

GOVERNMENT OF THE DISTRICT OF COLUMBIA

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OFFICE OF THE D.C. TAXICAB COMMISSION

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GENERAL COMMISSION MEETING

+ + + + +

WEDNESDAY
OCTOBER 8, 2014

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The Commission met in the Old City Council Chambers, 441 4th Street, N.W., Washington, D.C. 20001, at 10:00 a.m., RON M. LINTON, Chairman, presiding.

COMMISSIONERS PRESENT:

- RON M. LINTON, Chairman
- RALPH BURNS, Commissioner
- CYRIL L. CROCKER, Commissioner
- ANTHONY MUHAMMAD, Commissioner
- BETTY SMALLS

STAFF PRESENT:

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

AGENDA

Call to Order. 3

Commission Communication 4
Commissioner Remarks
Comments or Questions

Commission Action Items

Vote to approve publication of
final rulemaking to amend Chapter 18 -
Wheelchair Accessible
Paratransit Taxicab Service (CAPS-DC).15

Vote to approve publication of second
proposed rulemaking to amend Chapters 5,
6, 10, 12, and 19 - Modern Taxicab Associations,
Modern Luxury Class Service Organizations, and
Vehicle Service Life Rules17

Vote to approve publication of proposed
rulemaking to amend Chapter 16 - Dispatch
Services, Rules for Universal DCTC Taxicab
Application.19

Government Communications
and Staff Reports. n/a

Public Comment period.26

Adjourn

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P R O C E E D I N G S

(10:15 a.m.)

CHAIRMAN LINTON: Good morning. I'll call to order the meeting of the D.C. Taxicab Commission in the Old Council Chambers, Wednesday, October 8th. The time is 10:15.

And we will, as is our custom, take a moment of silence in recognition of those who have given their lives in service of their country and their community. Join with me for a moment of silence.

(Moment of silence observed)

CHAIRMAN LINTON: Thank you. The secretary will call the roll to determine a quorum.

MS. MIXON: Commissioner Burns.

COMMISSIONER BURNS: Present.

MS. MIXON: Commissioner Cohn.

(No response)

MS. MIXON: Commissioner Crocker.

COMMISSIONER CROCKER: Present.

MS. MIXON: Commissioner Ferguson.

1 (No response)

2 MS. MIXON: Commissioner Muhammad.

3 COMMISSIONER MUHAMMAD: Here.

4 MS. MIXON: Commissioner Smalls.

5 COMMISSIONER SMALLS: Here.

6 MS. MIXON: Commissioner Tapscott.

7 (No response)

8 MS. MIXON: Commissioner Linton.

9 CHAIRMAN LINTON: Present.

10 A quorum being present, the Commission
11 will continue with its agenda, and the first item
12 is Commission Communications, Commissioner
13 Remarks, and the chairman does have an opening
14 statement to make this morning.

15 A little more than three years ago,
16 the traditional D.C. taxi industry was in dire
17 straits. Drivers were earning less than before
18 the imposition of meters. Service was
19 deteriorating as a result of aging vehicles. The
20 number of complaints from the public was on the
21 rise, and technology was changing the nature of
22 the industry.

1 The D.C. Taxicab Commission began
2 addressing the critical matters customers were
3 demanding. The installation of the modern taxi
4 meter system provided passengers with methods to
5 pay for a service by credit card, and today, the
6 system has a 96 percent reliability rate.

7 The installation of the new
8 standardized dome light on all D.C. taxis has
9 eliminated many, if not all rogue operators, and
10 helped enforce against failure-to-haul
11 violations.

12 The adoption of the uniform color for
13 the D.C. taxi has proven to be generally well-
14 received by the public, and assists with the
15 identification of legal taxis.

16 This month, the D.C. Taxicab
17 Commission implemented three additional service
18 initiatives. A five day licensing process for
19 prospective drivers to receive their face IDs; a
20 real-time taxi notification system to allow
21 specific venues to alert taxi drivers of large
22 groups in need of service; and the CAPS-DC, the

1 alternative to the Metro Access, that will offer
2 eligible participants the service improvement for
3 using either the standard taxicab or a
4 wheelchair-accessible vehicle, while increasing
5 the number of wheelchair-accessible vehicles in
6 the fleet as a whole, and saving the District
7 taxpayers up to \$1.8 million in the first year of
8 the program.

9 The five-day licensing process
10 streamlines what had previously taken several
11 months to navigate, and was burdened by
12 bureaucratic delays.

13 The new system allows anyone to walk
14 in, provide the required documentation, complete
15 the application, pay fees, and take the licensing
16 exam.

17 An Applicant will be informed of their
18 result upon completion, completing the exam. If a
19 passing grade is achieved, the Applicant will be
20 directed to MPD to submit fingerprints for a
21 background check. Once a clean background check
22 is returned, the Applicant will be able to pick

1 up their face ID, thus completing the process
2 within five days of passing the exam.

3 It is left to the Applicant to be
4 responsible for learning the regulatory
5 requirements. The curriculum contained in a study
6 guide is available on our Web site.

7 The taxi notification system has been
8 developed to assist venues with service needs for
9 large groups. The system provides the secure
10 access for specific venues to notify all metered
11 vehicles on duty, in real-time, of large groups
12 waiting for rides.

13 While this is not a dispatch system,
14 it will alert taxicabs that would otherwise be
15 unaware, and should improve respond times and
16 passenger loads.

17 After two years of negotiating and
18 planning, DCTC launched the CAPS-DC Program which
19 provides an alternative for eligible Metro Access
20 customers to receive efficient transportation by
21 being able to choose a standard taxi for direct
22 service without multiple stops, or, if needed,

1 have priority to ride in a Metro Access
2 wheelchair-accessible vehicle that has been
3 retrofitted for taxi service.

4 There are several additional benefits
5 to the CAPS-DC Program. Reservations can be made
6 one hour in advance, rather than a day ahead. A
7 companion can ride to assist customers at no
8 charge, and two friends can ride together to the
9 same location, and the fare remains at five
10 dollars, payable by cash, credit, or debit card.

11 Added value for the District includes
12 a savings to taxpayers of up to 1.8 million by
13 reducing the subsidy payments to WMATA for Metro
14 Access.

15 Additionally, the taxicab companies
16 are required to purchase with their own funds a
17 new fuel-efficient wheelchair-accessible vehicle
18 for every 3,000 rides taken through the CAPS - DC
19 Program, which will add even more wheelchair-
20 accessible vehicles for use in the District.

21 There is still more for the Commission
22 to do to address consumer demands and ensure a

1 fair return to service providers.

2 Today, the Commission will offer final
3 regulations to the CAPS-DC Program, to clarify
4 the obligation to purchase new wheelchair-
5 accessible vehicles by the companies and the
6 disposition of the vans acquired for Metro Access
7 for further use within the local community.

8 We are also introducing a second
9 proposed regulation to modify the vehicle
10 modernization program, to enable both individual
11 car owners and taxi companies to join in
12 association, and also expand the opportunity to L
13 tag operators as well as allowing vehicle owners
14 who adhere to the regulation to retain a tax
15 right in perpetuity. The intent is to allow non-
16 District residents to maintain the opportunity to
17 continue to do business while adding fuel-
18 efficient wheelchair-accessible vehicles to the
19 fleet.

20 A revenue-generating asset provides
21 maximum economic value when it's in constant use.
22 We will offer new regulations to allow a single

1 vehicle to have multiple owners, provided the
2 vehicle is used on a 24 hour, 7 day a week basis.
3 The inefficient use of the vehicle makes no sense
4 for a profit-making business. The cost of
5 operation will be lowered by maximizing vehicle
6 use and improving the bottom line.

7 A decrease in operating costs would
8 lead to a consumer benefit in the form of lower
9 rates.

10 We are developing criteria for drivers
11 to regain an H tag when circumstances dictate
12 that the tag must be temporarily set aside for a
13 legitimate reason. It is my plan to introduce a
14 proposed regulation next month to address this
15 issue.

16 The Commission was recently offered a
17 donation of an app to be made available for free
18 to all of the 7,000 plus H tag vehicles licensed
19 by the Commission. This would be a significant
20 benefit to consumers in summoning service. The
21 capability of meter taxis to accept electronic
22 hailing will help meet the challenge of private

1 vehicle service authorized to function by the
2 City Council.

3 I am proposing that the Commission
4 mandate that the One City - One Taxi app for all
5 District taxis. The app would not prevent drivers
6 from using other apps or accepting street hails.
7 However, this specific app would be required in
8 all taxis.

9 This app would be superior to any
10 other, because in addition to the passenger
11 having the option to file their credit card
12 information with the app, passengers could also
13 pay for their specific ride by cash, credit card,
14 or by other electronic means in the vehicle.

15 I believe the app should be a program
16 that is in the hands of the industry, so the
17 rulemaking would be crafted to create a
18 cooperative association owned by companies and
19 individual vehicle owners that would manage and
20 market the app service as well as set rates.

21 The co-op would be a transportation
22 network company, as is being proposed by the City

1 Council, to offer efficient and effective
2 electronic hailing to meter taxis. This
3 arrangement would not change the role of the
4 payment service provider, which would continue to
5 handle all financial transactions, and transmit
6 trip data to the Commission.

7 There are two other areas I plan to
8 deal with by the end of the calendar year. We
9 understand that certain areas of the city are
10 underserved by public vehicles for hire. So to
11 deal with that, I will offer a proposal, next
12 month, to authorize a neighborhood van service.

13 This service will be owned and
14 operated by individuals who live in the
15 neighborhood. There will be incentives to support
16 them, to obtain a seven passenger van. The van
17 would be able to accommodate up to seven
18 ambulatory riders, or six riders in wheelchairs,
19 or various combinations of riders that don't need
20 wheelchairs, and riders that do need wheelchairs.
21 The service will be flexible enough to serve a
22 specific geographic area without a fixed route.

1 Riders can be picked up anywhere within the area,
2 and dropped off anywhere within the area, whether
3 they need to go one block or 25 blocks, as long
4 as the destination is within the service area.

5 The fare would be fixed at around \$5,
6 regardless of the length of ride, and can be paid
7 by cash, credit card or coupon.

8 The other area of concern is the
9 maintenance of a professional corps of drivers to
10 service the industry. Over the past 75 years,
11 virtually every industry in this country has
12 evolved to provide their participant some
13 assistance of a fair return on their years of
14 serving customers.

15 Thus, I will bring forth a proposed
16 regulation to offer protection for the future of
17 owners, drivers, and their families, as they
18 approach retirement after 20, 30, 40 years of
19 service.

20 I propose that we establish a benefits
21 program to include retirement disability, life
22 insurance, and supplemental medical coverage.

1 The present circumstances forces
2 drivers to work late in life under increasingly
3 stressful conditions. The intensity of driving in
4 significant traffic impacts the safety of both
5 riders and drivers.

6 This industry needs to find a way to
7 address the issue of long-term care of the labor
8 force as most other industries have responded.

9 The Commission studies the potential
10 outcome of all proposed rulemaking and considers
11 feedback critical to making decisions about final
12 adoption. But I personally believe it is time for
13 us to take bold steps necessary to support the
14 modernization of the District's taxi industry.

15 I am confident in our intent to
16 fulfill the mayor's objective for the District of
17 Columbia's public vehicle-for-hire industry to
18 set the standards for all other markets.

19 Does any other Commissioner have any
20 comments they wish to make at this time?

21 (No response)

22 CHAIRMAN LINTON: Thank you very much.

1 We will move on, then, to agenda item No. 3,
2 Commission Action Items.

3 The first item on the agenda is Vote
4 to approve publication of final rulemaking to
5 amend Chapter 18 - Wheelchair Accessible
6 paratransit Taxi services (CAPS-DC).

7 Mr. Counsel.

8 MR. LERNER: This is a Notice of Final
9 Rulemaking for Chapter 18. It would amend the
10 rules to clarify the CAPS Program requirements
11 already in Chapter 18, in two respects.

12 First, it clarifies the requirements
13 for adding new wheelchair-accessible vehicles
14 each time the company completes 3,000 trips under
15 the program, and it clarifies the fares that may
16 be charged, including adding an additional one
17 dollar charge per ride, not per passenger,
18 whenever a former WMATA van is used for service
19 from a D.C. hotel to an airport.

20 CHAIRMAN LINTON: The matter is now, is
21 on the final vote to put in to effect this
22 modification.

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Are you ready for the vote?

The secretary will call the role.

MS. MIXON: Commissioner Burns.

COMMISSIONER BURNS: Aye.

MS. MIXON: Commissioner Cohn.

(No response)

MS. MIXON: Commissioner Crocker.

COMMISSIONER CROCKER: Yes.

MS. MIXON: Commissioner Ferguson.

(No response)

MS. MIXON: Commissioner Muhammad.

COMMISSIONER MUHAMMAD: Yes.

MS. MIXON: Commissioner Smalls.

COMMISSIONER SMALLS: Yes.

MS. MIXON: Commissioner Tapscott.

(No response)

MS. MIXON: Commissioner Linton.

CHAIRMAN LINTON: Yes.

The majority having voted in the affirmative, the rule is adopted and is ordered published.

The second item for consideration is

1 for the publishing this is the second
2 publishing I believe, Mr. Counsel

3 MR. LERNER: Yes.

4 CHAIRMAN LINTON: on item two: Vote
5 to approve publication of second proposed
6 rulemaking to amend Chapters 5, 6, 10, 12, and 19
7 - Modern Taxicab Associations, Modern Luxury
8 Class Service Organizations, and Vehicle Service
9 Life Rules.

10 If adopted, the republishing would
11 continue the comment period for an additional 30
12 days for the public and affected parties to
13 submit to the Commission for review, and then, in
14 November, we would look at it again to see
15 whether it is final, or whether there were
16 reasons to make changes that would result in yet
17 another publishing.

18 MR. LERNER: The proposed amendment
19 does supersede the pending notice that's pending
20 at this time, in addition, and as the chairman
21 noted, it extends the concept of modern
22 associations from taxicab to luxury vehicles,

1 allowing these modern associations to associate
2 for purposes of black cars, in addition to the
3 concept that was already in the proposed rules
4 for taxicabs.

5 CHAIRMAN LINTON: Are you ready for the
6 question?

7 The secretary will call the roll.

8 MS. MIXON: All right. Commissioner
9 Burns.

10 COMMISSIONER BURNS: Aye.

11 MS. MIXON: Commissioner Cohn.

12 (No response)

13 MS. MIXON: Commissioner Crocker.

14 COMMISSIONER CROCKER: Yes.

15 MS. MIXON: Commissioner Ferguson.

16 (No response)

17 MS. MIXON: Commissioner Muhammad.

18 COMMISSIONER MUHAMMAD: Yes.

19 MS. MIXON: Commissioner Smalls.

20 COMMISSIONER SMALLS: Yes.

21 MS. MIXON: Commissioner Tapscott.

22 (No response)

1 MS. MIXON: Commissioner Linton.

2 CHAIRMAN LINTON: Yes. A majority
3 having voted in the affirmative, the rule is
4 adopted and the publishing of the rulemaking is
5 hereby ordered, and a new comment period will
6 begin.

7 The third item on the agenda. Three is
8 a vote to approve publication of proposed
9 rulemaking to amend Chapter 16 - Dispatch
10 Services, Rules for Universal DCTC Taxicab
11 Application.

12 MR. LERNER: The proposed amendment for
13 Chapter 16 would make the universal app available
14 for the digital dispatch of all DCTC-licensed
15 vehicles. The app would be donated by DCTC. The
16 app will allow passengers to use their smart
17 phones to see all available independent company
18 and association vehicles on the same screen at
19 the same time.

20 Drivers could use any apps in addition
21 to the universal app, and the universal app would
22 be managed by the new DC Taxicab Co-op, which the

1 chairman said would be similar to a TNC under
2 pending legislation. But the difference is it
3 would be industry-owned, and it would be a not-
4 for-profit entity, which any owner, company, may
5 be a member, and which the companies which are
6 required, by statute, to have dispatch, would be
7 members, be required to be members, and would set
8 up the co-op.

9 And last, the co-op would determine
10 competitive rates and charges based on current
11 market conditions. These rates and charges, by
12 statute, are outside the jurisdiction of the
13 Commission.

14 CHAIRMAN LINTON: And we understand
15 that this is a publishing of a proposed
16 regulation that opens up the comment period. It
17 would be the intent of the chairman to have a
18 public hearing on the matter, and to invite
19 comments, both oral and written, for evaluation,
20 and see the direction in which the industry
21 desires to move on this opportunity.

22 Are there any questions from the

1 Commission members on this matter?

2 COMMISSIONER BURNS: Yes. I would like
3 to make a question for clarification.

4 CHAIRMAN LINTON: Yes, sir.

5 COMMISSIONER BURNS: So the question is
6 a question, I think also a statement, in that
7 what this is doing is proposing an opportunity to
8 let industry take control of a app that allows
9 them to see customers, and customers to see them.

10 This is not a rule that is a mandatory
11 situation, but the way I understand it, it is an
12 opportunity for the industry to own this space;
13 Is that correct?

14 CHAIRMAN LINTON: With one exception.
15 The one item that would be mandatory is that all
16 H tag vehicles would have to have the app.
17 Whether they use the app is up to the individual
18 operating the vehicle at the time that they're on
19 duty. There's no way, in my judgment, that the
20 Commission can force people to take rides. But we
21 can say that this is an industry app, that the
22 app must be available in the vehicle for consumer

1 use, if the consumers try to use it.

2 If an individual driver does not want
3 to accept a ride from that app, they don't have
4 to.

5 COMMISSIONER BURNS: Thank you.

6 CHAIRMAN LINTON: Any other questions?

7 Mr. Muhammad.

8 COMMISSIONER MUHAMMAD: What would be
9 the vehicle to download this app? What would be
10 used to access the app?

11 CHAIRMAN LINTON: Presumably, the same
12 way it's done with the TNCs, and that is that the
13 co-op would make available a hand-held device to
14 the drivers, which would be the method by which
15 they download the app and receive their
16 assignments.

17 COMMISSIONER MUHAMMAD: Would there be
18 a cost?

19 CHAIRMAN LINTON: Would there be a
20 cost? I can't tell you at this time, for the
21 reason that the co-op would have members, a
22 board of directors, bylaws, and would make those

1 determinations. It's not the proposal, in this
2 move, for the Commission to design the company
3 that would actually operate, the TNC that would
4 operate it, but to set up the conditions under
5 which it would be operated, and then it would be
6 the participants, the owners, which would be all
7 the vehicle owners, company owners, who elect to
8 join the co-op, who would make those decisions.

9 All this, Commissioner, is designed on
10 a choice basis, and there's nothing that forces
11 anybody to do something here, other than to have
12 the app available. If you choose not to use it,
13 as I said before, that would be your choice.

14 All right. Are you ready for the
15 question?

16 Will the secretary call the roll.

17 MS. MIXON: All right. Commissioner
18 Burns.

19 COMMISSIONER BURNS: Aye.

20 MS. MIXON: Commissioner Cohn.

21 (No response)

22 MS. MIXON: Commissioner Crocker.

1 COMMISSIONER CROCKER: Yes.

2 MS. MIXON: Commissioner Ferguson.

3 (No response)

4 MS. MIXON: Commissioner Muhammad.

5 COMMISSIONER MUHAMMAD: No.

6 MS. MIXON: Commissioner Smalls.

7 COMMISSIONER SMALLS: Abstain.

8 MS. MIXON: Commissioner Tapscott.

9 (No response)

10 MS. MIXON: Commissioner Linton.

11 CHAIRMAN LINTON: Yes.

12 A majority having voted in the
13 affirmative, the proposed rule is ordered
14 published, and the comment period will open, and
15 a public hearing will be scheduled.

16 I might call to your attention that a
17 pending regulation that is not on the agenda, it
18 will not be on the agenda, was a regulation that
19 was moving through our process, dealing with so-
20 called ride sharing. The City Council has given
21 a first reading on the legislation, that
22 essentially truncates the role of this Commission

1 in responsibility for what the City Council is
2 now defining as private vehicles for hire as
3 opposed to public vehicles for hire.

4 As we understand the legislation,
5 public vehicles for hire will continue to be the
6 primary responsibility of this Commission for
7 regulatory purposes.

8 In addition to that, the Commission
9 will have the responsibility for enforcing the
10 prevention of street hail solicitation or
11 acceptance by either an approved private vehicle
12 for hire, or an unapproved private vehicle for
13 hire. It will also have the responsibility for
14 enforcement of the reciprocity agreements between
15 jurisdictions that exist at any given time.

16 In addition, there are some other
17 enforcement responsibilities, but they are of a
18 nature, of such, that they don't require any
19 particular regulation, or at least at this moment
20 in time, we haven't seen that they require any,
21 and in the opinion of the chairman, that is
22 mostly a charade.

1 So on the basis of the adoption of
2 that legislation, and on advice of our legal
3 counsel, we have no basis for moving forward with
4 any regulation as we have been moving forward,
5 and therefore that has been set aside, and we
6 will not act further on regulations affecting
7 what is now, and will be defined as private
8 vehicles for hire.

9 That concludes the Commission action
10 vote items.

11 Are there any government
12 communications or staff reports, Madam Chairman?

13 MS. MIXON: No. No communications.

14 CHAIRMAN LINTON: We'll move on, then,
15 to our public comment period. We have a
16 individual who has asked to appear. Gashaw Birbo.
17 Are you with us? Mr. Birbo?

18 MR. BIRBO: Yes.

19 CHAIRMAN LINTON: To the podium,
20 please, and don't injure yourself going up there.
21 Please. You have some copies of your remarks?

22 MR. BIRBO: Yes.

1 CHAIRMAN LINTON: Oh. They're right up
2 here. Thank you. Proceed, sir.

3 MR. BIRBO: Good morning.

4 CHAIRMAN LINTON: Welcome.

5 MR. BIRBO: Good morning, dear
6 respected chairman and commissioners. I spoke at
7 the previous hearing and asked DCTC to reconsider
8 the decision of the H tag on the new drivers
9 going on the ground of taxicab business as
10 follows.

11 The competition of taxicab business in
12 D.C. is getting tough and very challenging due to
13 very open forces that allowed many companies to
14 operate. Many of the companies that are allowed
15 to let their drivers compete in the workforce
16 service, using their own cars, even though they
17 never pass through any training in the car
18 operation business procedures.

19 Why are we made to be used by driver
20 association companies that are struggling hard to
21 survive in the business? What is the use of
22 making us passing through the two day, well-

1 designed training, by paying dollar 700, if it
2 can't be applied practically. If associations
3 and their drivers that own H tag are complaining
4 and protesting every day about their tough
5 survival in the business, what can be understood
6 about us?

7 D.C. or District of Columbia is the
8 smallest state as compared to the neighboring
9 jurisdictions, but the number of companies
10 operating here are higher. So how could we
11 survive in the business by paying for car rent
12 and the gas, prior to making money for our lease?

13 Giving H tag and the face ID doesn't
14 make any difference, because in both cases, the
15 newly-qualified drivers are going to drive cars
16 that are not occupied by others previously.

17 The only difference is that we can use
18 our own better customer comfort and the fuel-
19 efficient vehicles compete in the market, and at
20 least work to help our families, are being used
21 by others. Because of the fact that majority of
22 car associations don't have well-organized

1 customer-friendly dispatch in the call system,
2 many cabs are seen on many streets, and hotels,
3 then dip in to the residential and recreational
4 areas. If, despite system, is modernized and
5 customer modernized and approved, customers
6 prefer to use the issued taxicab service, and
7 others like Uber, Lyft, and others, that have
8 never trained drivers with no city map knowledge.

9 Please, we like to ask you to
10 reconsider the decision not to give H tag by
11 considering the above reasons and the practical
12 facts.

13 CHAIRMAN LINTON: Thank you very much,
14 Mr. Birbo. Let me ask you, if I understand
15 correctly what you're suggesting to the
16 Commission, is that the Commission allow any
17 person who can pass the test to enter in to the
18 industry, without any limitations whatsoever.

19 MR. BIRBO: Yes

20 CHAIRMAN LINTON: So if we had 5,000
21 individuals come forth and ask for an H tag, your
22 position would be "give it to them." Is that

1 correct?

2 MR. BIRBO: That my question is you
3 can make your own restrictions

4 CHAIRMAN LINTON: No; no. I'm asking
5 you a question. Is that correct?

6 MR. BIRBO: I mean

7 CHAIRMAN LINTON: I'm just trying to
8 understand your position. We have 9,000 drivers
9 now with H tags, with face cards. Now suppose we
10 say anybody can have an H tag, if they pass the
11 test and a background check, and 5,000 more
12 apply.

13 Is it your position that they should
14 all be given

15 MR. BIRBO: No. It's not my position.

16 CHAIRMAN LINTON: So there should be
17 some limitation?

18 MR. BIRBO: Yes.

19 CHAIRMAN LINTON: Then would you think
20 about that, and come back and advise the
21 Commission how you would apply a limitation.
22 That's what we're seeking.

1 MR. BIRBO: Yes

2 CHAIRMAN LINTON: We are studying this
3 and looking at it what is fair, what is needed
4 but we need the advice of how do we decide
5 who gets it and who doesn't? But we thank you
6 for your comments. They're helpful.

7 MR. BIRBO: Okay.

8 CHAIRMAN LINTON: Is there anyone else
9 who cares to address the Commission at this time?

10 (No response)

11 CHAIRMAN LINTON: Hearing none, we'll
12 stand in adjournment. Thank you all.

13 (Whereupon at 10:45 a.m., the
14 Commission meeting was adjourned)

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C E R T I F I C A T E

This is to certify that the foregoing transcript

In the matter of: Commission Meeting

Before: DC Taxicab Commission

Date: 10-21-14

Place: Washington, DC

was duly recorded and accurately transcribed under my direction; further, that said transcript is a true and accurate record of the proceedings.

Neal R Gross

Court Reporter

NEAL R. GROSS

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