 MEMBER LOVE WADE: So have we sent out
14 a request for a proposal, request for a
15 statement?

16 DIRECTOR DO: It starts in July so
17 everybody will know by then the open enrollment
18 season for that.

19 There's going to be various
20 specifications that we're finalizing and we're
21 working with our Chief Information Officer on it
22 and we'll make sure by the next quarterly Council

1 Meeting that we'll have those specifications for
2 everybody.

3 CHAIRPERSON JOLLY: Let me follow up
4 with you, Advisor Schaeffer. Just on the
5 meters, I've probably gotten maybe 15 emails from
6 drivers who experience problems with them
7 shutting off.

8 Now, I'm not going to get into which
9 company they are but have you experienced that?
10 And in looking at new vendors, is that something
11 that you're concerned with alleviating?

12 MEMBER SCHAEFFER: Certainly, you're
13 going to have that. What's happened is to cut
14 expenses they go by a GPS meter so it's called a
15 soft meter which operates off the GPS, which in
16 D.C. you're going to have tunnels and spots where
17 GPS is not working.

18 So, you're going to see a pause and
19 then all of the sudden it picks back up. You may
20 go under the whole tunnel and it just freezes.

21 Currently, some meters out there on
22 the market are hooked up directly to the OBD of

1 the vehicle. So, when you do that, there's never
2 a break in the signal. It's continuous.

3 So, that is going to be something to
4 weigh versus, okay, is the meter going to cut off
5 some?

6 But that's what the entire country's
7 dealing with now and most jurisdictions are just
8 overriding it and saying, hey, well, the benefits
9 outweigh the detriments.

10 Yes, it cuts off a little bit but it
11 kind of speculates where you are and how far
12 you've traveled, the time that's gone by, and
13 just other ways to catch it back up.

14 Well, it's been down for 30 seconds
15 and you've been traveling at this rate so it adds
16 the number.

17 It could be a few cents over or under
18 but it's just something that if you as a driver
19 are concerned about that, there are options that
20 you can get something that's hooked directly to
21 your OBD and it would not be based solely off
22 GPS.

1 CHAIRPERSON JOLLY: All right, we're
2 at the point now for public comment and I don't
3 believe we have anyone signed up. Is there
4 anybody here that would like to make a public
5 comment?

6 Sir, if you would, yes, come to the
7 microphone and just give us your name and you may
8 spell it for the record? And then let us know
9 the organization you're with.

10 MR. WOODBURY: Good morning, I
11 appreciate you letting me speak. I am a District
12 cabdriver, Freeman Woodbury is my name, Royal Cab
13 102, and I have -- W-O-O-D-B-U-R-Y. That's my
14 last name.

15 And this pertains to the age limit on
16 the cabs because I'm one of the people that is
17 directly affected by this rule.

18 I've had a license in the District as
19 a cabdriver for 53 years and when they made the
20 original ruling, I got a Honda Odyssey which is a
21 seven-passenger vehicle which I've put on the
22 street, which now four years later is part of the

1 fleet that's supposed to be phased out.

2 And the problem that I see as opposed
3 to when you were talking about, when Jeff was
4 talking about, fleet vehicles or vehicles that
5 are driven, shifted, double shifted, whatever, a
6 lot of -- and I have no idea what the numbers
7 are, you probably would better than I, I have no
8 idea how many cabs are being taken off the street
9 because of the eight-year limit this year.

10 But my vehicle has 117,000 miles on
11 it, which really you could almost say is just
12 broken in. And if you look at the 300,000 mile
13 limit that you are allowed, it's really to me --
14 to replace my vehicle with everything that I've
15 put into it would cost over \$40,000.

16 And as a part-time driver who
17 definitely needs the income from this to stay
18 alive, it now -- as everybody knows, our income's
19 been cut in half easily in the last two or three
20 years.

21 And it's not just the rideshare things
22 either, you have all of the bicycles that people

1 are using now, scooters. You can rent just about
2 anything, you can get cars by the hour.

3 There's everything out there except
4 flying carpets, I swear, that's the only thing
5 you don't have to compete with in the city right
6 now.

7 So, while I understand the rationale
8 behind the regulation that no vehicle should be
9 more than eight model years old and should have
10 less than 300,000 miles on it, whichever comes
11 first, I believe that I and my vehicle qualify
12 for a waiver of this rule.

13 And as I just stated, currently my car
14 only has 119,000 miles. Now, not only is it in
15 excellent condition but since November, as just
16 part of regular maintenance I've put over \$3000
17 into it to keep it in perfect condition.

18 I just went through D.C. inspection
19 last month, which again, was superficial
20 cosmetics but it was another \$400. So, if we
21 added this onto having to replace everything, the
22 figure gets up somewhere around \$45,000.

1 Now, with all the cabs that are coming
2 off the street and with everybody buying
3 essentially what is a three-passenger vehicle
4 today, mine is probably one of the last six-
5 passenger adult comfortable vehicles on the
6 street.

7 There's two captain chairs in the
8 second row, a third-row full-sized bench seat,
9 and I'm talking for adults my size.

10 With the tourist industry in this
11 city, there is still a big demand for this and
12 candidly, they're all disappearing. I haven't
13 seen another one like my own for some time.

14 The only vans you see only have the
15 one bench and the two front seats so it's still
16 essentially a four-passenger vehicle.

17 With the tourist and convention season
18 just starting, it's really just starting in full
19 bore right now, simply put, I cannot afford to
20 purchase a new vehicle which would cost well over
21 \$30,000 to \$40,000 with everything I have to put
22 in it, the transformation of all the electronics

1 and everything to make it a cab.

2 The second largest thing I have is I
3 do have a physical back condition that requires
4 me to have a special seat in a large car with
5 suspension that only exists in a full-size
6 vehicle. So, I couldn't, even if I wanted to,
7 put on one of the smaller cars available.

8 And there are other arguments I have
9 but since I am out of time, hopefully if you get
10 a chance, they're all in the letter and I would
11 appreciate any assistance I could get on the
12 matter.

13 Thank you for your time.

14 CHAIRPERSON JOLLY: Mr. Woodbury,
15 thank you for coming and talking today about your
16 situation.

17 There are elements of your situation
18 that are probably best dealt with offline
19 directly with personnel from the Department of
20 For-Hire Vehicles.

21 However, in general about the age
22 limit, I think we can have a discussion about

1 that and we can do some dialog because that's
2 what we do here.

3 So I'll start with Advisor Schaeffer,
4 if you want to have some input first? And then
5 we'll come on down the row.

6 MEMBER SCHAEFFER: Well, certainly, I
7 just touched on this, the difference between
8 fleet vehicles and individual owner/operators,
9 and there are going to be some operators that are
10 affected by this.

11 In the past a couple years I've seen
12 this is the time when they come up, it's either
13 vehicle change or face renewal.

14 And at that point, a lot of them that
15 had been working many years ago, my grandfather
16 started in the '50s and there's a lot of drivers
17 that have been with us for 50 years and more,
18 they're starting to retire and that's the time
19 that they choose to retire.

20 But as this gentleman just pointed
21 out, he needs the additional subsidy to go out
22 and work that vehicle part time.

1 So he'd be in a position where he'd
2 have to rent a vehicle to stay on there or come
3 up with an investment and put in another four
4 years to recoup that investment if he has it for
5 four years.

6 So I think it is something that maybe
7 we can discuss the possibility that we'll waiver
8 for certain exemptions, but again, I strongly
9 feel that it's only on individual owner-operators
10 and there needs to be something on there that
11 that vehicle cannot be rented out.

12 Because in the past, I've seen fleets
13 get individual owner/operators to renew their
14 vehicles and leave them on the lot, and they'll
15 rent them out for them.

16 And the guy may travel and may rent
17 them out, and all of the sudden you have, as Mr.
18 Woodbury put it, all the competition we already
19 have and now we have more competition with
20 vehicles that are not even truly supposed to be
21 rented out.

22 So, those are just some of my concerns

1 talking out loud through it but I think like you
2 said, it needs further discussion to see where
3 everyone is with it.

4 But it's difficult.

5 DIRECTOR DO: For me, I think there's
6 an opportunity to look at the mileage and see on
7 that, especially for part-time drivers who don't
8 drive their vehicles all the time.

9 MR. WOODBURY: Could I just make one
10 point?

11 DIRECTOR DO: Sure.

12 MR. WOODBURY: It has really almost
13 become for all of us, the drivers. And I have no
14 idea if you have exact figures of how many cabs
15 there are.

16 When I started, Washington D.C. had
17 the highest per capita ratio of cabs to the
18 population in the United States. And it did for
19 decades. I'm going to guess now that it's under
20 4000.

21 DIRECTOR DO: It's about 6000.

22 MR. WOODBURY: Really, that many?

1 DIRECTOR DO: Yes.

2 MR. WOODBURY: Well, then a lot of
3 them must really be working part time.

4 But anyway, the only point is that
5 from right now, the beginning of April, through
6 about the week after the 4th of July, I'll work
7 six, seven days a week.

8 Now, it's not necessarily eight hours
9 a day but this is really the only time of the
10 year when you know you can make some money. But
11 the rest of the year, the competition with all
12 these other things is minimal.

13 And by the way, this is not meant as
14 a bribe but I would love to give any of you a
15 ride just to show you the car and if anybody
16 could tell me one reason why it's not going to
17 make a great cab for another 100,000 or whatever,
18 50,000, I don't care.

19 DIRECTOR DO: Thank you, Mr. Woodbury.
20 One of the things is that you seem to be one of
21 the more special cases where you don't drive full
22 time.

1 But when a driver does drive full
2 time, these cars get a lot less efficient over
3 time.

4 MR. WOODBURY: I understand.

5 DIRECTOR DO: Put a lot more CO2 into
6 the -- all the things that are negative to our
7 environment.

8 And so we need to look at the data and
9 the statistics and what exactly -- at what point
10 does a vehicle release too much to not have the
11 same benefit?

12 And so we need to look at the marginal
13 benefit to the marginal cost to society.

14 MR. WOODBURY: Right, but they did
15 just go through an inspection where they have the
16 emissions check and it's not even remotely close.
17 117,000 miles on a car is nothing.

18 DIRECTOR DO: Right, so this is
19 something that I'm willing to go back and look
20 at, and look at the mileage side but for the
21 vehicle age limit, I'm very stuck on that eight-
22 year mark for ICE vehicles, internal combustion

1 engines.

2 And then for WAVs and for electric
3 vehicles, I'm more lenient on it.

4 MEMBER SCHAEFFER: And it's a good
5 point.

6 I'm sorry, just to follow up on that,
7 there are initiatives and goals set higher up in
8 the city where they want to make D.C. really
9 green and there are Federal studies out that
10 vehicles of older age produce much more
11 emissions.

12 So we have a clear chart of, okay,
13 here's the cut-off and I think that was one of
14 the big factors in the age limitation.

15 DIRECTOR DO: So let me go back and
16 look at the mileage concern and see where my team
17 and I lie.

18 MR. WOODBURY: And then just the last
19 thing, because of what I can carry, though, it's
20 still the equivalent of two cars.

21 Because I get folks all the time that
22 come to me, families, because they have to get

1 two cabs to get seven people.

2 Anyway, thank you very much for your
3 time.

4 DIRECTOR DO: Thank you so much Mr.
5 Woodbury.

6 CHAIRPERSON JOLLY: Are there any
7 other people here who would like to comment? Oh,
8 go ahead. I'm sorry, by the way, there's one
9 more comment for you from Member Wade.

10 MEMBER LOVE WADE: Yes, I just wanted
11 to let you know that I'm very much concerned
12 about those drivers who are in your particular
13 situation where you are part-time drivers, more
14 so than the fleet drivers where the cars are in
15 constant use on a rotating basis.

16 I think we need to really look at
17 exceptions for a different category for part-time
18 drivers because that doesn't seem applicable,
19 that age, for example.

20 I think I'm a fairly well seasoned
21 aged person and I wouldn't want to be put out to
22 pasture because I reached 62.

1 DIRECTOR DO: Point taken.

2 MEMBER LOVE WADE: So this is
3 something I think we really need to look at as a
4 permanent option as opposed to a case-by-case
5 option.

6 DIRECTOR DO: I don't like special
7 exceptions and I don't like waivers, but I want
8 to do a prescription where it looks at the
9 mileage and not increase the vehicle age limit.

10 MEMBER LOVE WADE: Right, because I
11 think with less use of these vehicles, even if
12 they're older the emissions wouldn't be as great
13 as a vehicle that's in constant use.

14 DIRECTOR DO: Correct, right. So I
15 think there's an opportunity to look at the miles
16 and we'll revisit that with my team.

17 CHAIRPERSON JOLLY: Mr. Woodbury,
18 thank you very much. And the element of your case
19 that I didn't want to discuss in public was about
20 the information about your medical condition.

21 I didn't want to bring that up in
22 public here, but it sounds like there is a

1 possibility for your case to be looked at through
2 the lens of mileage.

3 That being the case, if there are no
4 other witnesses here today, the time is 10:40
5 a.m. and we are adjourned.

6 (Whereupon, the above-entitled matter
7 went off the record at 10:43 a.m.)

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This is to certify that the foregoing transcript

In the matter of: Council Meeting

Before: DC DFHV

Date: 03-26-19

Place: Washington, DC

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Court Reporter

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