

GOVERNMENT OF THE DISTRICT OF COLUMBIA

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OFFICE OF THE D.C. TAXICAB COMMISSION

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FULL COMMISSION MEETING

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WEDNESDAY
APRIL 8, 2015

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The Commission met at 2235 Shannon
Place, S.E., Washington, D.C., at 10:00 a.m.,
Eric Rogers, Chairperson, presiding.

COMMISSIONERS PRESENT:

ERIC ROGERS, Chairperson
BETTY SMALLS, Commissioner
STANLEY TAPSCOTT, Commissioner

STAFF PRESENT:

JACQUES P. LERNER, ESQ., General Counsel
JUANDA MIXON, Secretary

T-A-B-L-E O-F C-O-N-T-E-N-T-S

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I. Call to Order
Determination of Quorum 3

II. Commission Communication
Commissioner Remarks, Comments
or Questions 4

III. Commission Action Items

Vote to approve publication of 8
final rulemaking for Chapters
4, 8, and 16.

Vote to approve publication of 10
fine rulemaking for Chapter 8.

Vote to approve publication of 11
emergency and proposed rulemaking
for Chapters 10 and 18.

Public comment period 16

Adjourn 144

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

2 (10:16 a.m.)

3 CHAIRPERSON ROGERS: This is the
4 general commission meeting, Wednesday April 8,
5 2015, 10:00 a.m. My name is Eric Rogers, I'm the
6 Chair of the D.C. Taxicab Commission. Madam
7 Secretary, could you please call the roll, make
8 sure that we have a quorum?

9 SECRETARY MIXON: Yes. Commissioner
10 Ferguson?

11 (No response)

12 SECRETARY MIXON: Commissioner
13 Muhammad?

14 (No response)

15 SECRETARY MIXON: Commissioner Smalls?

16 COMMISSIONER SMALLS: Here.

17 SECRETARY MIXON: Commissioner
18 Tapscott?

19 COMMISSIONER TAPSCOTT: Yes.

20 SECRETARY MIXON: Commissioner Rogers.

21 CHAIRPERSON ROGERS: Here.

22 SECRETARY MIXON: We do have a quorum.

1 CHAIRPERSON ROGERS: Wonderful.
2 Before we move into Item 2 on the agenda, I would
3 like to make a motion to amend the agenda to
4 remove Item number 4. Is there a second?

5 (Off microphone comment)

6 CHAIRPERSON ROGERS: All in favor of
7 removing Item 4 from the agenda, please say aye.

8 (Chorus of ayes)

9 CHAIRPERSON ROGERS: The ayes have it.
10 So let's move on to Item number 2, Commission
11 Communication, Commissioner Remarks, Comments or
12 Questions. Any commissioner have any comments
13 that they would like to make on the record?
14 Commissioner Smalls?

15 COMMISSIONER SMALLS: Yes, I would
16 just like to say I've, after having a discussion
17 about the new co-op, can I bring this up?

18 CHAIRPERSON ROGERS: Yes.

19 COMMISSIONER SMALLS: I would just
20 like to go on record to say that I am all for the
21 co-op idea if cab, there is a representation of
22 some taxicab drivers and not only those persons

1 who are financing the co-op, too. So I think we
2 should have some representation from taxicab on
3 that co-op.

4 CHAIRPERSON ROGERS: General Counsel,
5 do you have any comments?

6 GENERAL COUNSEL LERNER: Yes, thank
7 you. I was going to say at this point under the
8 co-op formation rules in Chapter 16, the co-op is
9 simply being formed by charter members who are
10 designated in the rules.

11 The by-laws are being drafted, and
12 ultimately the co-op will be formed in such a way
13 that it's not written, in fact it's expressly
14 written that it's not to benefit any class of its
15 members over any others, except charter members
16 are required to be members.

17 Other than that, there is no
18 favoritism allowed, expressly prohibited in the
19 act, although it's structured in a way that's in
20 accordance with law and in accordance with
21 Chapter 16.

22 COMMISSIONER TAPSCOTT: Just one

1 question. How were the charter members selected?

2 GENERAL COUNSEL LERNER: The charter
3 members were selected merely for the purpose of
4 actually engaging in the process of forming the
5 co-op. Somebody needed to form the co-op, the
6 co-op was going to be a private entity.

7 The charter members are simply those
8 members who under the statute, under the
9 establishing act are required to have dispatch by
10 virtue of being companies that have 100 or more
11 vehicles. That's it.

12 They were tasked with the process of
13 sitting down and actually undertaking the
14 administrative process of working with the
15 lawyers to put the papers together for our
16 approval. That's it. There's nothing else to
17 it.

18 Now they actually have far more than
19 that seated as the Commissioner knows. There
20 were far more people than are actually seated at
21 the table yesterday for one of their weekly
22 meetings.

1 So they actually have been more
2 inclusive, which was their choice and we support
3 that, of course. But this was simply an
4 administrative task. Does that answer your
5 question?

6 COMMISSIONER TAPSCOTT: Yes.

7 CHAIRPERSON ROGERS: Okay. But I do
8 concur, Commissioner Smalls, with your assessment
9 and we'll probably look to seeing how we can
10 ensure that there is driver representation at the
11 highest levels within the co-op either through
12 official action by the Commission or
13 conversations with the co-op in their by-law
14 formations. So duly noted, we'll work on that.

15 Okay. We're going to again go a
16 little bit outside of the agenda and see that we
17 have, we do have a public comment on the subject
18 of taxicab misery.

19 So if Rouzbeh Mazanderan, if he is
20 present to give their testimony. Looking at this
21 sea of people, and I really can't see if he's
22 here, so apparently he's not here.

1 So we will move on to the actual
2 voting. So Commissioners, you have before you
3 three items that we need to vote on. Number one
4 is a vote to approve publication of the final
5 rulemaking in Chapters 4, 8, 16, requiring PSPs
6 to integrate with the MTS systems within the DC
7 Universal Taxicab App and requiring taxicab
8 operators who use a DDS that does not collect
9 passenger surcharges to maintain individual
10 operator surcharge accounts. Mr. General
11 Counsel, do you have anything further there?

12 GENERAL COUNSEL LERNER: Yes, I would.
13 This is a very important addition to the existing
14 co-op requirements. The integration would
15 require that the new app be integrated with the
16 MTS systems.

17 That would give the co-op a unique
18 ability to have passengers who use the app be
19 able to not merely pay with a card through the
20 app, they would actually be able to get into the
21 taxi, and unlike all the other digitals we've
22 chosen not to integrate, they would be able to

1 pay in cash, or they would be able to swipe a
2 card in the car.

3 So even though the co-op's competitors
4 can do this, they haven't, maybe they will in the
5 future, but at the moment this would require the
6 co-op to do that so the co-op would have a
7 competitive advantage.

8 So it's important for that reason.
9 And these reasons also clarify that drivers are
10 required to complete any dispatch from any
11 digital service once they accept it, not merely
12 through the co-op.

13 And it also requires individual
14 surcharge accounts if the office determines that
15 there is a digital company that is not collecting
16 a surcharge which it is required to both by
17 statute and by regulation that to my knowledge,
18 that doesn't appear to be the case at this time.

19 There have been issues like that in
20 the past. And in the event that that happens
21 again in the future, we want to make sure that
22 those surcharges are collected.

1 Sir, please don't be taking pictures
2 right now during the proceeding. Thank you.

3 CHAIRPERSON ROGERS: So we have the
4 matter before us. All in favor of the matter,
5 please say aye.

6 (Chorus of ayes)

7 CHAIRPERSON ROGERS: All opposed?

8 (No audible response)

9 CHAIRPERSON ROGERS: Abstentions?

10 (No audible response)

11 CHAIRPERSON ROGERS: Ayes have it.

12 Let's move on to Item number 2, vote to approve
13 the publication of final rulemaking for Chapter
14 8, increasing the wait time fare to \$35 per hour.

15 GENERAL COUNSEL LERNER: Yes, if
16 approved, this would clarify that the wait time
17 fare is actually \$35 per hour. The hourly fare
18 is also \$35 an hour, so set the two hourly fares
19 at the same level of \$35.

20 And sir, to reference the camera, if
21 you want to come up and take pictures from the
22 side, that's fine. But you're flash was going

1 off and it was distracting, okay? Thank you.

2 CHAIRPERSON ROGERS: So we have the
3 matter before us. All in favor of the matter,
4 please signify by saying aye.

5 COMMISSIONER TAPSCOTT: I'll second.

6 CHAIRPERSON ROGERS: Oh, second.
7 Commissioner Tapscott seconded. Motion has been
8 properly seconded and is before us. All in favor
9 signify by saying aye.

10 (Chorus of ayes)

11 CHAIRPERSON ROGERS: Opposed?

12 (No audible response)

13 CHAIRPERSON ROGERS: Abstentions?

14 (No audible response)

15 CHAIRPERSON ROGERS: Hearing none,
16 motion passes. And the final proposed rulemaking
17 would amend Chapters 10 and 18 would allow
18 taxicab companies required under the
19 Establishment Act to have six percent of their
20 fleet vehicles wheelchair accessible by December
21 31st, 2014, to meet this requirement by obtaining
22 new DCTC taxicab vehicle licenses from the Office

1 of Taxicabs under the condition that the new
2 vehicles being actively used in the CAPS-DC
3 program for a period of not less than three
4 years.

5 The amendments will require these new
6 wheelchair accessible vehicles to operate in
7 accordance with the operating requirements of the
8 CAPS-DC program. This emergency rulemaking for
9 Chapters 10 and 18 is required to one,
10 immediately increase the number of wheelchair
11 accessible vehicles participating in the CAPS-DC
12 program to minimize delays in wheelchair service
13 for program customers, and two, immediately
14 increase the level of compliance with the
15 Establishments Act requirements for minimum
16 percentages of wheelchair accessible vehicles in
17 the fleets of taxicab companies.

18 I have found in our meetings, the
19 Office of Taxicab meetings with the Department of
20 Transportation and the Washington Metropolitan
21 Area Transit Authority that there is great
22 support for a standing of the use of CAPS-DC

1 which is also undergoing a name change to
2 Transport-DC.

3 So if you hear Transport-DC, it is
4 CAPS-DC. And I do think that CAPS Transport-DC
5 and similar programs are a unique way to get
6 business back to taxicab companies and to taxicab
7 drivers. The Office has been in communications
8 with other parts of the Government to look to see
9 if we could, through taxicabs, assist in some of
10 the transportation needs.

11 We've been talking with the Office of
12 State Superintendent for Education, we're in
13 conversations with the Office on Aging, and we're
14 also looking to seek to partner with other
15 Government agencies to help reduce some of their
16 transportation costs while at the same time
17 providing better service for those clients as
18 well as bringing some business back into the
19 industry.

20 So it's a really neat program. It has
21 a good support from the Mayor of the District of
22 Columbia and members of the Council of the

1 District of Columbia. So we're definitely
2 looking to maintain it and expand it.

3 With that said, is there a motion --
4 yes, sir?

5 COMMISSIONER TAPSCOTT: You said this
6 is required to be in by December the 14th. Is
7 that --

8 CHAIRPERSON ROGERS: Yes, sir.

9 COMMISSIONER TAPSCOTT: December the
10 14th has past.

11 CHAIRPERSON ROGERS: Yes, sir. The
12 Office of Taxicabs had to, as a part of the
13 process for renewing certificates of operating
14 authority, we had to send notification to the cab
15 companies of their six percent requirement.

16 We have not done that, so the
17 companies are still in compliance. Also, the
18 Office of Taxicabs decided to give taxicab
19 companies six more months to meet this
20 requirement.

21 So this motion or this regulation will
22 help conform all of those administrative

1 decisions, make them completely proper while
2 giving the industry enough time to get the
3 vehicles on the road.

4 COMMISSIONER TAPSCOTT: I have one
5 other question.

6 CHAIRPERSON ROGERS: Yes, sir.

7 COMMISSIONER TAPSCOTT: Is it
8 wheelchair accessible, how are we dealing with
9 approval of wheelchair accessible? Are they
10 required in any kind of way?

11 CHAIRPERSON ROGERS: The privates as
12 I like to call them, for the moment are not
13 required to have wheelchair assessable vehicles.
14 Now I do know that some of the companies are
15 looking into whether or not they want to provide
16 that service.

17 But as the law stands now, they are
18 not required to do that. So that actually puts
19 the industry in a unique position to serve a
20 population well and also maintain and grow
21 business with a lot of these, with the additional
22 wheelchair accessible vehicles.

1 COMMISSIONER TAPSCOTT: Thank you.

2 CHAIRPERSON ROGERS: Okay. Any
3 further comments? Okay, hearing none, is there a
4 motion to approve the measure?

5 COMMISSIONER SMALLS: So moved.

6 COMMISSIONER TAPSCOTT: Seconded.

7 CHAIRPERSON ROGERS: Motion's been
8 properly seconded and moved and is now before us.
9 All in favor, please signify by saying aye.

10 (Chorus of ayes)

11 CHAIRPERSON ROGERS: Opposed?

12 (No audible response)

13 CHAIRPERSON ROGERS: Abstentions?

14 (No audible response)

15 CHAIRPERSON ROGERS: Hearing none, the
16 motion carries. That is our official business
17 for the Commission. I'll give one more chance
18 for the public commenter Mr. Rouzbeh Mazanderan.
19 Take your time. And the subject is the taxicab
20 misery.

21 Do you have a signature, a written
22 statement on your --

1 MR. MAZANDERAN: Yes.

2 CHAIRPERSON ROGERS: Okay.

3 MR. MAZANDERAN: Jack Learner, is Uber
4 legalized? Is Uber legalized?

5 CHAIRPERSON ROGERS: Do you have a
6 statement, or --

7 MR. MAZANDERAN: No, I'm asking for a
8 statement.

9 CHAIRPERSON ROGERS: I'll answer it,
10 I'll answer it. As of March 9th, the Commission
11 changed the rules to put qualifications on Uber,
12 SideCar, Lyfts and all the other private vehicles
13 for hire in accordance with the Innovation Act
14 which took effect March 8th of 2015.

15 So in short, to answer your question,
16 yes.

17 MR. MAZANDERAN: They're legalized?

18 CHAIRPERSON ROGERS: Uber and all the
19 other private vehicle for hire companies are now
20 legal in the District of Columbia and regulated
21 very lightly by the D.C. Taxicab Commission.

22 MR. MAZANDERAN: So are we protected,

1 poor, under paid, below minimum wage taxicab
2 drivers have to pay any fees and Uber doesn't pay
3 any fees because they have kick backs --

4 CHAIRPERSON ROGERS: Uber in fact does
5 have to pay fees. They had an application fee of
6 \$25,000 and they also have to remit one percent
7 of their gross revenue to the District of
8 Columbia Taxicab Commission.

9 MR. MAZANDERAN: You heard of decoy
10 passengers?

11 CHAIRPERSON ROGERS: Yes.

12 MR. MAZANDERAN: Who is paying them?

13 CHAIRPERSON ROGERS: Are you talking
14 about the anonymous rider program?

15 MR. MAZANDERAN: I don't know what
16 beloved decoy passenger, your beloved --

17 (Simultaneous speaking)

18 CHAIRPERSON ROGERS: The Commission
19 has a program ongoing right now called the
20 anonymous rider program where we have contracted
21 with a specific group that does provide
22 individuals who serve to ensure that taxicab

1 operators are complying with Title 31.

2 MR. MAZANDERAN: Are they working for
3 money, pay, or they're working --

4 CHAIRPERSON ROGERS: Again, the
5 Commission has a contract with a private company
6 to provide individuals to do undercover
7 operations, if you want to call it that, in the
8 streets to ensure taxicab operators comply with
9 Title 31.

10 MR. MAZANDERAN: So we are paying
11 that.

12 CHAIRPERSON ROGERS: The D.C. Taxicab
13 commission has engaged --

14 (Simultaneous speaking)

15 MR. MAZANDERAN: Of course D.C.
16 Taxicab drivers are paying D.C. Taxicab
17 commission. So we are paying that.

18 CHAIRPERSON ROGERS: As well as the
19 citizens of the District of Columbia who pay the
20 \$0.25 surcharge for every single trip.

21 MR. MAZANDERAN: Your thugs have the
22 right to impound cabs arbitrarily?

1 CHAIRPERSON ROGERS: Say that again?
2 You will address me as the Chair and not --

3 MR. MAZANDERAN: Okay. Your cab
4 inspectors, your inspectors are allowed to
5 impound vehicles arbitrarily?

6 CHAIRPERSON ROGERS: No. Any vehicle
7 that's impounded under Title 31 is done so
8 because a taxicab operator has violated the
9 rules, and there is a significant public safety
10 issue depending on whichever rule they've
11 violated, most notably the insurance
12 requirements.

13 So to make it short, if you have no
14 insurance and you're on the road and a hack
15 inspector picks you up or pulls you over, yes we
16 will impound your vehicle because if you get into
17 an accident, you have no means or ability to pay
18 damages of the individual or your car. So yes,
19 there are times --

20 MR. MAZANDERAN: Insurance, if he
21 doesn't or she doesn't have insurance, his or her
22 cab can get impounded.

1 CHAIRPERSON ROGERS: Say it again, I'm
2 sorry.

3 MR. MAZANDERAN: For insurance
4 purpose.

5 CHAIRPERSON ROGERS: Insurance
6 purpose, and there violations in Title 31 in
7 which may --

8 MR. MAZANDERAN: All the violations --
9 any violations that you lose your cab.

10 CHAIRPERSON ROGERS: Sir, sir, sir.
11 Address me. You're not addressing the crowd,
12 you're addressing me.

13 MR. MAZANDERAN: Any violation,
14 anybody, even those who are under investigation
15 can impound a cab?

16 CHAIRPERSON ROGERS: I'm not
17 understanding the question.

18 MR. MAZANDERAN: How many percent of
19 your hack inspectors don't have criminal
20 background?

21 CHAIRPERSON ROGERS: All of our hack
22 inspectors have gone through the District of

1 Columbia Human Resources background screening and
2 are fully compliant with any rules and
3 regulations of the D.C. personnel manual.

4 So if somebody has a conviction, if
5 that conviction is outside of the term according
6 to the District of Columbia's personnel manual,
7 they are qualified to work in the District of
8 Columbia Government and qualified to exercise
9 their duties.

10 MR. MAZANDERAN: Now credit card
11 doesn't go through or the system is down or
12 credit card is declined, who is paying for it?

13 CHAIRPERSON ROGERS: If a credit card
14 system is down, it is a requirement as far as I
15 understand it, and General Counsel will correct
16 me, that that taxicab operator has an obligation
17 to have that fixed before they are in service.

18 MR. MAZANDERAN: Oh yes? If I take
19 somebody from point A to point B, at point B, at
20 that point the system is down and credit cards
21 cannot get processed. What the driver to do?
22 Come after Jack Lerner or --

1 CHAIRPERSON ROGERS: You will address
2 me.

3 MR. MAZANDERAN: All right.

4 CHAIRPERSON ROGERS: You will not
5 address the General Counsel. Again, it bears a
6 situation which happens frequently with
7 technology and we do understand that.

8 So if there's a situation where a
9 particular individual is trying to run a credit
10 card and the machine is down but it was operating
11 before the trip commenced, then they do have the
12 ability to ask the passenger to pay in cash.

13 However, if that individual does not
14 have the cash to pay, then the driver will have
15 to make some arrangements to receive that
16 payment. Either you can call the PSP for
17 assistance or you can give the individual a break
18 and give them your card and say hey, you know, I
19 understand that my machine is down.

20 You know, this is a free ride on me,
21 but I love taking you where you want to go.
22 Here's my business card and call me whenever you

1 need another cab ride.

2 MR. MAZANDERAN: How about suing Jack
3 Lerner for the trip?

4 CHAIRPERSON ROGERS: Again, you will
5 address me. You will not, no.

6 MR. MAZANDERAN: I am addressing you.

7 CHAIRPERSON ROGERS: You will address
8 me. You will not address Staff. If you want to
9 address Staff, you can set up a meeting. But you
10 will address me. So if you have a question about
11 the legal advice given to this Commission, you
12 will address that through me.

13 You will not call out anyone by name.
14 You will address it to me. You can call me out
15 by name, but you will not call out any of the
16 staff that are sitting on this dais.

17 MR. MAZANDERAN: Yes. How about suing
18 you?

19 CHAIRPERSON ROGERS: You can sue me.

20 MR. MAZANDERAN: Yes.

21 CHAIRPERSON ROGERS: Go ahead.

22 MR. MAZANDERAN: Good. Remember that.

1 And if a credit card doesn't go through --

2 (Simultaneous speaking)

3 CHAIRPERSON ROGERS: Sir, sir, sir,
4 you will address the Commission, not the
5 audience. You can address the audience at the
6 termination of this meeting, but you will address
7 me. Any other issues?

8 MR. MAZANDERAN: Next time any cab
9 getting impounded, I'm going to send a driver to
10 your house.

11 CHAIRPERSON ROGERS: You can send a
12 driver to my house and I'll make sure --

13 MR. MAZANDERAN: No, his house. He is
14 --

15 CHAIRPERSON ROGERS: Sir, you will
16 address me. If you have any issue with the
17 impoundment act of the District of Columbia, you
18 need to take that up with the Council of the
19 District of Columbia. If you feel that --

20 MR. MAZANDERAN: Good. I'm glad you
21 reminded me.

22 CHAIRPERSON ROGERS: If you feel that

1 the laws of the District of Columbia are unfair,
2 there's a political process in place right now
3 through the budget process and through the
4 performance oversight process where every single
5 member of the Council is willing and able to hear
6 all concerns from everyone.

7 So if you have an issue with a
8 particular piece of legislation that we are
9 enforcing, then please, make that known to the
10 appropriate authorities which is the Council of
11 the District of Columbia.

12 MR. MAZANDERAN: From here on, your
13 cab gets impounded --

14 CHAIRPERSON ROGERS: Sir, sir, sir.
15 You will address me.

16 MR. MAZANDERAN: From here on, any cab
17 gets impounded, goes to 4522 30th Street, recover
18 your cab from Mary Cheh's house, or Jack Lerner's
19 house, or Mark Lerner's house, or Ted Lerner's
20 house. Thank you.

21 CHAIRPERSON ROGERS: You're welcome,
22 sir. Any other individuals in the audience who

1 would love to come up and speak, please do. I
2 see one, two, and three. So number one, then
3 number two, and then number three.

4 SECRETARY MIXON: And before you
5 start, if you could state your name and spell it
6 for the court reporter.

7 MS. WILLIAMS: My name is Felecia
8 Williams, F as in Frank, E-L-E-C-I-A, Williams,
9 W-I-L-L-I-A-M-S. And I'm a taxicab driver, and I
10 just want to make a comment or ask questions
11 about the DDS system.

12 CHAIRPERSON ROGERS: Yes, ma'am.

13 MS. WILLIAMS: And I was, you know, I
14 understand that you regulate the taxicabs and you
15 make provisions for Uber, you know, that's what
16 taxicab drivers are under the impression of.

17 And all I wanted to make sure was I
18 understand the DDS system. And if I'm not
19 mistaken, the Uber company is considered as DDS
20 system if I'm correct. And Uber has Uber Taxi.
21 And most of the drivers that drive for Uber have
22 a digital dispatch, but the taxicabs actually use

1 their meter if I'm not mistaken.

2 So that means that we are getting
3 short changed if we work for Uber under the DDS,
4 if I'm not mistaken, because we're using our
5 meter and the other Uber drivers are using the
6 hand held device which to me, when I asked about,
7 I asked an Uber driver, I said how much you get
8 for an airport.

9 They said, oh we get from, you know,
10 \$16 to \$20 or something like that. But sometimes
11 our fare on our meter is only what, \$10 or
12 something and we pay the \$0.25 surcharge. And I
13 didn't know if Uber drivers are actually paying
14 the \$0.25 surcharge like cab drivers because
15 they're actually getting money.

16 CHAIRPERSON ROGERS: Under the new
17 Innovation Act and the associated Title 31 rules,
18 Uber is paying one percent of their gross
19 revenues, which is roughly equivalent to the
20 \$0.25 surcharge. That is the intention of the
21 one percent of their gross revenues remitted back
22 to the D.C. Taxicab Commission.

1 MS. WILLIAMS: Is that each Uber
2 driver or is that the Uber company itself?

3 CHAIRPERSON ROGERS: Uber the company.

4 MS. WILLIAMS: So the Uber --

5 CHAIRPERSON ROGERS: Let's keep in
6 mind too, you know, a lot of folks talk about the
7 \$0.25 surcharge and the like. And unless I'm
8 missing something, the \$0.25 surcharge is paid
9 for by the passengers. That's not your money.

10 MS. WILLIAMS: Oh, I understand that.
11 Yes.

12 CHAIRPERSON ROGERS: So I just wanted,
13 that I've heard other conversations from other
14 drivers and coming to my office about the \$0.25
15 surcharge. So that's coming from the passengers.
16 So if for some reason the commission decided not
17 to assess a surcharge in that base fare, and then
18 the associated fares based on time and distance
19 is remitted back to the driver. So the \$0.25 is
20 not coming from any drivers' pockets.

21 MS. WILLIAMS: No, no, I understand
22 that. But I just wanted to know whether or not

1 the Uber drivers, each Uber driver has to make a
2 special trip somewhere to go pay the quarters
3 like we do.

4 That's all I was saying because we do
5 have to go somewhere to remit our quarters to a
6 PSP person. And the Uber drivers don't have to
7 go anywhere to put their, you know, to pay their
8 quarters because the company says okay, we'll
9 decide how much we'll pay you based on their
10 revenue which they could tell you whatever they
11 want to tell you and pay you that one percent of
12 whatever they want to pay.

13 But the drivers itself are using extra
14 time and, you know, to go and pay that quarter.
15 So we are paying because we got to pay the gas to
16 get to that PSP person to pay the quarters. But
17 the Uber drivers just drive around and just, you
18 know, do what they got to do and then the company
19 says okay, we'll send the Taxicab Commission a
20 check. Right?

21 Okay, so I'm just straight about that.
22 I just wanted to make sure in my mind that, you

1 know, that's what's happening. So also, the DDS
2 systems, because you know, sooner or later a lot
3 of taxicab apps are going to come out of here.

4 And so you're telling the taxicab
5 drivers itself, right, to be honorable people
6 that if this taxicab app that we get on don't
7 take the \$0.25 surcharge, that we got to make
8 another special trip somewhere to the Chief
9 Financial Officer, right, if I'm not mistaken,
10 and open up an account to say that we're using a
11 taxicab app in order for us to pay the quarters
12 that the passenger is paying, am I correct?

13 CHAIRPERSON ROGERS: Yes, you are
14 correct.

15 MS. WILLIAMS: So --

16 CHAIRPERSON ROGERS: If you are using
17 a DDS that is not integrated with the current
18 system that we have --

19 MS. WILLIAMS: Thank you.

20 CHAIRPERSON ROGERS: -- you will be
21 required to do that.

22 MS. WILLIAMS: So any digital dispatch

1 service that pops up in, like Hailo, like Hailo
2 in D.C., any --

3 GENERAL COUNSEL LERNER: Let me just
4 clarify, the surcharge accounts are worst case
5 scenario. If a company refuses to collect the
6 \$0.25 and pay it to the Commission like its
7 required to, then if that happens, and we don't
8 know that it's going to happen, hopefully it
9 won't happen.

10 But if it does happen and the Office
11 of Taxicab says this company, whichever company,
12 is not paying that \$0.25 which under the law
13 we're entitled to receive, then those drivers who
14 use it would be required to open an account.
15 It's a worst case scenario. And as far as we
16 know, that's not going to happen.

17 MS. WILLIAMS: What you mean that
18 another taxicab app is not going to come into
19 D.C.? Since Uber's already into D.C., no other
20 taxicab app you're assuming is going to come into
21 D.C. and start using the taxicabs?

22 You know, I mean, if taxicab drivers

1 start using that app like Hailo, Hailo came in
2 and I don't know if the drivers that's driving
3 for Hailo is actually paying the quarter or is
4 Hailo paying the quarter.

5 I don't know that because I'm not on
6 the system. But I'm just assuming other
7 companies like Hailo and, you know, Uber that has
8 digital dispatch they'll put their own fares in
9 and they won't be integrated into the MTS system.

10 And if they're not integrated into the
11 MTS system, then myself and other cab drivers
12 will have to go to the Chief Financial Officer
13 and open up an account and be honorable, which
14 you know that we're not going to do because we
15 don't want to give up the quarter.

16 GENERAL COUNSEL LERNER: Sure.

17 MS. WILLIAMS: You know, so I'm just
18 saying how are you going to implement that to
19 know that another DDS system is out here, not
20 integrated with the MTS, and how are you going
21 to, you know, as far as you as a Commission going
22 to make us pay the quarter that you don't know

1 about if they're on another system?

2 GENERAL COUNSEL LERNER: Well, we'll
3 know about it this way. I mean, any digital can
4 come into the market, but Council has said
5 digitals, they're unregulated really. They're
6 allowed to come in.

7 All they have to do is file an
8 informational registration. But they do have to
9 file, so that's how we know. They have to file
10 with us a registration under Chapter 16. They
11 just say we're here.

12 It's a very short form, and they pay
13 \$500 and they just let us know that we're here,
14 that they're operating here. Once we know
15 they're operating, we look for their quarterly
16 return of the passenger surcharge.

17 If we don't see it, we know we're not
18 getting it. And if we're not getting it, then we
19 know that they're not complying with the law in
20 which case all those drivers are going to have to
21 open those accounts.

22 That's how we will know, and then we

1 can enforce it from there. We're not there yet,
2 and hopefully that won't happen.

3 MS. WILLIAMS: What if a company don't
4 pay the \$500? I mean, as far as any cab driver
5 that gets on the system --

6 CHAIRPERSON ROGERS: Just to answer
7 your direct question about, you know, if they
8 don't come in and register with us, then they're
9 an illegal business and then we will take
10 appropriate enforcement actions against an
11 illegal business.

12 MS. WILLIAMS: Okay, okay.

13 CHAIRPERSON ROGERS: So knowledge is
14 power. So when we know who's out there, then we
15 can inform and enforce the laws. Right? But if
16 we don't know who's out there and the taxicab
17 drivers are using those services, then they also
18 run the risk too, you know, of having enforcement
19 action against them.

20 The reasons why we have a lot of these
21 regulations and laws set up is to protect the
22 Commission, to protect you, to protect the

1 passengers. Ultimately, we need to know who's
2 out there providing service.

3 We don't need to have some fly by
4 night company taking people from point A to point
5 B or, you know, giving the access the ability for
6 folks to go from point A to point B, making
7 money, and then jetting out of the city.

8 You're not getting your money, we're
9 not getting our money. We've already had a
10 situation like that with the PSP that closed and
11 folded and took taxi drivers' money, took our
12 money when they went bankrupt. Well, I keep
13 saying bankrupt, they didn't go bankrupt, but
14 when they closed.

15 So if you know of a company that's
16 engaging in that activity, definitely let us
17 know.

18 MS. WILLIAMS: Okay. So as far as any
19 DDS system that comes in, they have to come
20 through you and pay a \$500. And how long does it
21 take for them to be operating in the system after
22 they pay the \$500?

1 CHAIRPERSON ROGERS: Once we approve
2 their application, then they are legal and proper
3 to operate in the City. So it depends on the
4 nature of their application and when they submit
5 their application.

6 So theoretically, if they submit their
7 application on 4/28, then obviously we're not
8 going to approve it that same day, but we may
9 approve it the next day or the day after that.
10 It just depends on the volume of work that the
11 staff has and reviewing applications that come
12 in.

13 MS. WILLIAMS: Oh, okay. And then the
14 app can actually be involved in paying the
15 quarters to the PSP. I guess if another app
16 comes in and the cab drivers don't, you know,
17 want to pay and the app wants to pay the fee, I
18 guess you can say that the app will hook up with
19 a, what, PSP person and pay the quarters to the
20 PSP person? Or does the app --

21 CHAIRPERSON ROGERS: That's a business
22 decision on the DDS on how they want to

1 orchestrate their electronic architecture. So I
2 need to be truthful with you, some are doing it
3 on the cheap, some are doing it with more
4 integration and investing the money. So again,
5 it's as individual as the business.

6 MS. WILLIAMS: Okay.

7 CHAIRPERSON ROGERS: So the backstop
8 though as the General Counsel mentioned, those
9 individual personal accounts, assuming the worst,
10 worst case scenario.

11 MS. WILLIAMS: Right. So a DDS is on
12 its own. So when a DDS come in though, as a cab
13 driver, you know, logs in into a DDS, they don't
14 have to use their meters. They can use the DDS
15 system, and as long as you get the surcharge,
16 that's fine because some DDSs that come in have
17 their own system like Uber.

18 Right, because Uber has their own fare
19 hookup into their system. So another DDS that
20 comes in will have their information hooked up
21 into --

22 CHAIRPERSON ROGERS: Yes, the meter

1 always has to be on.

2 MS. WILLIAMS: What you mean, as far
3 as the DDS system is concerned?

4 CHAIRPERSON ROGERS: Yes, the meter
5 always has to be on. Now the fare that's
6 charged, the fare that's charged to the passenger
7 can be the DDS's fare.

8 MS. WILLIAMS: Okay, so that's what I
9 want to make sure as a taxicab driver because if
10 I get on a DDS and I'm using that DDS and my
11 meter is not on, right, I don't know how the
12 passenger's going to feel.

13 So I want to make sure from you that
14 if I use the DDS, I'm still supposed to turn my
15 meter on and then tell the passenger well wait a
16 minute, you don't pay the fare on the meter, you
17 pay the fare on the DDS, that's how it's going to
18 work?

19 CHAIRPERSON ROGERS: Yes.

20 MS. WILLIAMS: And then you're going
21 to cause problems with us with the passenger --

22 CHAIRPERSON ROGERS: We're not causing

1 any problems. That DDS has the option of
2 integrating with the meter and the PSP to sort
3 out all that stuff. But we still need, the laws
4 require you as a taxicab operator when you're
5 taking a fare to have the meter on.

6 So if you choose as your own business
7 decision to take business through this DDS, then
8 yes, that is a complication that you'll have to
9 deal with because that's your business decision
10 to use that DDS.

11 So if you choose to use Uber, if you
12 choose to use SideCar, if you choose to use Lyft,
13 if you choose to use any of the DDSs to get
14 business, then that's something that you're going
15 to have to plan out and think through on how you
16 are going to communicate with your passengers,
17 and how are you going to accept payments from
18 that DDS.

19 But yes, according to Title 31, the
20 rules say your meter has to be on. You can't
21 have fares off the meter. But again, keep in
22 mind, and I need drivers to understand that, you

1 are making the choice to use Hailo.

2 You are making the choice to register
3 and deal with Uber Taxi. You are making the
4 choice to be with SideCar. You are making the
5 choice to be with, I don't know if Lyft has it.
6 So if you make your, I'm assuming you're an
7 independent operator?

8 MS. WILLIAMS: Yes, sir.

9 CHAIRPERSON ROGERS: So you are your
10 own small business?

11 MS. WILLIAMS: Yes, sir.

12 CHAIRPERSON ROGERS: So as a small
13 business, you have things that you have to do.
14 You have to do your research to see what is best
15 for your small business. What's good for you
16 might not be good for this person which might not
17 be good for that person.

18 So as a small business owner, just as
19 if I opened up a convenience store in a certain
20 neighborhood, I make the choice of what products
21 I want to sell to the community based on my
22 market demand, excuse me, my market research and

1 the demand.

2 So if you feel that in your business
3 that it's better for you to be a DDS as opposed
4 to accepting street deals or some of the more
5 traditional models of getting service, that is
6 your business decision and you will have to, not
7 suffer the consequences, but deal with the
8 consequences of that business decision if that
9 makes sense.

10 MS. WILLIAMS: Well sir, I'm trying to
11 make sense because I'm looking at it as double
12 jeopardy now because the way you explained it to
13 me, it seems like double jeopardy because of the
14 fact that I'm turning my meter on, right?

15 Now the quarter comes up, right? I
16 have Uber DDS in my hand, right? So of course,
17 Uber DDS is going to make more money for the trip
18 to the airport than my meter. You already told
19 me --

20 CHAIRPERSON ROGERS: Perhaps, because
21 Uber --

22 MS. WILLIAMS: Let me finish this

1 first.

2 CHAIRPERSON ROGERS: No, let's be
3 clear.

4 MS. WILLIAMS: Let me finish this --

5 CHAIRPERSON ROGERS: Let's be clear
6 because the presumption that you're starting off
7 with is inaccurate. One, we don't know where the
8 trip is coming from. So if the trip is
9 originating from far southeast of the airport,
10 the meter fare may actually be more.

11 MS. WILLIAMS: Well, I'm just saying
12 --

13 CHAIRPERSON ROGERS: And then Uber is
14 doing search pricing, or excuse me, is doing a
15 price reduction, then the meter fare may be more
16 than. So you can't make that --

17 MS. WILLIAMS: Well no, I'm not saying
18 nothing about the fare. Well, I'm just assuming
19 that let's not talk about how much the fare is.
20 Let's just talk about the meter is on.

21 CHAIRPERSON ROGERS: Yes, ma'am.

22 MS. WILLIAMS: The quarter is there,

1 right?

2 CHAIRPERSON ROGERS: Yes.

3 MS. WILLIAMS: I'm working with Uber,
4 right? I have Uber DDS on. I have the Uber DDS
5 app in my hand. I realize that the Uber fare is
6 more, right? Okay, I'm just assuming that the
7 Uber fare is more.

8 By the Uber fare being more, than
9 means that the quarter that comes up on that
10 meter is going to, my PSP is looking for me to
11 pay that. But I took the fare from the Uber app,
12 and by me taking the fare from the Uber app, then
13 that quarter should not be there on that system
14 because I'm using a different system than the
15 meter system.

16 So by Uber paying the one percent and
17 then I'm paying the quarter too, that's double.
18 You're getting double. So I don't understand me
19 having to have the meter on by me holding a DDS
20 system in my hand because that's double jeopardy
21 right there because the meter is on, the quarter
22 that the passenger pays is there.

1 The DDS system is in my hand. You're
2 telling me that whoever owns this DDS system, I
3 got to pay the quarter or that system pays the
4 quarter, but that's double the money.

5 So that means whenever I turn that
6 meter on and that PSP is looking for that
7 quarter, and you already told me that you already
8 allocated and put into compliance that Uber pays
9 that one percent.

10 So you're getting the quarter from the
11 one percent of all the taxicab drivers, plus
12 you're getting the quarter from me because any
13 time that meter's on, so you know, that's why I'm
14 trying to figure out with the DDS.

15 I got to get this clear on my mind
16 because, you know, I want to be in compliance
17 with the Taxicab Commission and I don't want to
18 have to be double the quarter.

19 CHAIRPERSON ROGERS: I'll let my
20 General Counsel --

21 (Simultaneous speaking)

22 MS. WILLIAMS: Okay, thank you.

1 GENERAL COUNSEL LERNER: Let me just
2 ask you at the end of your ride, how do you let
3 your PSP know that you took a digital ride? How
4 do you do that?

5 MS. WILLIAMS: No, you don't. We
6 don't have to tell them because just like I told
7 him, with the meter coming up, that's like double
8 thing. But if we don't turn the meter on,
9 correct, if we have a digital dispatch in our
10 hand and we don't turn the meter on, and I'm just
11 using Uber because Uber and Hailo are out here
12 now, so I only can use the digital systems that
13 are out here now.

14 And by Uber paying you the one percent
15 in compliance, that means I should not, if I'm
16 using a DDS system, there's no way that the meter
17 should come on at all because that passenger
18 knows that there's going to be apps out here now.

19 So that passenger already is in the
20 back of their mind that they can't wait for the
21 taxicab to have a app, you know. So if the
22 taxicab has an app just like Uber, they know that

1 Uber doesn't have a meter. Hailo doesn't have a
2 meter.

3 So if there's an app out here, that
4 means the taxicab is using an app now and we
5 don't have to turn on our meter because if we
6 turn on our meter, right, that quarter
7 automatically comes up which does save us from
8 having to go down and, you know, get an account
9 with the Chief Financial Officer and all of that.

10 But we have to know and understand how
11 to deal with the public because the public is
12 important and we don't want to be, it don't want
13 to be costing us time and money because any time
14 we have to go and pay those quarters to the PSP,
15 that's money, you know, because our gas and our
16 time is money for cab drivers.

17 You know, so a lot of people don't
18 think about it like that. But I'm thinking
19 business all the way because I'm independent.

20 GENERAL COUNSEL LERNER: Of course.

21 MS. WILLIAMS: Thank you.

22 GENERAL COUNSEL LERNER: And at the

1 end of the ride, my understanding is that you,
2 the PSPs are supposed to give you the option of
3 entering it as a digital trip. Your PSP doesn't
4 do that?

5 MS. WILLIAMS: Oh no, no. How do they
6 know it's a digital trip? All we have is --

7 GENERAL COUNSEL LERNER: Because you
8 tell them.

9 MS. WILLIAMS: No.

10 GENERAL COUNSEL LERNER: The meter
11 should be on. The meter's always running when
12 there's a taxicab trip. It's supposed to be.
13 You're not --

14 MS. WILLIAMS: I know but, you know,
15 we could go down, you know those PSP people. We
16 could go down there and tell them all day long
17 that all the trips that we had are PSPs and they
18 going to look at us and say still give me the
19 money.

20 They going to be like Jerry McGuire
21 jumping up and down telling them to show us the
22 money. Okay, so if we know what time it is as

1 cab drivers, but as cab drivers I just want to
2 make sure that --

3 GENERAL COUNSEL LERNER: We do
4 recognize --

5 MS. WILLIAMS: As a Council that you
6 have the understanding that we don't want to be
7 double dipping or we don't want to be caused any
8 unnecessary problems by having a digital dispatch
9 system in our hands and then turning on the
10 meter. And then the passenger looking at us.

11 And if I'm a passenger in the cab and
12 the meter says, the meter is \$10.50 and I'm
13 saying well I know you drove for Uber before and
14 Uber fare says it's \$20.50, ma'am, and I want to
15 charge you \$20.50.

16 So you know, I know that the passenger
17 and I are going to have, they're going to call
18 down to the Taxicab Commission. The Taxicab
19 Commission is going to put it back on us.

20 And here I am in court trying to
21 figure out well I thought I did the right thing
22 because I came to the meeting on April the 8th

1 and you told me that my meter had to be on and
2 the digital dispatch system had to be on.

3 GENERAL COUNSEL LERNER: Understood.

4 But you know, going forward with the new law,
5 we'll definitely look at these issues because we
6 recognize.

7 MS. WILLIAMS: Thank you, sir. That's
8 all I'm here for the meeting because --

9 CHAIRPERSON ROGERS: But for right now
10 until we do solve this, you know, my suggestion,
11 I mean, you are raising some good issues, is I
12 don't know who your PSP is but call them and
13 indicate because you are a business client of
14 theirs.

15 And now you will be getting certain
16 types of business that won't, that are outside of
17 what they anticipated, you know, in their
18 business relationship with you, the contractor,
19 what have you, what would be happening because
20 let's be honest, you know, Uber and all of this
21 technology stuff is new to all of us.

22 MS. WILLIAMS: Thank you.

1 CHAIRPERSON ROGERS: You know, and
2 we're all struggling, I won't say struggling, but
3 we're all looking for ways to streamline it, make
4 it more efficient and the like. But there's
5 always a gap.

6 MS. WILLIAMS: Yes there is.

7 CHAIRPERSON ROGERS: And right now
8 we're operating in that gap. So until we solve
9 it, which we will and we'll do it in a few
10 months, but until we solve that issue one way or
11 the other, we have these issues.

12 So my advice to drivers is to inform
13 your clients up front. You know, as soon as they
14 get in the car, because you'll know that it's a
15 DDS trip --

16 MS. WILLIAMS: Oh, yes, yes. We know
17 that beforehand.

18 CHAIRPERSON ROGERS: The fare that you
19 are going to pay is going to be the fare on the
20 DDS trip. By law, I am required to turn this
21 meter on. And then you can say whatever things
22 that you need to say to smooth it over.

1 You can blame it on us, you know,
2 Government inefficiency or what have you. You
3 can do that because --

4 MS. WILLIAMS: Oh yes, we will.

5 CHAIRPERSON ROGERS: That's fine. To
6 be truthful with you, it really doesn't matter to
7 me. What matters to me is that drivers comply
8 with the law and don't look for escape routes if
9 you understand what I mean, because as you
10 mentioned, you know, honorable people will do the
11 honorable thing.

12 MS. WILLIAMS: Yes.

13 CHAIRPERSON ROGERS: But if given the
14 opportunity sometimes, dishonorable people will
15 do a lot worse. And what my concern is, those
16 dishonorable people are hurting the industry.

17 They're the ones that are giving the
18 industry the bad names. They're the ones that
19 the tourists don't want to come back to the city
20 because they had a bad experience with a driver -

21 -

22 MS. WILLIAMS: Thank you, sir.

1 CHAIRPERSON ROGERS: -- someone left
2 the phone and then they realized they had a \$500,
3 I just got this complaint yesterday, a \$500 phone
4 bill because the taxicab driver didn't do what
5 they were supposed to do under Title 31, contact
6 us and turn it into lost and found.

7 He just went and called everybody with
8 this phone and this individual got a \$500 within
9 two days. I don't see how you can burn, I guess
10 it might have been data. They might have been
11 doing a lot of cruising on the internet.

12 But the point of it is, you know, as
13 I've said before and I'll say it again, I'm here
14 to work with you guys. I'm here to make the
15 rules simple, plain, and easy to work with. But
16 we do have other folks who want --

17 MS. WILLIAMS: Okay. But I do want to
18 make this statement. This is just one statement
19 I really want to make. Being that you did say
20 turn the meter on, that will solve a lot of
21 passengers' problems because if we've turned the
22 meter on, that quarter is showing.

1 So if we do use a digital dispatch
2 system and we do turn the meter on, that will
3 solve your problems because, and it will solve
4 our problems because we can tell the passenger
5 that we turned the meter on because we got to
6 show the quarter on the meter and that will help
7 us pay the PSP the quarter that we need to, and
8 then the digital dispatch system do not have to
9 worry about anything.

10 So we could give the passengers an
11 excuse and say okay ma'am, we're under the
12 digital dispatch because I did come to your house
13 and pick you up. So the only reason we're
14 turning the meter on because D.C. Taxicab
15 Commission do want that quarter and we got to
16 show that quarter on the meter in order for us to
17 pay --

18 CHAIRPERSON ROGERS: It really isn't
19 the quarter. We just need to know how many
20 trips.

21 MS. WILLIAMS: Well, I'm just saying
22 but that's the easy way for us to do that.

1 CHAIRPERSON ROGERS: You know, because
2 I have conversations with the Director of
3 Transportation. Let's be honest, you know, we
4 have 7,000 or so drivers in the City. We have
5 15,000 give or take private vehicles for hire.
6 So that's 20,000, 20,000 plus, and you can have a
7 seat.

8 MS. WILLIAMS: Thank you.

9 CHAIRPERSON ROGERS: That's 20,000
10 plus individuals in the City at any given moment
11 who are driving. The Government needs to know
12 that because they're taking up public space,
13 they're damaging the roads.

14 So in all of our traffic planning, you
15 know, getting the lights sequenced, making sure
16 that folks are complying with the traffic laws
17 and the like. So a lot of the information that
18 comes from the meter beyond just the quarter, you
19 know, everybody's focused on the quarter but
20 there are other purposes for that trip
21 information.

22 And to be truthful, it's also helpful

1 to the drivers in the unfortunate situation if
2 you do get pulled in because of a violation of
3 Title 31 either by a hack inspector or MPD or
4 something like that, you know, if we can go and
5 pull that data and say oh no, this individual was
6 going from here to here and not what you were
7 saying. We were wrong, sorry and the case is
8 dismissed. Or conversely to help prove the case.

9 So anyway, there was a second person
10 in that line right behind you, ma'am, who wanted
11 to speak. I think you come on up, and then you.
12 And then is there a fourth individual that would
13 like? Okay, so you know, you're third. You'll
14 be four. Gentleman in the back behind the lady,
15 you're number five. And you want to speak too?
16 Okay, number six.

17 (Off microphone comment)

18 CHAIRPERSON ROGERS: Oh, I'm sorry.
19 You'll be number six. And any others? All
20 right, yes, sir.

21 MR. GEDREMESSIH: Yes, my name is
22 Aklile Gedremessih. I live in 101 South White

1 Main Street at the --

2 CHAIRPERSON ROGERS: Could you spell
3 your name for the record?

4 MR. GEDREMESSIH: A-K-L-I-L-E, G-E-D-
5 R-E-M-E-S-S-I-H. I'm trying to talk about the
6 credit card stuff that was raised a while ago.
7 Even though you say that if your meter is broken
8 or if the meter, you know, is down you should not
9 be losing your money.

10 Even if I losing the money it's okay.
11 But why should we be penalized for that? I know
12 there are friends that have been given a ticket
13 for the credit card not working at that moment
14 because the system was down.

15 I know it's happened at an office
16 building. The police give a ticket and the hack
17 officer came and they impounded the car. What
18 kind of system, what kind of fairness is this?

19 And the second thing, I don't know if
20 this is related for this, the meter, what is the
21 broken meter means? If the paper print cannot
22 print and jam, why should we be penalized for

1 that even though the passenger was happy seeing
2 the price.

3 The hack officer came and give \$1,000.
4 And hack officer say after gave the fine, can you
5 pick up this passenger if you want? And I say
6 okay. And I pick them, I drop them, and I pick
7 and print out.

8 When I go to court, I had a \$1,000
9 fine. How can this work? What does it mean a
10 broken meter?

11 CHAIRPERSON ROGERS: Is that your
12 question?

13 MR. GEDREMESSIH: Yes, I'm just
14 asking, I don't know. Why can't you let the hack
15 officers be informed by what is wrong and what is
16 right?

17 CHAIRPERSON ROGERS: My opinion, and
18 I'll let the individual commissioners, I'll let
19 the commissioner speak about this, your
20 customers, your customers want to pay by credit
21 card.

22 I had a meeting yesterday with the

1 Hotel Association. The prime customers, the
2 class A customers, the airport trips that
3 everybody wants.

4 The first thing that the President of
5 the Hotel Association said to me was thank you
6 and my predecessors for enforcing the credit card
7 machines. Our clients love it.

8 You're a businessman I'm assuming,
9 too, an independent businessman. And as an
10 independent businessman, it would seem to me that
11 you would want to have every means available to
12 accept money from the riding public.

13 It would seem to me that if there were
14 an issue with accepting one form of payment from
15 the riding public, that you would get that fixed
16 immediately. Our research has shown that there
17 are a lot of drivers who prefer cash, who like
18 the cash system for various nefarious reasons,
19 tax evasion, price gauging and the like.

20 So the meter is a check, a safety
21 check if you will for you, guaranteed payment.
22 You know generally guaranteed payment unless the

1 payment declines. You know who that individual
2 is, especially if you're using a digital app.

3 But as a small businessman, again,
4 I've heard these arguments, I'll continue to hear
5 them. But the longer that I'm sitting in this
6 job, the more I feel that you have to take some
7 responsibility as a businessman to ensure that
8 all of your equipment is operating.

9 Now I understand that there might be
10 a Wi-Fi connection issue, I got that. I
11 understand that the previous trip it may have
12 worked and now it doesn't work because of some
13 structural thing.

14 But I know that in my own business, I
15 do have my own business of a rental property that
16 my family owns, you know, so I manage that, every
17 time the washing machine breaks, I have to fix
18 it, virtually immediately.

19 Why? Because this is something that
20 I promised my client, the tenant, that she'll
21 have. And I'm collecting the rent from them so I
22 get it fixed. It might not be necessarily

1 equitable.

2 But the bottom line is you're a
3 businessman. Every business in this City has
4 credit card machines and other items that allow
5 it to function. And when they break, they go and
6 they get it fixed as soon as they can.

7 So as a business man it would seem to
8 me that that's what you would want to do. Now
9 Title 31 clearly states that your equipment has
10 to be working at all times. So if we have an
11 issue we can look at it. But your equipment has
12 to be working.

13 MR. GEDREMESSIH: Yes, but are you
14 saying then as I say, I have the meter or the
15 credit card working. But when the system went
16 down.

17 (Simultaneous speaking)

18 CHAIRPERSON ROGERS: Okay, within one
19 trip, I'm with you.

20 MR. GEDREMESSIH: Yes, how does a
21 passenger go without paying?

22 CHAIRPERSON ROGERS: Okay.

1 MR. GEDREMESSIH: So why do we have to
2 pay \$500 or \$1,000 if that system worked whatever
3 --

4 (Simultaneous speaking)

5 CHAIRPERSON ROGERS: Let me ask you
6 this. When the hack inspector came and
7 investigated you, was this immediately right
8 after that first trip where you discovered that
9 your meter wasn't working?

10 MR. GEDREMESSIH: Exactly that was it.
11 Even the passenger didn't get up from my cab. He
12 said \$7.50. The passengers paid \$7.50. I could
13 not print it out. It was jammed.

14 CHAIRPERSON ROGERS: That's right
15 because you were saying that the --

16 MR. GEDREMESSIH: Yes. The credit
17 card is the same thing. Even the passengers go
18 without paying. So why do we have to be
19 penalized? Why do we have to be under stress for
20 ourselves even though we didn't charge that
21 passenger or we just let go that passenger? Why
22 did we have to pay for that \$1,000 for that kind

1 of problem?

2 CHAIRPERSON ROGERS: But again, the
3 reason for the heavy fine, and I'm just going to
4 hit your fine issue and then you can talk with
5 Mr. Starks who's right over there on your
6 individual case.

7 But the bottom line of it is that your
8 equipment needs to be working. And we have the
9 fines as high as they are because in the
10 industry, there's a good number of folks, you
11 know, a significant percentage of folks who
12 refuse to use the meter even when it's working.

13 And the only way to correct that
14 behavior, the only way to correct that behavior
15 is to have a fine and severe enforcement because
16 as a matter of public policy for the City, we
17 want people to be able to pay by credit card.

18 That was a direction from the previous
19 mayor, and that's the current direction from this
20 mayor. Understand that you feel that the fine is
21 --

22 MR. GEDREMESSIH: I'm not the one with

1 the fine. The issue --

2 (Simultaneous speaking)

3 MR. GEDREMESSIH: If the passenger
4 didn't pay --

5 CHAIRPERSON ROGERS: It's not about
6 that individual passenger.

7 MR. GEDREMESSIH: Exactly, yes. I'm
8 talking about --

9 CHAIRPERSON ROGERS: It's about, again
10 sir, it's about having properly operating
11 equipment. So in that individual instance, in
12 this individual case where it was just a paper
13 jam, that to me has a mitigating factor that can
14 be taken up at the Office of Administrative
15 Hearings in defense of that ticket.

16 But as a matter of policy, as a matter
17 of policy, let me make this clear. As a matter
18 of policy, your meter has to be working.

19 MR. GEDREMESSIH: What --

20 CHAIRPERSON ROGERS: Period. Stop.
21 It has to be working. You have to accept credit
22 cards. Period. Those debates, those arguments

1 from two years ago and three years ago of why do
2 we have to do credit cards and so on and so
3 forth, I'm not saying that that's your debate.

4 But I'm taking your question and
5 expanding it to other concerns that I've heard
6 about the credit card system in general is it's a
7 matter of policy of the District of Columbia that
8 we want passengers to pay in any form or fashion
9 that they want to.

10 It is a matter of policy of this
11 Commission that your car has operating equipment,
12 understanding that we're human beings. Machines
13 break, things happen. As a businessman, as a
14 license holder.

15 Let's say it this way, as a license
16 holder, you've accepted the responsibilities of
17 this, Title 31, which is very clear that says you
18 have to have your meter working and your credit
19 card machine working at all times. And if not,
20 you need to go get it fixed, take yourself out of
21 service and go get it fixed.

22 As a license holder, it's a privilege

1 not a right. So you've accepted that
2 responsibility every time you renew your license.
3 Now, in individual enforcement cases, I'm with
4 you, we can look at how we enforce against folks
5 or sometimes we're a little bit too strict.

6 Perhaps we need to step back a little
7 bit and to allow for some of the circumstances
8 that do happen in every day life. My brakes
9 fail, my parking light might fail, police pulled
10 me over, it just broke but I'm going to get it
11 fixed.

12 But bottom line is as a matter of
13 policy, you still need to take that
14 responsibility and go and get it fixed. So, but
15 I'm with you on the individual perhaps in that
16 minute situation, it wasn't as fair.

17 MR. GEDREMESSIH: Believe me, I'm very
18 happy since credit card came. I don't have no
19 issue. But exactly what I was saying is exactly
20 what that particular one. If you let the
21 passenger go without paying, you should not be
22 penalized because it happened. But I didn't say

1 we should not accept the credit cards.

2 CHAIRPERSON ROGERS: Well my
3 commitment to you is I will have a conversation
4 with my Chief of Enforcement and we'll discuss in
5 vehicle issues, the meter, the credit card
6 machine, and perhaps come up with more discretion
7 that we'll give to the hack inspectors in looking
8 at certain aspects of malfunction and failure.

9 MR. GEDREMESSIH: All right, thank you
10 very much.

11 CHAIRPERSON ROGERS: That's a better
12 way of saying it, that it's a malfunction, not
13 under the control of the driver that as near as
14 we can discern, that it's relatively recent,
15 perhaps we can, you know, work to some
16 accommodation because I'm not trying to get rich
17 off of, the Commission, off of fining you and
18 fining you and fining you.

19 You know, the purpose of the fines is
20 just to get compliance and to have drivers meet
21 policy goals of the City. But in those types of
22 incidents, we'll look at it.

1 MR. GEDREMESSIH: All right, thank you
2 very much.

3 CHAIRPERSON ROGERS: All right, number
4 four.

5 MR. GEBREMARIAM: Name is Manasse
6 Gebremariam, G-E-B-R-E-M-A-R-I-A-M.

7 CHAIRPERSON ROGERS: Yes, sir.
8 Please, go ahead.

9 MR. GEBREMARIAM: Yes, I've been here
10 today. I was supposed to be on the agenda.

11 CHAIRPERSON ROGERS: Yes, you were.

12 MR. GEBREMARIAM: For the third time
13 I am without any notice consulted when I arrived
14 here. My issue was clearly showing that I'm
15 entitled for my tax, and that's what my question
16 was.

17 The Council repeatedly stated that you
18 will consult with other panels to go ahead and
19 decide whether or not I get my tax. At this
20 moment, I'm drained out financially. I'm paying
21 illegally to cab companies, renting which I'm not
22 supposed to pay.

1 Clearly my case is stated that, you
2 know, I return my tax and all the cases is in
3 there, only thing is look at it and decide. I
4 don't care if it is negative or positive, I want
5 some answer.

6 CHAIRPERSON ROGERS: I understand --

7 MR. GEBREMARIAM: I want this
8 continually abusing power --

9 CHAIRPERSON ROGERS: I just want to
10 say that, you know, unfortunately I was just made
11 aware that we had to remove it from the agenda.
12 We were fully prepared to make a decision on it.

13 But for reasons I can't go into,
14 perhaps we could talk off the record, we had to
15 pull it off the agenda. But I definitely
16 understand your concern. And to the best of our
17 ability, we will render a decision as quickly as
18 we can.

19 MR. GEBREMARIAM: Right now, I have to
20 make the panel know that I am financially drained
21 out. I will not give up fighting for my tax.

22 CHAIRPERSON ROGERS: Nor should you.

1 MR. GEBREMARIAM: And I don't think it
2 would, you know, as frustrated as I am I'm not
3 going to leave it. It will go escalate to the
4 next level. I will not give up my tax.

5 CHAIRPERSON ROGERS: You should always
6 reserve your legal rights.

7 MR. GEBREMARIAM: Yes, okay. I've
8 been saying that if we come to the enforcement
9 here, I was on the cab stand the other day,
10 standing, stretching my legs. Hack inspector
11 pulled in.

12 He was looking at me, I'm standing
13 there. Told me, just wrote me \$25 for five feet
14 away. I say well let's measure it, and I went
15 in. It was four and a half feet, but he had
16 wrote it anyway.

17 I forgot to say, this outdated code
18 that they have there, sometimes they ask you pull
19 your pants up to see your socks. Don't have
20 socks you will be written a ticket.

21 CHAIRPERSON ROGERS: Sure.

22 MR. GEBREMARIAM: Absolutely,

1 absolutely.

2 (Off microphone comment)

3 MR. GEBREMARIAM: The abuse, I can see
4 if the code is there, it's under the discretion
5 of the hack inspector whether to write it or not.
6 Some of them they don't use that discretion, they
7 don't care because if they can write a ticket,
8 they will write it.

9 Okay, it's a matter of common sense.
10 I'm standing there. For God sake, I'm stretching
11 my legs.

12 CHAIRPERSON ROGERS: Sir --

13 MR. GEBREMARIAM: Please, no. You're
14 five feet away. Everybody was laughing, this is
15 pathetic. And some of the codes has to be
16 amended, taken out and rewritten again. That's
17 the reason that abuse continuously, it doesn't
18 make sense.

19 CHAIRPERSON ROGERS: It doesn't. And
20 what I commit to all the drivers, you know, I'm
21 glad that you brought that to my attention. We
22 will sometimes, well two things.

1 I agree with you that Title 31 is
2 grossly outdated. And I have told my staff and
3 the Office of Taxicabs that over the summer,
4 we're going to begin the process of a complete
5 rewrite of Title 31 with modern best practices
6 and the like.

7 I've also formed a Taxicab Advisory
8 group made up of everybody in the industry from
9 owners, drivers, PSPs, and the riding public to
10 look at the regulations and to figure out okay,
11 what made sense and what doesn't make sense.

12 And that's going to take some time.
13 So in the short term, what I will do in the next
14 couple, three months we're going to convene a
15 special commission meeting even if I just have to
16 sit here myself to solicit and take in comments
17 from drivers on this issue on how we are
18 enforcing through our hack inspectors and also
19 MPD, Capitol Police and all the other policing
20 authorities Title 31, to look at, to give me a
21 baseline of outdated regulations, outdated
22 enforcement modules, you know, the way that the

1 things that we enforce, ways that we enforce to
2 make sure that they are, well just to see.

3 It basically will be a fact finding
4 which will help inform, I think, that Title 31
5 rewrite so I can have in my mind as I'm going
6 through it drivers' concerns because I think I
7 understand the provision where you got the \$25
8 fine for and I think it's the open toed shoe
9 provision or whatever.

10 But again, it's I hear you. I hear
11 you. And so just check the website. We're going
12 to call a special Commission meeting. Maybe
13 we'll do it at night, you know, so that it's a
14 little bit, we can have more driver participation
15 or something like that because we got to get it
16 right.

17 So I'm with you on that. Accept my
18 apologies for moving it off of the agenda. Had I
19 known prior to the meeting, we definitely would
20 have called you and let you know that it wouldn't
21 be on and some of the reasons why. But again,
22 accept my apologies on behalf of the Commission.

1 MR. GEBREMARIAM: Thank you, sir.

2 CHAIRPERSON ROGERS: Number five.

3 MS. CLARK: Good morning.

4 CHAIRPERSON ROGERS: Good morning.

5 MS. CLARK: My name is Eartha Clark.

6 I'm a cab driver. And I have a complaint with my
7 PSP. And my PSP is Hitch!, I've made one before.

8 CHAIRPERSON ROGERS: Okay.

9 MS. CLARK: And my complaint is the,
10 you can call it W-2, for the amount by for me to
11 file taxes, and I do pay taxes.

12 CHAIRPERSON ROGERS: Okay.

13 MS. CLARK: They sent out some credit
14 card report. As a PSP and the IRS law they're
15 required to send me that statement by January
16 31st. And if you didn't get it, then they give
17 you up until February 15th.

18 There is no dollar amount on that
19 money, on your wages or whatever they took out.
20 They didn't send out, I requested a number of
21 times, they have not sent me my --

22 (Simultaneous speaking)

1 CHAIRPERSON ROGERS: You still don't
2 have it?

3 MS. CLARK: I still don't have it as
4 of today.

5 CHAIRPERSON ROGERS: Okay.

6 MS. CLARK: And --

7 (Off microphone comment)

8 CHAIRPERSON ROGERS: Sir, any more
9 outbursts by you, I'm going to ask you to leave.
10 And if you refuse to leave, I'm going to get
11 security to escort you out. You've had your time
12 to speak. If you want to speak again you can
13 come up to the mic and speak. But allow her to
14 speak without interruption. Understood? We in
15 agreement?

16 MR. MAZANDERAN: Yes.

17 CHAIRPERSON ROGERS: Okay.

18 MS. CLARK: And I have requested on
19 two occasions, and I know they have sent them
20 out. They used the dollar amount of, like, if
21 you made \$20,000 or more, that's not what the IRS
22 says.

1 You're supposed to send me that if
2 you're a third party person collecting the credit
3 card fees. And like I said, as of today I have
4 not received that. And there are a number of
5 other drivers.

6 CHAIRPERSON ROGERS: Was this a verbal
7 communication with them?

8 MS. CLARK: No, no. I had somebody
9 email them and everything, and they still have
10 not sent it out.

11 CHAIRPERSON ROGERS: Could you email
12 me a copy of your email?

13 MS. CLARK: Oh, I have to, I don't
14 have that with me or whatever. I have to go back
15 and get that.

16 CHAIRPERSON ROGERS: No, when you get
17 home or whatever, just forward that email to me.

18 MS. CLARK: As a matter of fact, we
19 have somewhere you meet them, and they still
20 haven't complied. And like I said, the IRS does
21 not have a dollar amount. If you are a PSP, and
22 you collect that money, you are required to send

1 me that information. And that is my complaint
2 about that.

3 CHAIRPERSON ROGERS: Understood. Well
4 just so everyone knows, I might have mentioned it
5 at the last meeting, I forget whether or not I
6 did, or the last meeting I chaired, over the
7 summer we're going to be doing an audit of all
8 the PSPs because if you're doing what you're
9 supposed to do, they're supposed to do what
10 they're supposed to do.

11 I know that sounds silly, but they're
12 supposed to do what they're supposed to do. And
13 I can't have anyone that's regulated by us not
14 being in compliance with the law in all facets.

15 And so if you can get me, you know,
16 any information that you communicated to them,
17 get that to me, that will be another item that we
18 will look at in their audits because tax man
19 doesn't care that he didn't send you anything.

20 You know, come April 16th, or April
21 17th, thank God for Emancipation Day, you're
22 going to be delinquent. You know?

1 MS. CLARK: Yes.

2 CHAIRPERSON ROGERS: So and I don't
3 want you to have to have any penalties and
4 interest and all that stuff, though it might be
5 minor, that's money out of your pocket if you
6 have --

7 MS. CLARK: Yes, it is.

8 CHAIRPERSON ROGERS: -- to pay it
9 because they ain't did what they were supposed to
10 do. So when we do do the audit, we'll have a
11 public hearing that will go under the special
12 Commission meeting I guess, and let folks reveal
13 the findings, what we're going to do, let folks
14 comment back and forth, have an open process.
15 But thank you for bringing that to my attention.
16 I appreciate that.

17 MR. GEBREMARIAM: I have the message.

18 CHAIRPERSON ROGERS: You have it?

19 MR. GEBREMARIAM: Just forward it to
20 me, Eric.Rogers2@DC.gov. She'll give it to you
21 because that's unacceptable. All right, who
22 else? I saw you want to, and then number two,

1 Mr. Bathay and then the gentleman at the far back
2 with the glasses on his head. Yes. Yes, sir, go
3 ahead.

4 MR. TADESSE: Good morning.

5 CHAIRPERSON ROGERS: Good morning.

6 MR. TADESSE: My name is Aleme, A-L-E-
7 M-E, T-A-D-E-S-S-E. First I would like to add on
8 what he has said about hack inspectors, not
9 having insurance they will tow your car.

10 But we have insurances. We have proof
11 of insurances. Like me, I forgot my proof of
12 insurance in my pocket. So they towed my car. I
13 told him I have insurance, I just don't have the
14 proof right now. So you have to make distinction
15 between not having insurance and not having proof
16 of insurance.

17 CHAIRPERSON ROGERS: Now, just this is
18 my personal view and I'm assuming it's the view
19 of the Commission. For insurance purposes, I do
20 find that it's okay to tow somebody's car. I'll
21 give you an example.

22 I personally had forgot my Geico

1 insurance card. Got a \$500 ticket from MPD,
2 \$500, plus I got points on my license, plus my
3 insurance jacked up. But that's my fault.

4 Insurance is, to me is something that
5 whether you -- providing adequate proof of
6 insurance is a must. In my mind, unless you just
7 got your new insurance card or something, there
8 is no excuse for not having proof of insurance.

9 Put that puppy right there with the
10 face and that's it. There's no, and this is just
11 my personal --

12 MR. TADESSE: For one thing, if the
13 police catch you without proof of insurance,
14 they'll give you a ticket.

15 CHAIRPERSON ROGERS: Give you a \$500
16 ticket and if the officer --

17 MR. TADESSE: They take that to the
18 court and they will let you go. What I'm saying
19 is it's two different things. Not having
20 insurance at all --

21 CHAIRPERSON ROGERS: But we don't know
22 that.

1 MR. TADESSE: -- or forgetting your
2 proof of insurance.

3 CHAIRPERSON ROGERS: But we don't know
4 that because of course anyone that gets pulled
5 over and say they don't have insurance, of course
6 they're going to say they have insurance. But if
7 they can't provide that proof, how does the
8 Government know --

9 (Simultaneous speaking)

10 MR. TADESSE: -- insurance.

11 CHAIRPERSON ROGERS: How does the
12 Government know at that moment in the street that
13 that individual does or does not have insurance.

14 MR. TADESSE: Now I showed my last
15 week or previous week insurance. I'm not here to
16 argue on this though. But what I'm saying is not
17 having insurance at all and not having proof of
18 insurance is two different things. Just make
19 note on that.

20 CHAIRPERSON ROGERS: Yes, sir.

21 MR. TADESSE: Okay. My other thing is
22 as you know, I'm trying to get a DDS operating

1 license since last November. So I would like to
2 say two things. Number one that the old party
3 way of things in DCTC hasn't changed because to
4 get an answer it will take two weeks, three
5 weeks, four weeks, whatever.

6 Number two, we're trying to catch up
7 with the technology and with whatever we can do
8 to get more business and to become better, and I
9 don't see no help with that.

10 CHAIRPERSON ROGERS: What do you mean
11 you don't see any help?

12 MR. TADESSE: For example, I came with
13 application. I said okay, I need operating
14 license, nothing too hard. So this is the form.
15 We fill the form. Like I said, since last
16 November, so I've been meeting with John all the
17 time.

18 He said it changed. And I said what's
19 wrong with this license. And he brings out all
20 the types of 31 Chapter 16 and he gives me. But
21 no, just point me out what is wrong because I
22 have answered all the questions to the

1 application.

2 CHAIRPERSON ROGERS: Well apparently,
3 and I am somewhat familiar with the case?

4 MR. TADESSE: Yes.

5 CHAIRPERSON ROGERS: Okay. The
6 application was deficient. So yes, you might
7 have filled out, put words on the application,
8 but the reason why he gave you the Title 16 if I
9 recall the conversation correctly, was because
10 you did not fill out the application correctly.

11 You didn't give us the information to
12 prove to get the certificate of operating
13 authority that you desired. And then that
14 conversation, the rules were changing for the
15 DDS, they were changing.

16 So in fact, he was trying to help you
17 come in under the older set of rules so that you
18 wouldn't have to comply with the newer set of
19 rules. But the bottom line is it's not the
20 obligation of DCTC staff, let's be clear too,
21 let's make this crystal clear.

22 It is not the obligation of DCTC staff

1 to write your application. As a business owner,
2 it's your obligation to understand what the
3 requirements are, how you meet the requirements,
4 and fill out the application correctly.

5 I'll give you a great example of a \$40
6 billion company that couldn't fill out a one page
7 application correctly, Uber. And we sent their
8 application back along with their \$25,000 check
9 because they were non-compliant.

10 And it was the simplest form. I
11 haven't seen a form in District Government more
12 simple than that. And the reasons why they
13 didn't fill it out correctly is because their own
14 business reasons and so on and so forth. They
15 obviously have the capacity to fill it out.

16 But you have to fill out your
17 application. Just, if you go to the IRS, but you
18 have to understand what the requirements are for
19 the DDS and give us that information for us to
20 review and approve it.

21 MR. TADESSE: So that's what I'm
22 saying. We filled it out.

1 CHAIRPERSON ROGERS: You filled it out

2 --

3 MR. TADESSE: The first time I filled
4 it out --

5 CHAIRPERSON ROGERS: -- incorrectly.

6 MR. TADESSE: No, the first time I
7 filled it out --

8 CHAIRPERSON ROGERS: Yes.

9 Incorrectly, you filled out the application.

10 MR. TADESSE: You said I'm missing
11 only two thing.

12 CHAIRPERSON ROGERS: Exactly. You
13 were missing something.

14 MR. TADESSE: Two things.

15 (Simultaneous speaking)

16 CHAIRPERSON ROGERS: So we rejected
17 your application, you gave it back in, we looked
18 at the stuff that you gave back, and you're still
19 non-compliant with Chapter 16.

20 MR. TADESSE: So where do I go from
21 here? That's what I'm --

22 CHAIRPERSON ROGERS: You need to

1 review Chapter 16 --

2 MR. TADESSE: We did.

3 CHAIRPERSON ROGERS: -- all of the
4 requirements, fill out the application, make sure
5 we have all the documents that it requires, and
6 then because we're approving them left and right.
7 So it's not that we won't approve it. You need
8 to fill out the application correctly.

9 MR. TADESSE: Yes, sir. We filled out
10 the application.

11 CHAIRPERSON ROGERS: Correctly. Not
12 filling out the application.

13 MR. TADESSE: Yes.

14 CHAIRPERSON ROGERS: Correctly. You
15 didn't fill it out correctly because if you
16 filled it out correctly you would have your
17 certificate of operating authority.

18 MR. TADESSE: Have you seen the
19 application?

20 CHAIRPERSON ROGERS: I've seen your
21 application, that's why I asked if it was --

22 (Simultaneous speaking)

1 MR. TADESSE: Which one? There is --

2 CHAIRPERSON ROGERS: I saw the last
3 one before Mr. Scott had to --

4 MR. TADESSE: Okay. My question now
5 is where do I go from here? Can I come to you?

6 CHAIRPERSON ROGERS: No, you don't
7 need to come to me. We will review the
8 application and if it's compliant with Chapter 16
9 then we will issue you the certificate of
10 operating authority.

11 MR. TADESSE: So we don't know
12 exactly, that's what I'm saying. The first time
13 we put the application --

14 CHAIRPERSON ROGERS: Again, let's
15 stop, let's step back. Step back. You are
16 obligated to number one, fill out the application
17 as the instructions are laid out. That did not
18 occur. Number one, we're agreed on that?

19 MR. TADESSE: He pointed out --

20 CHAIRPERSON ROGERS: Are we agreed on
21 that? Do you agree that you did not fill out the
22 application correctly?

1 MR. TADESSE: The first one, yes.

2 CHAIRPERSON ROGERS: Okay. Do you
3 agree that the second time that you filled out
4 the application that there was deficiencies in
5 the application?

6 MR. TADESSE: No.

7 CHAIRPERSON ROGERS: You do not? So
8 what are the two items that needed to be turned
9 in?

10 MR. TADESSE: He said I'm missing two
11 items.

12 CHAIRPERSON ROGERS: And what were the
13 two items?

14 MR. TADESSE: One was the list of the
15 drivers.

16 CHAIRPERSON ROGERS: Okay. And that's
17 not a significant part of the application, who
18 was going to be using your app?

19 MR. TADESSE: Right, let me --

20 CHAIRPERSON ROGERS: But you did not
21 submit that with the application?

22 MR. TADESSE: Yes, let me --

1 CHAIRPERSON ROGERS: I'm just going
2 point by point on what's wrong with the
3 application.

4 MR. TADESSE: Okay. Number one he say
5 I should give him all the list of the drivers.

6 CHAIRPERSON ROGERS: Okay.

7 MR. TADESSE: Okay? And the second
8 one, I don't remember the second one. Anyway --

9 CHAIRPERSON ROGERS: You can't just
10 skip over it, anyway.

11 (Simultaneous speaking)

12 MR. TADESSE: Okay, the second one I
13 think --

14 CHAIRPERSON ROGERS: I think that
15 everyone is hearing is you did not give us all of
16 the documents required to approve --

17 MR. TADESSE: I told him the list of
18 the drivers.

19 CHAIRPERSON ROGERS: Okay. And did
20 you give us the second item that was required?

21 MR. TADESSE: Yes, I did.

22 CHAIRPERSON ROGERS: And what was that

1 second item?

2 MR. TADESSE: The second item was the
3 taking down of the whole system.

4 CHAIRPERSON ROGERS: Okay.

5 MR. TADESSE: So I drew over the
6 technical data and I brought it too.

7 CHAIRPERSON ROGERS: Okay.

8 MR. TADESSE: So what he did was when
9 we put that, he copied --

10 CHAIRPERSON ROGERS: Chapter 16?

11 MR. TADESSE: Chapter 16. And he give
12 me. He gave us the whole Chapter 16.

13 CHAIRPERSON ROGERS: I'm listening.

14 MR. TADESSE: Yes. So my question is
15 okay, where do we go from here? I have nothing
16 to hide. We're saying okay, we just want to work
17 and we put in the application of whatever is the
18 question.

19 CHAIRPERSON ROGERS: So you gave us
20 your name and your contact information, right?

21 MR. TADESSE: Yes.

22 CHAIRPERSON ROGERS: You gave us the

1 name and contact information for every public
2 vehicle for hire, business, or service associated
3 with every owner, operated by an owner,
4 dispatcher including any payments to PSP.

5 MR. TADESSE: Yes.

6 CHAIRPERSON ROGERS: You gave us now
7 the technical description of the dispatch of
8 payment solution.

9 MR. TADESSE: Yes.

10 CHAIRPERSON ROGERS: You gave us a
11 blank sample of each agreement or policy
12 including any user agreement or privacy policy
13 applicable to the DDS association with the
14 vehicle --

15 MR. TADESSE: Yes, sir.

16 CHAIRPERSON ROGERS: -- drivers,
17 operators and passengers, the URL to the website.

18 MR. TADESSE: Yes.

19 CHAIRPERSON ROGERS: You gave us an
20 indication by the applicant of whether the
21 dispatch service intends to offer dispatcher
22 sedans or whether it intends to offer dispatch

1 services for digital payments for taxicabs.

2 MR. TADESSE: Which one is that,
3 eight?

4 CHAIRPERSON ROGERS: An indication by
5 the applicant on whether the dispatch service
6 intends to offer dispatcher sedans and whether it
7 intends to offer dispatch services or digital
8 payments from taxicabs or both. You gave us that
9 indication on your application?

10 MR. TADESSE: Yes.

11 CHAIRPERSON ROGERS: And you gave us
12 that you will be dispatching sedans, its initial
13 operator and vehicle inventory pursuant to 1403?

14 MR. TADESSE: I don't understand.

15 CHAIRPERSON ROGERS: A vehicle
16 inventory pursuant to Chapter 1403.

17 MR. TADESSE: Yes, I mean, I did give
18 him the list of the drivers.

19 CHAIRPERSON ROGERS: Okay. A
20 certification by you that you own or rent the
21 licenses and all the intellectual property of the
22 Digital Dispatch Service or technology used. You

1 gave us that?

2 MR. TADESSE: Yes.

3 CHAIRPERSON ROGERS: Proof that your
4 license to do business in the District of
5 Columbia?

6 MR. TADESSE: Yes.

7 CHAIRPERSON ROGERS: And did he
8 require you to give us any other information
9 outside of the ones that I just read in order to
10 verify, reasonable and necessary to verify that
11 the DDS will comply with all applicable
12 provisions of Title 31 and other applicable laws?

13 Okay. So you can't even recall
14 whether or not -- this right here is what he was
15 requiring you to --

16 MR. TADESSE: Yes, I have that. Yes.

17 CHAIRPERSON ROGERS: So again, I'll
18 review your application with my staff. And if
19 it's compliant, we'll issue it, and if there's a
20 deficiency we'll render a deficiency letter.

21 So we'll review it and issue a
22 decision by Friday or so. So you're attesting in

1 front of all of these people, all these people
2 that all the things that I just read off, you
3 did.

4 MR. TADESSE: Yes.

5 CHAIRPERSON ROGERS: And you have a
6 \$500 money order or check written --

7 MR. TADESSE: Yes, we send the check
8 with it.

9 CHAIRPERSON ROGERS: Okay. So all
10 right. And there's money in the account?

11 MR. TADESSE: Yes.

12 CHAIRPERSON ROGERS: All right, all
13 right. Just making sure. Well, I'll review it.
14 I'll review it. Come and see Mr. Lerner.

15 MR. TADESSE: Okay.

16 CHAIRPERSON ROGERS: Okay, so he'll
17 come talk to you after the meetings.

18 MR. TADESSE: Okay, very good.

19 CHAIRPERSON ROGERS: And we'll get
20 your decision by Friday.

21 MR. TADESSE: Can I say something?

22 CHAIRPERSON ROGERS: Yes.

1 MR. TADESSE: Okay, another thing is
2 everybody was talking about PSP. And there are
3 only seven PSPs. And I hear you saying all
4 business, free market all the time. Why don't
5 you allow more PSPs so that we have better
6 service?

7 It's just like you say, like, the
8 customer should have credit card. And in my
9 knowledge, this PSPs are not catching up with the
10 latest technology.

11 CHAIRPERSON ROGERS: And my personal,
12 personal, personal non-Commission, I agree 100
13 percent. But as all of you know, the City
14 screwed up, you know, with the original roll out
15 of the PSP system.

16 You know, the Office of Contracting
17 and Procurement who is our vendor to get these
18 things, these services through screwed up. And
19 unfortunately, that screw up is where we are now.
20 I'm looking --

21 MR. TADESSE: Can you say what exactly
22 is --

1 CHAIRPERSON ROGERS: To be truthful
2 with you, what happened was the City engaged,
3 tried to have a unified payment service provider,
4 if I'm not mistaken it's called Verifone, and
5 went through the contracting process legally to
6 do that.

7 Staff at the Office of Contracts and
8 Procurement didn't do their job and didn't do
9 their job well. And as a consequence, the City
10 had to withdraw that contract and subsequently is
11 being sued as a result of that.

12 But because of that, we had to reissue
13 the solicitation which now is making us in the
14 situation that we're in. I am looking for every
15 opportunity, as you mentioned, to allow others to
16 come into the system. But my hands are tied
17 legally.

18 MR. TADESSE: Tied with what?

19 CHAIRPERSON ROGERS: We're in a law
20 suit. So until that gets settled, I can't do
21 anything or make any further movements. And once
22 that gets settled one way or the other, then we

1 can look into --

2 MR. TADESSE: See, that's the other
3 issue with the integration. There's seven, we
4 talked with John about integration with the PSPs.
5 There are seven PSPs, different system.
6 Technically I know, I'm a little bit programmer,
7 but technically it's almost impossible to
8 integrate with these seven different system PSPs.

9 So I believe for the drivers, for the
10 services there if you have a lot more PSPs and
11 the competition would lower the price and the
12 credit card transfer we're talking about --

13 CHAIRPERSON ROGERS: Well if you have
14 some technical solutions that you think that the
15 commission can consider when we do get ready to
16 say okay, here's the new way of doing things with
17 PSPs, definitely send it to me.

18 MR. TADESSE: No, there's no way you
19 can integrate the seven different systems.

20 CHAIRPERSON ROGERS: Really you can.
21 All you have to do is create an API. Create an
22 API, integrate it into an API.

1 MR. TADESSE: Yes, but it has to be a
2 huge --

3 CHAIRPERSON ROGERS: What?

4 MR. TADESSE: It has to be huge.

5 CHAIRPERSON ROGERS: It has to be
6 huge, but they do it in other jurisdictions.

7 MR. TADESSE: Yes.

8 CHAIRPERSON ROGERS: You know, so it
9 can be done.

10 MR. TADESSE: It can be done.

11 CHAIRPERSON ROGERS: You know --

12 (Simultaneous speaking)

13 CHAIRPERSON ROGERS: -- pay for it and
14 so on and so forth. I understand. But if you
15 feel that there are better ways to do the PSP
16 process, I guess that's really what I should have
17 said, let me know. You know, let me know because
18 there will come a time when we can look at
19 especially when we're re-doing Title 31. Let me
20 know.

21 MR. TADESSE: No, I can tell you right
22 now that best way is --

1 (Simultaneous speaking)

2 MR. TADESSE: I'm finishing. The best
3 way is to accept them in system. That's the
4 easiest and more efficient and more faster.
5 Okay, thank you very much.

6 CHAIRPERSON ROGERS: Are you sure
7 that's it?

8 MR. TADESSE: What?

9 CHAIRPERSON ROGERS: You sure?

10 MR. TADESSE: Yes, I'm done.

11 CHAIRPERSON ROGERS: Okay, all right.

12 MR. TADESSE: Thank you.

13 CHAIRPERSON ROGERS: Thank you, sir.
14 Mr. Bathay. And then the gentleman in the back
15 with, well you had glasses on the top of your
16 head. And then Ms. Jones.

17 MR. BATHAY: Good morning,
18 Commissioner Rogers and other members of the
19 Commission. My name is Ronald Bathay. I'm a
20 driver 44 years of my own independent operating
21 of a taxi. I'm no longer in the industry.
22 I've set and put together a company

1 called Positive Change Purchasing Cooperative
2 which the purchasing cooperative was put together
3 specifically to be able to negotiate discounts
4 for cab drivers, limousine drivers, cab
5 companies, limousine companies who are interested
6 in purchasing hybrid vehicles and wheelchair
7 accessible minivans.

8 We have received several letters of
9 intent from leasing companies. I've passed out
10 to the audience fliers. One of the problems that
11 I have had because we have scheduled and we've
12 been able with your cooperation to get this
13 scheduled for your May meeting is that I've been
14 on the ground physically driving to cab companies
15 trying to get fliers and information out to
16 drivers and to company owners.

17 I would greatly appreciate if this
18 Commission would require the cab companies to
19 provide an email address that could be posted on
20 your list of companies, both limousine and
21 taxicab companies.

22 When you go to the D.C. Taxicab

1 Commission website, it will give a telephone
2 number but it won't give an email address. We
3 should be able to email information out to these
4 companies about meetings and pertinent
5 information that affects the lives of the drivers
6 as well as the companies.

7 One of the problems that I see is that
8 people won't read. Now I passed out a flier this
9 morning, people glanced at the front of it. But
10 if you flip over to the back of that flier,
11 you'll see the benefits to the companies and the
12 drivers.

13 I won't go into a whole litany of
14 things that have already taken place in the past.
15 But one of the greater benefits for lease
16 contracts is that the lease contract, commercial
17 leases are 100 percent tax deductible for the
18 driver and the individual if we were able to get
19 the law amended.

20 So I think that the May 13th meeting
21 is very, very important for the drivers and the
22 company owners to be here at that meeting. And

1 the getting information out to the companies is
2 an impossibility because I've gone to numerous
3 cab companies based on the information that I had
4 downloaded from the D.C. Taxicab Commission
5 website and the companies don't, I mean, it's not
6 even located at where the address is on your
7 website.

8 And there were a number of companies
9 that way. I'm not going to follow up with names,
10 but the mere fact that I'm driving around the
11 city looking for companies, and when you call a
12 lot of the companies they don't have an answering
13 service and nobody answers the phone.

14 And I've been running phone banks for
15 two weeks now trying to get the information
16 disseminated to folks so they're coming out with
17 an app. I was thinking it might be a great
18 recommendation --

19 CHAIRPERSON ROGERS: Mr. Bathay, let
20 me ask one quick question, not to interrupt. So
21 when you're calling the cab companies, it's the
22 company number that we have on our website that

1 they're not answering?

2 MR. BATHAY: Some of them don't work.

3 CHAIRPERSON ROGERS: Okay.

4 MR. BATHAY: Many of them don't work.

5 And when you do call some of them, nobody ever

6 answers the phone.

7 CHAIRPERSON ROGERS: You get through?

8 I mean, it's ringing?

9 MR. BATHAY: It's ringing, but no

10 answer. Then you get to ground, because I hit

11 the ground. I'm out in the physical street --

12 CHAIRPERSON ROGERS: You know that's

13 a violation of Title 31. So we'll definitely

14 just start doing calls and seeing who picks up

15 and who doesn't pick up, and if they don't pick

16 up, they'll start getting some tickets, too.

17 MR. BATHAY: I mean, but it's not so

18 much that I'm coming in here trying to get people

19 tickets.

20 CHAIRPERSON ROGERS: No, I understand,

21 I understand.

22 MR. BATHAY: What I'm saying is that

1 it's very frustrating from the standpoint of
2 trying to get information to people that's going
3 to benefit them because if I were to have the
4 lease option, I would still be in the industry
5 myself because I would have been able to purchase
6 a vehicle that way.

7 But my point is it seems as though
8 since you're requiring that the drivers have
9 these app systems, that you actually almost ask
10 the drivers if they will -- because it didn't
11 cost anything to set up an email account, provide
12 the Commission with an email account so people
13 will be able to email people information so they
14 will be able to get the information.

15 The biggest problem I see is the
16 dissemination of information that affects
17 people's lives in this constant changing industry
18 because we have constant, constant policies being
19 made by policy makers.

20 I set up two weekends ago at four
21 o'clock in the morning listening to a program
22 that was on a cable channel concerning people at

1 Harvard University who were policy makers.

2 And they were talking about
3 technology. And the number one issue that
4 technology has effected is the transportation
5 industries as it relates to Uber and Lyft and how
6 it has undercut the taxicab and limousine
7 industries nationwide.

8 So drivers have to understand, this is
9 not just something that affects us here in D.C.
10 This affects us all over the country. And
11 there's no way that you can disseminate and get
12 information out to the drivers without an email
13 address or the company having an email address.

14 So if that can be done, I think it
15 would go a long ways in getting people an
16 opportunity to be able to at least disseminate
17 information to people.

18 And Ms. Mixon, I will have to submit
19 another copy of the first page of that amendment
20 because I had to change one word. But I will get
21 that to you. Thank you very much.

22 CHAIRPERSON ROGERS: Thank you, sir.

1 I certainly appreciate your time. Yes, sir.

2 Gentleman in the back, come on up.

3 MR. HEB HASSAN: Thank you, sir. My
4 name is Abdelwa Heb Hassan, A-B-D-E-L-W-A, H-E-B,
5 Hassan, H-A-S-S-A-N. And I stood here before and
6 I shared many of my drivers here the issue of the
7 H tag, getting the H tag. I understand they
8 postponed it.

9 CHAIRPERSON ROGERS: Postponed what?

10 MR. HEB HASSAN: Postponed the
11 decision?

12 CHAIRPERSON ROGERS: No. I mean,
13 we're in the process of forming, and let me
14 introduce, Charles, stand up. Charles Lindsay is
15 a new addition to DCTC Staff. And he will be the
16 staff individual that will be managing the panel
17 on industry.

18 So we were a little bit delayed
19 waiting for him to come in and do the work. But
20 probably by the end of the week we'll be posting,
21 and thank you for reminding me, we'll be posting
22 if not the end of this week, early next week, our

1 claim form for historical H tag claims to start
2 the process, start to get the paperwork in so
3 that the panel can begin their deliberations and
4 render a decision as quickly as possible. So I
5 did mean to mention that.

6 MR. HEB HASSAN: Yes, I just want to
7 draw your attention. We are, like my friend
8 said, we are financially really, you know, if we
9 make \$750 a week, then we'll pay \$250 to the
10 company and another \$175 for the gas. We're left
11 to our families \$300 and any other expenses.

12 And it would be a disaster to forget
13 a hack inspector gives us \$1,000 ticket for any.
14 And also I would like, yes, I appreciate you
15 going to review all the codes.

16 You know, \$50 is a deterrent for us.
17 You don't need to ask, you know, make a \$1,000
18 and we don't sleep for two months. So we need to
19 review all these rules. \$1,000 for nothing.

20 And sometimes there is two tickets
21 that look the same, like the insurance would say
22 failure to have the proof and failure to --

1 CHAIRPERSON ROGERS: Display?

2 MR. HEB HASSAN: Yes, so both of them
3 is the same, why do we have to just sleep and I
4 have seven tickets for \$3,000, you know, I have
5 to pick the wife and the kids and live on myself
6 in the desert. You know?

7 So all these, we are not rich. And
8 for the hack inspector think that we are lot of
9 rich people to get money off, I'm not making
10 money. So all these needs to be changed. \$50
11 enough deterrent for us.

12 And please work on this H tags. We
13 are waiting for your decision.

14 CHAIRPERSON ROGERS: Yes, sir.

15 MR. HEB HASSAN: Thank you, sir.

16 CHAIRPERSON ROGERS: Now if you have
17 claims, for anyone that's in the listening public
18 or what have you, you can check our website over
19 the next few days. There's an official form and
20 those individuals that fill out that form will be
21 the only individuals that will be considered for
22 any tag release or any restitution.

1 Restitution's too strong of a term.

2 MR. HEB HASSAN: So we have to fill a
3 form?

4 CHAIRPERSON ROGERS: You fill out the
5 form. It's a very simple form, information form.
6 Here, do you want to identify?

7 GENERAL COUNSEL LERNER: Yes, thank
8 you. Yes, the office is close to finishing the
9 development of an information form. And anyone
10 who has information about their own situation
11 over the past number of years, you fill out that
12 form.

13 It's going to be primarily electronic
14 for ease of processing. And the panel which has
15 started is going to be looking at all of those
16 forms from however many people there are to
17 gather up all the situations of people that say
18 well, you know, in this year I applied for an H
19 tag and I didn't get it or this happened to me or
20 I lost my tag at this time.

21 Whatever it is, anything at all
22 related to H tag, you put it in that form. And

1 then the panel is going to be having public
2 meetings to listen to representatives of the
3 various claims.

4 Not everyone is going to be speaking
5 publically because there are too many people,
6 okay? But they are going to be picking people at
7 random probably to speak and address questions of
8 the panel. The panel's going to ask questions.

9 People will have the chance to speak,
10 and after that, they're going to be issuing a
11 report about all of these situations, everything.
12 That's the idea, including yours, sir.

13 MR. HEB HASSAN: So these forms are not
14 available now? We can pick them --

15 GENERAL COUNSEL LERNER: Very soon.
16 They haven't been approved yet.

17 CHAIRPERSON ROGERS: I have to approve
18 them.

19 GENERAL COUNSEL LERNER: It has to be
20 written carefully and correctly because we want
21 to make sure it captures everything. We don't
22 want to miss anything, it's very important. And

1 it has to be easy to use. We want the form to be
2 easy and simple, and we want to make it so that
3 it doesn't miss anything.

4 MR. HEB HASSAN: So when it's going to
5 be available?

6 GENERAL COUNSEL LERNER: I would say
7 look for it within the next 14 days. It could be
8 sooner than that, but it's got to be done right.

9 MR. HEB HASSAN: On the website?

10 GENERAL COUNSEL LERNER: Right, on the
11 website.

12 MR. HEB HASSAN: Okay.

13 GENERAL COUNSEL LERNER: And so look
14 for it.

15 CHAIRPERSON ROGERS: And then attached
16 to, well on that same website will also be the
17 hearing date, the meeting schedule, of the
18 meeting, hearing.

19 MR. HEB HASSAN: So hopefully within
20 a month, two months, this issue will be solved?

21 CHAIRPERSON ROGERS: Well, we'll work
22 as expeditiously as we can. But first we need to

1 get the information.

2 MR. HEB HASSAN: As you can, this is
3 a big --

4 CHAIRPERSON ROGERS: Because if there
5 are 3,000 people with a claim, I can't promise,
6 you know, and I do realize in my youthfulness on
7 the Commission earlier made some oh, we're going
8 to do this, we're going to do that.

9 But as I'm getting used to operations
10 and capacity and what we can do and what we can't
11 do and so on and so forth, it may take a little
12 bit longer than I originally anticipated. But it
13 will definitely be a lot shorter and no more than
14 a few months.

15 MR. HEB HASSAN: Yes, it's families
16 and you understand.

17 CHAIRPERSON ROGERS: I understand.

18 MR. HEB HASSAN: Thank you.

19 CHAIRPERSON ROGERS: But again, if
20 anyone wants more information on the panel,
21 Charles Lindsay is the staff person. His email
22 is Charles.Lindsay2@DC.gov. So if anyone has any

1 issues, you can definitely email him.

2 Now do you have any more items that
3 you want to discuss?

4 MR. HEB HASSAN: No, that's all, sir.

5 CHAIRPERSON ROGERS: Okay. Thank you.

6 MR. HEB HASSAN: Thank you.

7 CHAIRPERSON ROGERS: Oh, and the
8 panel, I'm sorry, the panel does have its own
9 email address set up. Candy sent me the thing.
10 It is poi@DC.gov. So it's the panel and the
11 abbreviation is poi@DC.gov.

12 Chief Starks would like to address the
13 body. Chief Starks is the Chief of Enforcement.
14 So the hack inspectors, since there were a lot of
15 issues and concerns about them, they all report
16 to him. So Chief Starks?

17 CHIEF STARKS: Thank you, Mr.

18 Chairman. I've heard a lot this morning about
19 the --

20 CHAIRPERSON ROGERS: Do you want to
21 come up to the microphone so that the court
22 reporter can get your comment?

1 CHIEF STARKS: Thank you, Chairman.
2 I've heard a great deal this morning about the
3 interpersonal relationship between our hack
4 inspectors and the driving community.

5 And I listened with a very attentive
6 ear. And I've heard some things that quite
7 frankly, I'm concerned about. Those of you who
8 know me and have heard my enforcement philosophy,
9 there are two very important things that I stress
10 when it comes to enforcing on the street level.
11 These are two things that I stress upon our
12 inspectors.

13 Number one, they have to be correct on
14 the application of the law. And we do our best
15 in the training to make sure that they properly
16 understand Title 31, that they're trained
17 properly on how to apply Title 31.

18 The second thing that I stress and
19 that I have a zero tolerance policy on when it
20 comes to my inspectors is their professional
21 demeanor. No one is to disrespect anyone out
22 there in the street.

1 They are to recognize and understand
2 that you are business persons who in many
3 respects are trying to eek out a very small
4 living. And they're supposed to understand
5 contextually what it is you're going through out
6 there and how you're trying to comply with the
7 rules, recognizing every fact, every situation is
8 different.

9 And that's what the Office of
10 Administrative Hearings is for. If there's ever
11 a time when you disagree with an inspector's
12 application of the law and/or their professional
13 demeanor, then you have two options.

14 One, you should adjudicate that
15 matter. And I would encourage you to that
16 because we don't always get it right. We lose
17 sometimes, as we should.

18 If a hack inspector has exceeded their
19 authority, has exceeded their application of the
20 law, then you're supposed to prevail, and you do
21 before the Office of Administrative Hearings.

22 The other option is to come to me,

1 come to this Commission, come to me. My door is
2 always open. I don't know what's going on out
3 there if you don't tell me. So in some respects,
4 you're kind of the best referees out there to
5 know whether not only are the drivers getting it
6 right, but whether the hack inspectors are
7 getting it right, as well.

8 So I have to prevail upon what you're
9 going through, I have to rely upon you, and I
10 can't act upon anything I don't know about. So I
11 would encourage you all to come to me. I have an
12 open door policy.

13 There's nothing going on out there
14 that I don't know about or that my assistant
15 chiefs don't know about where an inspector may
16 not be getting it correct, then bring that to my
17 attention so that I can address it. Okay? Thank
18 you, Mr. Chairman.

19 CHAIRPERSON ROGERS: Thank you.

20 (Off microphone comment)

21 CHAIRPERSON ROGERS: Woah, woah, woah.
22 Slow down, slow down. He'll get his email out to

1 you. Go ahead.

2 CHIEF STARKS: Okay. Take my email
3 address first. Dennis, two N's, D-E-N-N-I-S, dot
4 Starks, S-T-A-R-K-S, 2@DC.gov. My phone number,
5 202-645-0111. I'll repeat it, 202-645-0111.
6 Okay? Sir?

7 MALE PARTICIPANT: So with respect to
8 the power D.C. hack inspectors have over Uber
9 drivers because they are picking up on the
10 street, cutting in front of the drivers, just
11 like cabs.

12 GENERAL COUNSEL LERNER: I would just
13 like to say two things, one more in my personal
14 capacity and then another one that is a section
15 of the law.

16 But first, I'll take the second one
17 first and that is that under the new law and
18 under the regulations, private vehicles are not
19 allowed to take street hails, period. And the
20 office has authority and is ticketing for taking
21 street hails.

22 It's a serious fine. I believe it's

1 at least \$500, but may be more. It may be \$750 I
2 think for taking a street hail. It's even higher
3 if they try to use the app to hide the street
4 hail. It's called false dispatch.

5 That's not something that cabs have to
6 worry about because taxicabs are allowed and
7 encouraged and required to take street hails. So
8 that's point number two.

9 I do also want to share with you a
10 personal story from a couple of weeks ago. I
11 happened to be standing outside of a restaurant.
12 And I watched as some passengers on the street
13 tried to hail taxicab that was a D.C. taxicab
14 right there, and an Uber vehicle tried to pull in
15 front and pick up that cab, that Uber vehicle
16 pulled in front and that cab just went on the
17 horn, and that Uber just took off.

18 So I'm not encouraging either way to
19 get into an argument, but it is good to see that
20 legal taxicab driver sticking up for his right to
21 pick up, right and obligation to pick up a street
22 hail and at least the Uber driver was smart

1 enough to take off.

2 And I would like to see that. But
3 enforcement is both authorized, it's required and
4 it's real. It's happening right now.

5 CHAIRPERSON ROGERS: But if you see,
6 you know, I mean, not to, well I am going to ask
7 you to help us out. If you see it happening, you
8 know, everybody has a smart phone with a camera,
9 get me a picture of the tag.

10 That way, because we do, like, the
11 General Counsel mentioned, have the obligation
12 and the authority to enforce. But also, we need
13 to, the law does give us some flexibility to go
14 to Uber and say hey, we're seeing a pattern, a
15 practice that your drivers are doing street hails
16 and that opens up us, or that opens up, it gives
17 us the ability to more strictly enforce against
18 Uber than we normally would have assuming that
19 all the Uber drivers or private vehicles for hire
20 were doing what they were supposed to do.

21 But if we see that pattern and can
22 prove it and demonstrate it, and your email

1 photos, email us, can help. We can show them
2 hey, this is a taxi driver. He saw this, here's
3 the tag. And I just want to plug them with
4 information to say you need to change your
5 business practice or inform your drivers that
6 they're violating the law and then ultimately we
7 might can do some more.

8 (Off microphone comment)

9 CHAIRPERSON ROGERS: That's true, I
10 forgot about that. The law does provide for
11 public complaints just like folks can complain
12 against taxicab drivers, you can also complain
13 about private vehicles for hire.

14 So that might be actually the best
15 mechanism. So if a taxicab operator sees an
16 illegal street hail or a private vehicle for hire
17 acting outside of what their legal authority is
18 and you want to make that complaint, take a
19 picture, give us all the handy-dandy information,
20 and we will investigate it.

21 And I promise you it won't take two or
22 three years like our old complaints to go through

1 because we are changing our complaint process.

2 Yes, ma'am?

3 MS. CLARK: I just have a question.
4 Just like I heard you ask him about the list of
5 drivers for his application, do you have a list
6 that proves their drivers?

7 CHAIRPERSON ROGERS: They are not
8 required under the law to give it to us. I would
9 love to have it, but the requirements, the
10 Council has given us limited authority to
11 enforce.

12 So basically what they have to do is
13 do the application like I mentioned earlier, pay
14 us our fee, our filing fee, remit to the District
15 one percent of their gross revenues, provide us
16 proof of insurance, you know, for all the
17 drivers, or indicate to us that they are
18 conducting adequate background checks as
19 compliant with the law, and am I missing
20 something, and that's it.

21 That's all that they're required to
22 do. And in return, the Government can't ask for

1 a list of their drivers, the Government can't
2 force them to reveal trade practices. Oh yes,
3 and also something with a trade dress that they
4 have to, when a driver is engaged in the actual
5 act of Ubering, taking someone from point A to
6 point B, they have to have trade dress clearly
7 displayed.

8 MS. CLARK: I see their little U in
9 their window, I see that.

10 CHAIRPERSON ROGERS: Yes. But beyond
11 that, that's all that they have to do.

12 MS. CLARK: So in other words, my
13 statement is true. You regulate the cab drivers,
14 but you make provisions for Uber.

15 CHAIRPERSON ROGERS: No, we don't do
16 anything. What we do is based on the law which
17 is set by the Council of the District of Columbia
18 which gave us direction that this is all that you
19 can do.

20 My predecessor fought very strenuously
21 to have parity. But he lost. It's politics, you
22 know, it's politics. So trust me, I would love

1 to have every Uber driver's phone number and
2 address and everything so that when they do do
3 the illegal street hails, Mr. Starks can go after
4 them just like he's going after you.

5 But I am prevented by the new law that
6 took effect March 9th. So yes, ma'am, one last
7 question.

8 MS. CLARK: So what if somebody like
9 me have every tag number that I seen an Uber
10 driver have, I can give it to you? I got every,
11 I have every tag --

12 CHAIRPERSON ROGERS: Send it.

13 MS. CLARK: -- number that I ran into
14 Uber, I have a list of.

15 CHIEF STARKS: Do me a favor. Prepare
16 a Word document, attach it to an email --

17 MS. CLARK: Excel, I have it Excel.

18 CHAIRPERSON ROGERS: There we go.
19 Yes, sir?

20 MALE PARTICIPANT: I don't know why
21 the City's not limiting Uber vehicles in the
22 City.

1 CHAIRPERSON ROGERS: Because the
2 public policy choice in the City is to allow them
3 to be there, you know.

4 MALE PARTICIPANT: This Uber drivers
5 are not only their public hazard. I've seen them
6 in the --

7 CHAIRPERSON ROGERS: The public what?

8 MS. CLARK: Public hazard, I guess
9 he's trying to say.

10 MALE PARTICIPANT: You know, they're
11 driving in a one way street, they don't know the
12 City. They turn on the one way street so many
13 times.

14 (Simultaneous speaking)

15 CHAIRPERSON ROGERS: But to be
16 truthful with you, the more we can document that
17 type of behavior, the stronger my argument can
18 be, and it'll be some time because we have to,
19 you know, have the data and the like, but the
20 stronger my argument will be to City council
21 because eventually there will be a hearing on the
22 act, there will be further discussion on okay,

1 did we get it right and what adjustments do we
2 need to make to the act.

3 So the more information that I have,
4 because this is a city now that's driven by data
5 and the more data that the Commission has and,
6 when the time comes, the more information that
7 drivers make through public testimony to the
8 Council, I think then we'll have the ability to
9 adjust the act to level the playing field.

10 Now we're going to do our part, you
11 know, like I said, with the Title 31 rewrite and
12 try to bring down some of the regulatory burden
13 on taxi drivers. But at the same time, I do
14 firmly believe that depending on how the business
15 model flows out over this next year or so,
16 perhaps we can increase some of the regulatory
17 burdens on them while decreasing so that we do
18 have some form of parity.

19 MALE PARTICIPANT: Like, you're
20 limiting the cab tags and then unlimited Uber
21 competition. That doesn't bother us at all?

22 CHAIRPERSON ROGERS: It doesn't?

1 MALE PARTICIPANT: I mean, I lost my
2 tag, I'm fighting for it.

3 CHAIRPERSON ROGERS: I agree, I agree.

4 MALE PARTICIPANT: Unlimited Uber is
5 roaming in the City. You know, it's not fair.

6 CHAIRPERSON ROGERS: I agree. You're
7 preaching to the choir. We've done all that we
8 can do as a commission through the previous chair
9 to, like I said, to get some form of parity in
10 the law. The City Council as a matter of public
11 policy made a different decision.

12 So eventually, it will be time for the
13 drivers and cab companies and the industry to
14 flex its political muscle, when the time is
15 right, and I don't think the time is right now,
16 but to flex their political muscle to show hey,
17 this is the true and real impact by data.

18 This is what they're doing. You know,
19 as an independent driver, I've noticed 73 guys
20 doing this. Here are the photographs. And then
21 you multiply that by the 7,000 or so license
22 holders, that's a significant amount of

1 information that would be hard for the Council to
2 ignore, and any public policy consideration.

3 So right now, we're going to have to
4 be fact finders. We have to be fact finders
5 until the appropriate time comes, again, to
6 review the act and see what changes need to be
7 made. Yes?

8 MS. CLARK: Is there a law against
9 Uber, I mean, is there a fine for Uber not having
10 U in their window?

11 CHAIRPERSON ROGERS: Yes.

12 MS. CLARK: Because there should be a
13 fine.

14 CHAIRPERSON ROGERS: Yes, it's a --

15 (Off microphone comment)

16 GENERAL COUNSEL LERNER: Yes, ma'am.
17 The new regulations, the statute authorizes and
18 the regulations implement fines for not
19 displaying the trade dress as Uber has set it.

20 So the driver's not allowed to be
21 engaging in business without that trade dress,
22 only that trade dress, and it must be displayed,

1 the right one exactly where Uber says. So if
2 it's in the wrong place or it's the wrong trade
3 dress or it's not up or there's more than one,
4 that driver's subject to a fine.

5 MS. CLARK: Okay, so we would take a
6 picture of that trade mark --

7 GENERAL COUNSEL LERNER: Sure, when
8 your vehicle is not moving, you should and you
9 can take a picture safely and get the license
10 plate, the time, the date, whatever information
11 you have and send it to us.

12 MS. CLARK: Okay, that's all. I'm
13 just making sure that they have all that.

14 CHAIRPERSON ROGERS: And he's got the
15 last comment, and then Dennis, you have more that
16 you want to say?

17 MALE PARTICIPANT: I just wanted to
18 say two things. Everybody is complaining about
19 hack inspector. You all should know this.
20 There's a new system they call Gu, G-U, Uber. So
21 what they do is, like, the baseball stadium or
22 Verizon Stadium when everybody's coming up, I got

1 riders. And they go. So you can see at the
2 stadium, the baseball stadium.

3 CHAIRPERSON ROGERS: Is it, you said
4 they're using an app or they're not using an app?

5 MS. CLARK: They're not.

6 MALE PARTICIPANT: No. They just,
7 they meet them and Gu, G-U, with Uber system.

8 MALE PARTICIPANT: They're not
9 registered.

10 MALE PARTICIPANT: So they're
11 basically just gypsy drivers.

12 MALE PARTICIPANT: G-U, they just call
13 it Gu.

14 CHAIRPERSON ROGERS: Got you, got you.

15 MALE PARTICIPANT: They're just
16 walking through when we're driving and get a
17 ride.

18 MS. CLARK: You're talking about after
19 the basketball games or hockey games?

20 MALE PARTICIPANT: Yes.

21 MS. CLARK: So if we can get a hack
22 inspector out there --

1 CHAIRPERSON ROGERS: So let's do this,
2 let's do this.

3 (Off microphone comment)

4 CHAIRPERSON ROGERS: That's what I was
5 going to say. If you guys see stuff like that
6 at, you know, some of the venues, the athletic
7 venues, Constitution Hall, wherever, you know,
8 same process. You're seeing the Uber drivers
9 doing the illegal, be our eyes and ears.

10 You know, there's only a limited
11 number of hack inspectors in the City, so be our
12 eyes and ears. So if you see that happening,
13 contact Mr. Starks and then we'll develop, if we
14 see that it's a significant problem, we'll
15 develop an enforcement plan.

16 And as we're getting towards the
17 summer and more things are happening, I'm
18 assuming that this will be escalating up. So
19 we'll develop an enforcement plan and do what we
20 can to mitigate it.

21 MS. CLARK: So do you have a system
22 like you have, you said you have, what is it, the

1 system where people get in our cabs and make sure
2 that they're regular, you don't use that on Uber
3 system. You don't use that system --

4 CHAIRPERSON ROGERS: We have no access
5 to their system. They don't have to provide us
6 anything. I can't even ask them --

7 MS. CLARK: No, I'm saying that you
8 put, you know, like you said, put decoys in our
9 car to make sure that we're doing the right
10 thing. You can't put decoys in Uber cars to make
11 sure they're doing the right thing because we're
12 paying for the decoys to get in our cars to make
13 sure that we're --

14 CHAIRPERSON ROGERS: Right now I'm not
15 at liberty to say what undercover operations
16 we're doing against Uber.

17 MS. CLARK: Oh okay, but you are.

18 CHAIRPERSON ROGERS: Exactly.

19 MS. CLARK: Okay, thank you.

20 (Off microphone comment)

21 MS. CLARK: Thank you. Thank you very
22 much. I mean, I'm just thinking while you're

1 talking.

2 CHAIRPERSON ROGERS: All right, Dennis
3 has a couple more points. Yes, please.

4 CHIEF STARKS: Just two quick points.
5 Personal insurance, that came up here this
6 morning. And you understand of course that that
7 insurance issues can be very complicated.

8 What you need to understand is that
9 there's a direct relation to showing proof of
10 insurance, having insurance, and the impact on
11 public safety.

12 That's why any law enforcement
13 officers are going to be more sensitive to your
14 insurance coverage, whether you have insurance,
15 because the public is exposed and at risk under
16 those circumstances.

17 So keep that in mind too as you try to
18 bear your way through why am I finding myself
19 being impounded for insurance violations. Any
20 other uniformed police officer very well has
21 discretions on any car that can't demonstrate
22 that they have insurance for the protection of

1 the public.

2 So just kind of keep that in the back
3 of your mind. It's not as arbitrary and
4 capricious as it may seem under the
5 circumstances.

6 The last comment I want to make is as
7 you look out of there, every law enforcement
8 officer has something. And one of these I'm
9 teaching night classes is to exercise their
10 discretion in a fair, balanced, and equitable
11 way.

12 Thus, no one should be piling on, no
13 one should be laid with 10, 15, 20 tickets
14 arising from the same set of facts, and that's
15 something that we're training our inspectors on
16 and helping them understand.

17 We're teaching them the concept of
18 less egregious offences. If there's one
19 egregious offence saying insurance violation,
20 then that should be it. You know, if you're not
21 authorized, you don't have your license, there's
22 something about your car that's a public hazard,

1 then that should be it.

2 And we're slowly getting around to
3 making sure that our inspectors are trained
4 according to that concept. And it's not just us.
5 MPD is doing the same thing. So while there may
6 be technically statutory support for the
7 violation, no one should be piled on. We're
8 doing our best to make sure that that doesn't
9 happen. Okay. Just bring your complaints to me.
10 Thank you, sir.

11 CHAIRPERSON ROGERS: Thank you.

12 COMMISSIONER TAPSCOTT: May I ask a
13 question?

14 CHAIRPERSON ROGERS: Please.

15 COMMISSIONER TAPSCOTT: I'm driving a
16 cab and I decided to hook up with Uber. And cab
17 insurance only covers up to \$50,000. If someone
18 is in an accident, what type of insurance does
19 Uber have?

20 CHAIRPERSON ROGERS: If you're doing,
21 so are you doing Uber taxi? So you've accepted a
22 ride through --

1 COMMISSIONER TAPSCOTT: No, no. I'm
2 driving a cab.

3 CHAIRPERSON ROGERS: You're just doing
4 your own cab.

5 COMMISSIONER TAPSCOTT: Or Uber,
6 either one. And a passenger get hurt in there,
7 in the cab, who do they sue, Uber or the taxi?

8 GENERAL COUNSEL LERNER: All taxicab
9 operations are covered under Chapter 9 insurance.
10 If it's a public vehicle for hire it's Chapter 9.
11 The only thing that's not Chapter 9 are the new
12 private sedans. That's it, it's one or the
13 other.

14 Now who they sue, who knows. But
15 that's the legal responsibility for providing and
16 maintaining coverage is taxicabs and any other
17 public vehicles, Chapter 9 commercial insurance.
18 And otherwise if you're a private sedan like Uber
19 X or SideCar, Lyft, then you're --

20 COMMISSIONER TAPSCOTT: I'm talking
21 about --

22 GENERAL COUNSEL LERNER: No, I'm just

1 explaining, that's the answer to your question.

2 That's it.

3 COMMISSIONER TAPSCOTT: No, I'm
4 talking about he in a cab.

5 GENERAL COUNSEL LERNER: Yes. It's
6 Chapter 9.

7 COMMISSIONER TAPSCOTT: And you doing
8 an Uber job.

9 GENERAL COUNSEL LERNER: Doesn't
10 matter, you must have the insurance that you've
11 always had, the kind of insurance that's required
12 by Title 31 has not changed. That hasn't changed
13 at all. The new law doesn't change that.

14 COMMISSIONER TAPSCOTT: I'm thinking
15 about he's a passenger.

16 GENERAL COUNSEL LERNER: It's you
17 would look to the --

18 COMMISSIONER TAPSCOTT: If Uber's got
19 a policy that is up to \$100,000 and the cab only
20 got a policy of \$50,000 and I'm a passenger, who
21 can I sue?

22 CHAIRPERSON ROGERS: As a passenger,

1 it's your personal choice to go to sue either
2 Uber or the taxicab itself. But you know, I
3 don't want to say a business decision, but it's a
4 personal decision on, to be honest with you,
5 where you think you're going to get the most
6 money.

7 But at least, but any Uber driver
8 who's operating, any taxicab driver who's
9 operating under Uber, you know, our state
10 minimums are the \$50K. So the individual is
11 comfortable in the fact that they will always
12 have that policy to go against.

13 COMMISSIONER TAPSCOTT: So my main
14 thing is if I get hurt in the cab and you go by
15 the, if I'm a passenger and I get hurt in a cab,
16 and Uber, and I'm working for Uber, I got an Uber
17 app, I mean Uber person in my car but I'm a
18 taxicab, suppose Uber say I'm not going to pay
19 for it because you're in a cab.

20 The cab company say I'm not going to
21 pay for it, you was in a Uber.

22 GENERAL COUNSEL LERNER: It doesn't

1 work that way. No, I can answer that question.

2 COMMISSIONER TAPSCOTT: I'm concerned
3 about it, that's all.

4 GENERAL COUNSEL LERNER: Sure. Under
5 Chapter 9, the insurance that we have that's
6 required, the commercial insurance, must be
7 primary. Now whether there is other coverage
8 that's available, sure.

9 And if that's the case, than the
10 passenger may elect something else and how that
11 would work out would be decided by the court. We
12 require the insurance that you've always had
13 regardless of whether it happens to be an Uber
14 passenger or not. That doesn't change anything.

15 If there's other coverage available to
16 protect the passenger or anyone else, that's good
17 too. Certainly the Commission supports
18 additional coverage beyond the requirements of
19 the law.

20 But the requirements of the law are
21 the same coverage that you've always had, the
22 \$50,000, the basic commercial insurance that

1 covers everything that happens while you're
2 providing service.

3 If there's another policy, whether
4 that one pays also would be under the terms of
5 that coverage. I don't know the answer to that.
6 So there may be duplicative coverage, I don't
7 know. But there will be and must be what is
8 required whenever a hack inspector pulls you
9 over, they are looking for that Title 31 coverage
10 which must be in place. That's primary, it must
11 be primary.

12 MS. CLARK: So you're saying, sir, I
13 mean, because I get what his point is because
14 that is serious when you go to court and you have
15 an Uber passenger. And as far as the taxicab
16 company is concerned, you're not working under
17 the taxicab Title 31 when you have an Uber
18 passenger because I'm working under an Uber
19 passenger law.

20 So you can have a problem in the court
21 by saying that you're not operating under the
22 taxicab Title 31 when you have an Uber passenger.

1 So with the Uber passenger being in
2 your car, right, and you have that DPS and Uber
3 is collecting that money from the credit card,
4 because the taxicab is not collecting the money
5 at the time of you having an Uber passenger in
6 the car.

7 Uber is collecting that money when you
8 have an Uber passenger. So when it comes to
9 insurance purposes, the taxicab insurance is
10 going to say well hey, you didn't get paid with
11 the fare as a taxicab driver. You got paid the
12 fare as an Uber driver.

13 So Uber comes into play at that time
14 with the passenger being in the car. The
15 passenger knows for a fact that they got called
16 by Uber. They didn't get called by the taxicab
17 company. So you know, it could be a catch 22
18 again.

19 GENERAL COUNSEL LERNER: Sure. Ma'am,
20 and I understand that confusion. I think that's
21 a valid point because I think there's a lot of
22 confusion, you know, where did I get the ride,

1 how did this passenger get in my car and who's
2 collecting various fees.

3 I think that that is the major source
4 of confusion, there's no question about it and a
5 lot of reasons for it. But just so we're clear,
6 the Commission actually has a regulation not that
7 old, but it says it very clear.

8 It says a taxicab is always a taxicab.
9 It is always operating as a taxicab. It doesn't
10 matter where you get the ride, it doesn't matter
11 anything else. You are always subject to all the
12 applicable requirements of Title 31, and that
13 includes the insurance requirements. Period.

14 So there may be confusion. I don't
15 want to take away from that. There may be and
16 perhaps Chief Starks can also speak to this. But
17 just so we're clear, the insurance must be in
18 place. We're talking about, you know, the
19 Chapter 9 insurance.

20 All of that must always be in place,
21 and the meter is running, all of those things
22 regardless of the new technology, regardless of

1 who's collecting the passenger's surcharge. None
2 of that changes the fact that if a taxicab is
3 providing service in the District of Columbia, it
4 must comply with Title 31. Period. And that's
5 the end of it. Doesn't change.

6 CHIEF STARKS: And these are the
7 aspects of your business decisions that Chairman
8 Rogers was talking about. These are the kind of
9 issues you need to factor in the equation when
10 you decide in what manner of business you want to
11 hold yourself out.

12 Who you sue is really a question of
13 standing, exposure, and you know, that's
14 something that private counsel, that they will
15 have to determine. But just because someone
16 disclaims their liability doesn't mean they're
17 going to be successful in that disclaimer.

18 COMMISSIONER TAPSCOTT: Let's say Uber
19 drivers in my car which is a cab and they have a
20 complaint, can they complain to the taxicab
21 commission?

22 CHIEF STARKS: Oh, absolutely. Oh,

1 absolutely.

2 COMMISSIONER TAPSCOTT: Oh, well we're
3 double jeopardy.

4 GENERAL COUNSEL LERNER: It doesn't
5 change the insurance.

6 COMMISSIONER TAPSCOTT: Why are we
7 concerned about Uber's customers' complaint.

8 GENERAL COUNSEL LERNER: They don't.

9 (Simultaneous speaking)

10 CHAIRPERSON ROGERS: I mean, we'll
11 take the complaint in just as for data purposes.
12 But for now. That's why we want to collect the
13 data, so that we can say hey, these are the
14 things that we're seeing happening in the city,
15 we would like the authority to enforce against it
16 or to force compliance with it. But right now,
17 you know, literally our hands are tied.

18 COMMISSIONER TAPSCOTT: Can drivers
19 are putting themselves in jeopardy. I mean, it's
20 cutting into the cab business.

21 CHAIRPERSON ROGERS: I agree. I
22 agree. I was trying to hint at that in her first

1 conversation. Okay, well I think we've had a --
2 so you're good? I think we've had a wonderful
3 commission meeting, so we're going to close it
4 off here.

5 Thank you for all of the wonderful
6 comments. And we have some follow-throughs that
7 we will do. So being if there is no more
8 business coming before this commission, we stand
9 adjourned.

10 (Whereupon, the meeting in the above-
11 entitled matter was concluded at 12:23 p.m.)
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In the matter of: Commission Meeting

Before: DC Taxicab Commission

Date: 04-08-15

Place: Washington, DC

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Court Reporter

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