

supervisor's rating, conduct a hearing, receive written briefs, and issue a written decision which shall approve, modify, or reject a performance rating. Any decision by the Committee shall be appealable to the Attorney General or agency head, as applicable, within thirty (30) calendar days of receipt of the decision by the employee. The Attorney General's decision or agency head's decision, as applicable, shall be final and no further appeal shall be allowed under this Agreement. If the committee does not act within thirty (30) calendar days of the appeal, the evaluation may be appealed to the Attorney General or the agency head, as applicable who shall issue a decision within fifteen (15) calendar days thereafter. If the Attorney General or agency head, as applicable, does not act within fifteen (15) calendar days, unsatisfactory evaluations may be appealed under the provisions of this Article within fifteen (15) calendar days. The Attorney General and the Mayor's Office of Legal Counsel shall establish procedures for appeals under this Article to the committee and to the Attorney General and agency head, respectively.

Section 3 – General Provisions:

Any grievance that may arise between the parties involving an alleged violation of this Agreement shall be settled as described in this Article unless otherwise agreed to in writing by the Union President and the Attorney General or agency head, as applicable, or his/her designee.

Section 4 – Information Requests:

Both parties shall provide all information determined to be reasonable and needed by the other party for processing of a grievance after a request by the other party within a reasonable amount of time.

Section 5 – Procedure:

A. This procedure is designed to enable the parties to settle grievances at the lowest possible administrative level. Grievances must be filed at the lowest level where resolution is possible. Therefore, all grievances shall ordinarily be presented to the immediate supervisor unless it is clear that the immediate supervisor does not have authority to deal with the grievance and that it should be filed elsewhere. The Union may request a face-to-face meeting with the appropriate management representative who is delegated authority to deal with the grievance at each step. The parties agree to endeavor to engage in productive meetings to resolve a grievance.

B. Nothing in this Agreement shall be construed as precluding discussion between an employee, the Union and the appropriate supervisor over a matter of interest or concern to any of them prior to the initiation of a grievance. Once a matter has been made the subject of a grievance under this procedure, nothing herein shall preclude any party (the Union, the Employer or the Employee) from attempting to resolve the grievance informally at the appropriate level.

Step 1: The employee and/or the Union shall take up the grievance, in writing, with the employee's immediate supervisor within fifteen (15) business days from the date of the occurrence or when the employee or the Union knew or should have known of the occurrence. The written grievance shall be clearly identified as a grievance submitted under the provisions of this Article, and shall list the name of the grievant or grievants, the contract provisions allegedly

violated, the basic facts, issues, or concerns giving rise to the grievance, the date or approximate date and location of the violation and the remedy sought. The supervisor shall address the matter and shall respond, in writing, to the Steward and/or the employee within fifteen (15) business days after the receipt of the grievance.

Step 2: If the grievance has not been settled, or the supervisor has failed to respond, it may be presented in writing by the Union to the second level supervisor within ten (10) business days after the Step 1 response is due or received, whichever is sooner. The second level supervisor shall respond to the Union in writing within ten (10) business days after receipt of the written grievance.

Step 3: If the grievance is still unresolved, or the supervisor has failed to respond, it may be presented in writing by the Union to the Attorney General or agency head, as applicable, or his/her designee, within twenty (20) working days after the Step 2 response is due or received, whichever is sooner. The Attorney General or agency head, as applicable, or his/her designee, shall respond in writing to the Union within twenty (20) business days after receipt of the written grievance.

Step 4: If the grievance is still unresolved, or the Attorney General, or agency head, as applicable, or his/her designee has failed to respond, the Union may by written notice request arbitration within twenty (20) business days after the reply at Step 3 is due or received whichever is sooner.

A grievance filed by the Union on a matter involving more than one division within OAG, may be filed with the Attorney General or his/her designee at Step 3. The grievance must be filed within fifteen (15) business days from the date of the occurrence giving rise to the grievance or when the Union knew or should have known of the occurrence.

When mutually agreed by the parties, grievances on the same matter on behalf of two (2) or more employees may be processed as a single grievance for the purpose of resolving all the grievances.

A grievance filed by the Union which does not seek personal relief for a particular employee or a group of employees, but rather expresses the Union's disagreement with management's interpretation or application of the Agreement and which seeks an institutional remedy shall be filed at Step 3 within fifteen (15) business days from the date of the occurrence or when the Union knew or should have known of the occurrence to the extent reasonably possible.

A grievance filed by the Employer should be filed directly with the Union President within fifteen (15) business days from the date of the occurrence or when the Employer knew or should have known of the occurrence giving rise to the grievance. The Union President shall have fifteen (15) business days to respond. If the Employer's grievance is still unresolved, or the Union President or his/her designee has failed to respond, the Employer may by written notice request arbitration within twenty (20) business days after the Union's reply is due or received whichever is sooner.

A grievance concerning a continuing violation of this Agreement may be filed at any time during the existence of the alleged violation of this Agreement.

Section 6 - Selection of the Arbitrator:

The arbitration proceeding shall be conducted by an arbitrator selected by the Employer and the Union. The Federal Mediation and Conciliation Service (FMCS) shall be requested to provide a list of seven (7) arbitrators from which an arbitrator shall be selected within seven (7) calendar days after receipt of the list by both parties. Both the Employer and the Union may strike three (3) names from the list using the alternate strike method. The party requesting arbitration shall strike the first name. The arbitration hearing shall be conducted pursuant to the FMCS guidelines unless modified by this Agreement.

Section 7 – Authority of the Arbitrator:

The jurisdiction and authority of the arbitrator and his/her opinion and award shall be confined exclusively to the interpretation or application of the express provisions of this Agreement at issue between the Union and the Employer consistent with applicable law and regulation. He/she shall have no authority to add to, detract from, alter, amend, or modify any provision of this Agreement; or to impose on either party a limitation or obligation not explicitly provided for in this Agreement. The written award of the arbitrator on the merits of any grievance adjudicated within his jurisdiction and authority shall be final and binding on the aggrieved employee, the Union and the Employer, subject to either party's appeal rights to the Public Employee Relations Board and the Superior Court of the District of Columbia.

Section 8 - Decision of the Arbitrator:

The arbitrator shall be requested to render his/her decision in writing within thirty (30) calendar days after the conclusion of the arbitration hearing.

Section 9 - Expenses of the Arbitrator:

Expenses for the arbitrator's services and the proceeding shall be borne equally by the Employer and the Union. However, each party shall be responsible for compensating its own representatives and witnesses. If either party desires a record of the arbitration proceedings, it may cause such a recording to be made, providing it pays for the record and makes copies available without charge to the other party and the arbitrator.

Section 10 - Time Off For Grievance Hearings:

The employee, Union Steward and/or Union representative shall, upon request, be permitted to meet and discuss grievances with designated management officials at each step of the Grievance Procedure within the time specified consistent with Section 4 of Article 6 on Union Stewards.

Section 11 – Time Limits:

All time limits following the initiation of any grievance set forth in this Article may be extended by mutual consent, but if not so extended, must be strictly observed. If the matter in dispute is not resolved within the time period provided for in any step, the next step may be invoked. The appropriate representative of either party shall not unreasonably deny a request for an extension of time if the request is made in writing by the original deadline date. The parties may mutually agree in writing to waive Steps 1 and/or 2 of the procedure described in this Article.

Section 12 – Termination of Grievance:

A grievance shall terminate when either party terminates its own grievance, when both parties consent or for failure to meet contractual time limits. The termination of a grievance shall not prejudice either party from reinstating a grievance at a later date.

Section 13 – Exclusions:

Matters not within the jurisdiction of the Employer will not be processed as a grievance under this Article unless the matter is specifically included in another provision of this Agreement or the Compensation Agreement.

**ARTICLE 29
DISCIPLINE AND DISCHARGE**

Section 1 -- Disciplinary Actions:

A. Assistant Attorneys General ("AAG") in the bargaining unit are appointed to serve the District of Columbia consistent with the provisions of the Legal Service Act. An AAG may be subject to disciplinary action, including reprimand, suspension (with or without pay), reduction in grade or step, or removal for unacceptable performance or for any reason that is not arbitrary or capricious. Disciplinary actions shall be processed in accordance with Section 3614, Chapter 36 of the D.C. Personnel Regulations. The Employer shall provide the Employee with ten (10) calendar days advance notice, consistent with the notice provisions of Chapter 36 of the D.C. Personnel Regulations, of any proposed discipline, with the exception of summary removal. The proposed notice of discipline will also be sent to the Union.

B. Notwithstanding Section 1A herein, the Attorney General or an agency head, may summarily suspend or remove a bargaining unit member, in accordance with Sections 1616 and 1617 of the DPM, when the employee's conduct:

1. Threatens the integrity of government operations;
2. Constitutes an immediate hazard to the agency, to other District employees, or to the employee; or

3. Is detrimental to public health, safety, or welfare.

C. Upon request, an employee subject to any disciplinary action shall be allowed access to his or her office, at a mutually agreeable time, to retrieve personal items.

D. If there is no appeal pursuant to the provisions herein, the Attorney General's decision or agency head's decision, as applicable, shall be the final agency decision.

Section 2 -- Appeal Procedures:

After the Attorney General or agency head issues an administrative decision in accordance with §3614, Chapter 36 of the D.C. Personnel Regulations, the Union, on behalf of the Employee, may appeal the Attorney General's or agency head's suspensions of ten days or more, including demotions and terminations, within ten (10) business days of the Attorney General's or agency head's decision. This time limit may be extended by mutual consent of the parties, but if not so extended, must be strictly observed. An appeal to the nonbinding arbitrator shall stay the time limits for invoking a review by the Mayor under Section 3614, Chapter 36 of the D.C. Personnel Regulations. The Attorney General's or the agency head's decision in connection with a suspension of less than ten days or any other corrective action is final and not subject to appeal.

Section 3 -- Stay of Disciplinary Action:

The filing of an appeal shall not serve to stay or delay the effective date of the Attorney General's or agency head's final administrative decision.

Section 4 -- Standard of Review and Authority of the Arbitrator:

A. The arbitrator's jurisdiction and authority and opinion shall be confined exclusively to suspensions of ten days or more, and shall be an advisory, nonbinding decision concerning whether the Employer's decision to discipline is: (1) a result of the Employee's unacceptable performance, (2) for any reason that is not arbitrary or capricious in accordance with § 106.56(a) of the Legal Service Act, or (3) both.

B. The arbitrator does not have authority to modify, amend, or rescind any disciplinary action or to impose any back-pay or other financial obligation on the Employer resulting from the disciplinary action.

Section 5 -- Time Limits:

All time limits set forth, in this Article must be strictly observed. If the Union fails to pursue any step within the time limit then it shall have no further right to continue the appeal.

Section 6 -- Extension of Time Limits:

All time limits set forth in this Article may be extended by mutual consent, but if not so extended, must be strictly observed. If the matter in dispute is not resolved within the time

period provided for in any step, the next step may be invoked. However, if a party fails to pursue any step within the time limit, then he/she shall have no further right to continue the grievance. The appropriate representative of either party shall not unreasonably deny a request for an extension of time if such request is made in writing by the original deadline date. The parties may mutually agree in writing to waive Steps 1 and or 2 of the procedure described in this Article.

Section 7 -- Substitution of Binding Arbitration Procedures:

In the event that the Council of the District of Columbia legislatively establishes a binding arbitration process concerning discipline and discharge for any unit employees in the Legal Service, the parties agree to reopen negotiations solely to rescind this Article to the extent of any conflict and incorporate the binding arbitration process into this Agreement to the maximum extent possible.

**ARTICLE 30
SAVINGS CLAUSE**

SECTION 1:

In the event any article, section or portion of this Agreement is held to be invalid and unenforceable by any court or other authority of competent jurisdiction, such decision shall apply only to the specific article, section, or portion thereof specified in the decision; and upon issuance of such a decision, the Employer and the Union agree to immediately negotiate a substitute for the invalidated article, section or portion thereof to the extent possible.

SECTION 2:

The terms of this Agreement supersede any subsequently enacted D.C. laws, District Personnel Manual (DPM) regulations, or departmental rules concerning non-compensation covered herein for the term of this agreement.

**ARTICLE 31
INCORPORATION OF COMPENSATION AGREEMENT TERMS**

The terms and conditions of the Compensation Agreement between the District of Columbia and the American Federation of Government Employees, Local 1403, AFL-CIO, effective October 1, 2017, through September 30, 2020 (Compensation Agreement), are incorporated by reference into this Agreement. The provisions of the Compensation Agreement shall control to the extent of any inconsistency.

**ARTICLE 32
DURATION AND FINALITY**

Section 1 -- Effective Date

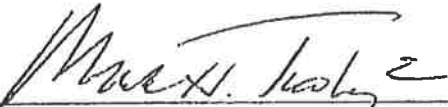
This agreement shall be implemented as provided herein subject to the requirements of Section 1715 of the District of Columbia Comprehensive Merit Personnel Act D.C. Official Code, § 1-617.15(a), (2012 Repl.). This Agreement shall be effective on the date provided by law (i.e., when it is approved by the Council or as otherwise effective pursuant to D.C. Official Code § 1-617.17 (2012 Repl.)) and shall remain in full force and effect until September 30, 2020, or until a new non-compensation agreement becomes effective. Notice to reopen the Agreement shall be provided as required by D.C. Official Code § 1-617.17 (f)(1)(A)(i) (2012 Repl.).

Section 2 – Finality

This Agreement was reached after negotiations during which the parties were able to negotiate on any and all negotiable non-compensation issues, and contains the full agreement of the parties as to all such non-compensation issues that were or could have been negotiated.

On this 31st day of October, 2017 and in witness to this Agreement, the parties hereto set their signatures.

**FOR THE DISTRICT OF COLUMBIA
GOVERNMENT**




Mark H. Tuohey, III, Director
Mayor's Office of Legal Counsel

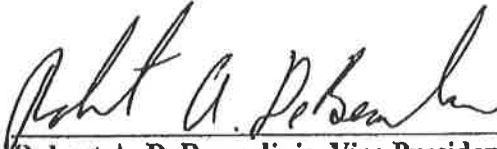


Karl A. Ragan, Attorney General
Office of the Attorney General

**FOR THE AMERICAN FEDERATION
OF GOVERNMENT EMPLOYEES
LOCAL 1403**



Steve Anderson, President
AFGE, Local 1403




Robert A. DeBerardinis, Vice President
AFGE, Local 1403

On this 31st day of October, 2017 and in witness to this Agreement, the parties hereto set their signatures.

**FOR THE DISTRICT OF COLUMBIA
GOVERNMENT**


**FOR THE AMERICAN FEDERATION
OF GOVERNMENT EMPLOYEES
LOCAL 1403**




Lionel C. Sims Jr., Esq., Director
Office of Labor Relations & Collective
Bargaining



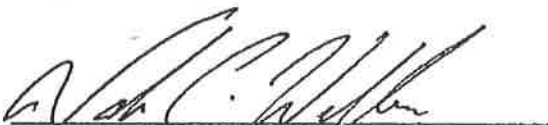
Olga I. Clegg, Vice President
AFGE, Local 1403



Ronald R. Ross, Deputy Director
Mayor's Office of Legal Counsel




Anne Hollander
AFGE, Local 1403



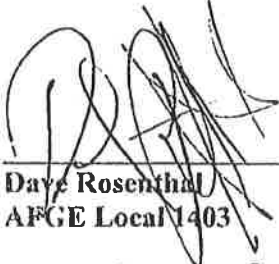
Nadine Wilburn, Chief
Personnel, Labor & Employment Division
Office of the Attorney General



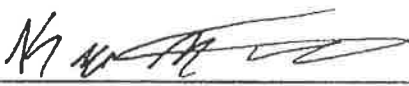
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Kathryn Naylor, Attorney Advisor
Office of Labor Relations & Collective
Bargaining




Daye Rosenthal
AFGE Local 1403



Kevin Stokes, Chief of Staff
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Bargaining



Marie-Claire Brown
AFGE Local 1403



Asha Bryant, Attorney Advisor
Office of Labor Relations & Collective
Bargaining

COMPENSATION COLLECTIVE BARGAINING AGREEMENT

BETWEEN

DISTRICT OF COLUMBIA

AND

**LABOR ORGANIZATIONS
REPRESENTING COMPENSATION UNITS 1 AND 2**

EFFECTIVE OCTOBER 1, 2006 – SEPTEMBER 30, 2010

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PREAMBLE

This Compensation Agreement is entered into between the Government of the District of Columbia and the undersigned labor organizations representing units of employees comprising Compensation Units 1 and 2, as certified by the Public Employee Relations Board (PERB).

The Agreement was reached after negotiations during which the parties were able to negotiate on any and all negotiable compensation issues, and contains the full agreement of the parties as to all such compensation issues. The Agreement shall not be reconsidered during its life nor shall either party make any changes in compensation for the duration of the Agreement unless by mutual consent or as required by law.

ARTICLE 1

WAGES

SECTION A: FISCAL YEAR 2007:

Effective the first day of the first full pay period beginning on or after October 1, 2006, the salary schedules of employees employed in bargaining units as certified and assigned to Compensation Units 1 & 2 by the Public Employee Relations Board shall be adjusted by three percent (3.0%) in accordance with past methods of increasing base salary schedules.

SECTION B: FISCAL YEAR 2008:

Effective the first day of the first full pay period beginning on or after October 1, 2007, the salary schedules of employees employed in bargaining units as certified and assigned to Compensation Units 1 & 2 by the Public Employee Relations Board shall be adjusted by three point two five percent (3.25%) in accordance with past methods of increasing base salary schedules.

SECTION C: FISCAL YEAR 2009:

Effective the first day of the first full pay period beginning on or after October 1, 2008, the salary schedules of employees employed in bargaining units as certified and assigned to Compensation Units 1 & 2 by the Public Employee Relations Board shall be adjusted by four percent (4.0%) in accordance with past methods of increasing base salary schedules.

SECTION D: FISCAL YEAR 2010:

Effective the first day of the first full pay period beginning on or after October 1, 2009, the salary schedules of employees employed in bargaining units as certified and assigned to Compensation Units 1 & 2 by the Public Employee Relations Board shall be adjusted by four percent (4.0%) in accordance with past methods of increasing base salary schedules.

ARTICLE 2

METRO PASS

Beginning the first full pay period after October 1, 2007, the District of Columbia Government shall subsidize the cost of monthly transit passes for personal use by employees by not less than twenty five (\$25.00) per month for employees who purchase and use such passes to commute to and from work.

ARTICLE 3

BONUS

The parties agree that the Compensation and Classification Reform Task Force will recommend an appropriate amount of not less than \$300.00 but no greater than \$500.00 to be issued as a bonus to each bargaining unit employee (1) on the payroll as of April 11, 2006 and (2) also employed as of September 30, 2006. The amount to be issued as bonus will be based on available funds in the Compensation and Classification Reform Task Force budget minus outstanding obligations from FY 06 Compensation and Classification Reform Task Force projects.

ARTICLE 4

PRE-PAID LEGAL PLAN

SECTION A:

Effective the first full pay period on or after October 1, 2006, the Employer shall make a monthly contribution of five dollars (\$5.00) for each bargaining unit member toward a pre-paid legal services plan. The Employer shall make monthly contributions directly to the designated provider of the legal services program.

SECTION B:

The plan shall be contracted for by the Union subject to a competitive bidding process where bidders are evaluated and selected by the Union. The District may present a

proposed contract which shall be evaluated on the same basis as other bidders. The contract shall provide that the Employer will be held harmless from any liability arising out of the implementation and administration of the plan by the benefit provider, that the benefit provider will supply utilization statistics to the Employer and the Union upon request for each year of the contract, and that the benefit provider shall bear all administrative costs.

SECTION C:

The parties shall meet to develop procedures to implement the legal plan which shall be binding upon the benefit provider. The procedures shall include an enrollment process.

SECTION D:

To be selected for a contract under this Article, the benefit provider must maintain an office in the District of Columbia; be incorporated in the District and pay a franchise tax and other applicable taxes; have service providers in the District; and maintain a District bank account.

SECTION E:

The Employer's responsibility under the terms of this Article shall be as outlined in Section C of this Article and to make premium payments as is required under Section A of this Article. To the extent that any disputes or inquiries are made by the legal services provider chosen by the Union, those inquiries shall be made exclusively to the Union. The Employer shall only be required to communicate with the Union to resolve any disputes that may arise in the administration of this Article.

ARTICLE 5

**DISTRICT OF COLUMBIA EMPLOYEE AFFORDABLE HOUSING
TASK FORCE**

SECTION A:

The parties agree to establish a joint Labor-Management Affordable Housing Taskforce to facilitate the purchase and/or rental of homes in the District of Columbia by employees in bargaining units covered by the Compensation Units 1 and 2 collective bargaining agreement. Pursuant to the DPM, Part 1, Chapter 3 §301, the District provides a preference for District residents in employment. In order to encourage employees to live and work in the District, the joint Labor-Management Affordable Housing Task Force will strive to inform employees of the programs currently available for home ownership in the District of Columbia. Additionally, the Task Force shall work with other

government agencies including the Department of Housing and Community Development and the District's Housing Finance Agency to further affordable housing opportunities for District employees, who have worked for the District government for at least one year.

1. During fiscal year 2008, the District shall invest the equivalent of a minimum of .25% of the aggregate salaries effective December 31, 2007, of bargaining unit employees in Compensation Units 1 and 2 toward affordable housing initiatives;

2. During fiscal year 2009, the District shall invest the equivalent of a minimum of .25% of the aggregate salaries effective December 31, 2008, of bargaining unit employees in Compensation Units 1 and 2 toward affordable housing initiatives; and

3. During fiscal year 2010, the District shall invest the equivalent of a minimum of .25% of the aggregate salaries effective December 31, 2009, of bargaining unit employees in Compensation Units 1 and 2 toward affordable housing initiatives.

Any funds set aside in Fiscal Years 2008, 2009 and 2010 shall be available for expenditure in that fiscal year or any other fiscal year covered by the Compensation Units 1 and 2 Agreement. All funds set aside for housing incentives shall be expended or obligated prior to the expiration of the Compensation Units 1 and 2 Agreement for FY 2007 – FY 2010.

ARTICLE 6

BENEFITS COMMITTEE

The parties agree to continue their participation on the District's Joint Labor-Management Benefits Committee for the purpose of addressing the benefits of employees in Compensation Units 1 and 2.

SECTION A: RESPONSIBILITIES:

The Parties shall be authorized to consider all matters that concern the benefits of employees in Compensation Units 1 and 2 that are subject to mandatory bargaining between the parties. The Parties shall be empowered to address such matters only to the extent granted by the Unions in Compensation Units 1 and 2 and the District of Columbia Government. The parties agree to apply a system of expedited arbitration if necessary to resolve issues that are subject to mandatory bargaining. The Committee may by consensus discuss and consider other benefit issues that are not mandatory bargaining subjects.

The Committee shall:

1. Monitor the quality and level of services provided to covered employees under existing Health, Optical and Dental Insurance Plans for employees in Compensation Units 1 and 2.
2. Recommend changes and enhancements in Health, Optical and Dental benefits for employees in Compensation Units 1 and 2 consistent with Chapter 6, Subchapter XXI of the D.C. Official Code (2001 ed.).
3. With the assistance of the Office of Contracting and Procurement, evaluate criteria for bids, make recommendations concerning the preparation of solicitation of bids and make recommendations to the contracting officer concerning the selection of providers following the receipt of bids, consistent with Chapter 4 of the D.C. Official Code (2001 ed.).
4. Explore issues concerning the workers' compensation system that affect employees in Compensation Units 1 and 2 consistent with Chapter 6, Subchapter XXIII of the D.C. Official Code (2001 ed.).
5. Discuss proposed benefit programs to determine the extent to which they impact employees in Compensation Units 1 and 2.

SECTION B: MEMBERSHIP

One (1) representative from each national union comprising Compensation Units 1 and 2 shall participate as a member of the Committee.

Management shall appoint, among others, representatives from the District of Columbia Office of Personnel, Compensation and Benefits and the Office of Labor Relations and Collective Bargaining. Each party may bring specialists to speak on or clarify issues.

ARTICLE 7

BENEFITS

SECTION A: LIFE INSURANCE:

1. Life insurance is provided to covered employees in accordance with §1-622.01, *et seq.* of the District of Columbia Official Code (2001 Edition) and Chapter 87 of Title 5 of the United States Code.

(a) District of Columbia Official Code §1-622.03 (2001 Edition) requires that benefits shall be provided as set forth in §1-622.07 to all employees

of the District first employed after September 30, 1987, except those specifically excluded by law or by rule.

(b) District of Columbia Official Code §1-622.01 (2001 Edition) requires that benefits shall be provided as set forth in Chapter 87 of Title 5 of the United States Code for all employees of the District government first employed before October 1, 1987, except those specifically excluded by law or rule and regulation.

2. The current life insurance benefits for employees hired on or after October 1, 1987 are: The District of Columbia provides life insurance in an amount equal to the employee's annual salary rounded to the next thousand, plus an additional \$2,000. Employees are required to pay two-thirds (2/3) of the total cost of the monthly premium. The District Government shall pay one-third (1/3) of the total cost of the premium. Employees may choose to purchase additional life insurance coverage through the District Government. These additions to the basic coverage are set-forth in the schedule below:

Optional Plan	Additional Coverage	Premium Amount
Option A – Standard	Provides \$10,000 additional coverage	Cost determined by age
Option B – Additional	Provides coverage up to five times the employee's annual salary	Cost determined by age and employee's salary
Option C – Family	Provides \$5,000 coverage for the eligible spouse and \$2,500 for each eligible child.	Cost determined by age.

Employees must contact their respective personnel offices to enroll or make changes in their life insurance coverage.

SECTION B: HEALTH INSURANCE:

1. Pursuant to D.C. Official Code §1-621.02 (2001 Edition), all employees covered by this agreement and hired after September 30, 1987, shall be entitled to enroll in group health insurance coverage provided by the District of Columbia.

(a) Health insurance coverage shall provide a level of benefits comparable to the plan(s) provided on the effective date of this agreement. Benefit levels shall not be reduced during the term of this agreement except by mutual agreement of the District, representatives of Compensation Units 1 and 2 and the insurance carrier(s). District employees are required to execute an enrollment form in order to participate in this program.

(b) The District may elect to provide additional health care providers for employees employed after September 30, 1987, provided that such addition of providers does not reduce the current level of benefits provided to employees. Should the District Government decide to expand the list of eligible providers, the District shall give Compensation Units 1 & 2 representatives notice of the proposed additions.

(c) Employees are required to contribute 25% of the total premium cost of the employee's selected plan. The District of Columbia Government shall contribute 75% of the premium cost of the employee's selected plan.

2. Pursuant to D.C. Official Code §1-621.01 (2001 Edition), all District employees covered by this agreement and hired before October 1, 1987, shall be eligible to participate in group health insurance coverage provided through the Federal Employees Health Benefits Program (FEHB) as provided in Chapter 89 of Title 5 of the United States Code. This program is administered by United States Office of Personnel Management.

3. The plan descriptions shall provide the terms of coverage and administration of the respective plans. Employees and union representatives are entitled to receive a copy of the summary plan description upon request. Additionally, employees and union representatives are entitled to review copies of the actual plan description upon advance request.

SECTION C: OPTICAL AND DENTAL:

1. The District shall provide Optical and Dental Plan coverage at a level of benefits comparable to the plan(s) provided on the effective date of this agreement. Benefit levels shall not be reduced during the term of this agreement except by mutual agreement of the District, the Union and the insurance carrier(s). District employees are required to execute an enrollment form in order to participate in the Optical and Dental program.

2. The District may elect to provide additional Optical and/or Dental providers, provided that such addition of providers does not reduce the current level of benefits provided to employees. Should the District Government decide to expand the list of eligible providers, the District shall give Compensation Units 1 & 2 representatives notice of the proposed additions.

SECTION D: SHORT-TERM DISABILITY INSURANCE PROGRAM

Employees covered by this Agreement shall be eligible to enroll, at their own expense, in the District's Short-Term Disability Insurance Program, which provides for partial income replacement when employees are required to be absent from duty due to a non-work-related qualifying medical condition. Employees may use income replacement

benefits under the program in conjunction with annual or sick leave benefits provided for in this Agreement.

SECTION E: ANNUAL LEAVE:

1. In accordance with D.C. Official Code §1-612.03 (2001 Edition), full-time employees covered by the terms of this agreement are entitled to:

(a) one-half (1/2) day (4 hours) for each full biweekly pay period for an employee with less than three years of service (accruing a total of thirteen (13) annual leave days per annum);

(b) three-fourths (3/4) day (6 hours) for each full biweekly pay period, except that the accrual for the last full biweekly pay period in the year is one and one-fourth days (10 hours), for an employee with more than three (3) but less than fifteen (15) years of service (accruing a total of twenty (20) annual leave days per annum); and,

(c) one (1) day (8 hours) for each full biweekly pay period for an employee with fifteen (15) or more years of service (accruing a total of twenty-six (26) annual leave days per annum).

2. Part-time employees who work at least 40 hours per pay period earn annual leave at one-half the rate of full-time employees.

3. Employees shall be eligible to use annual leave in accordance with the District of Columbia laws.

SECTION F: SICK LEAVE:

1. In accordance with District of Columbia Official Code §1-612.03 (2001 Edition), a full-time employee covered by the terms of this agreement may accumulate up to thirteen (13) sick days in a calendar year.

2. Part-time employees for whom there has been established in advance a regular tour of duty of a definite day or hour of any day during each administrative workweek of the biweekly pay period shall earn sick leave at the rate of one (1) hour for each twenty (20) hours of duty. Credit may not exceed four (4) hours of sick leave for 80 hours of duty in any pay period. There is no credit of leave for fractional parts of a biweekly pay period either at the beginning or end of an employee's period of service.

SECTION G: OTHER FORMS OF LEAVE:

1. **Military Leave:** An employee is entitled to leave, without loss of pay, leave, or credit for time of service as reserve members of the armed forces or as members

of the National Guard to the extent provided in D.C. Official Code §1-612.03(m) (2001 Edition).

2. Court Leave: An employee is entitled to leave, without loss of pay, leave, or service credit during a period of absence in which he or she is required to report for jury duty or to appear as a witness on behalf of the District of Columbia Government, or the Federal or a state or local government to the extent provided in D.C. Official Code §1-612.03(l) (2001 Edition).

3. Funeral Leave:

a. An employee is entitled to two (2) days of leave, without loss of pay, leave, or service credit to make arrangements for or to attend the funeral or memorial service for an immediate relative. In addition, the Employer shall grant an employee's request for annual or compensatory time up to three (3) days upon the death of an immediate relative. Approval of additional time shall be at the Employer's discretion. However, requests for leave shall be granted unless the Agency's ability to accomplish its work would be seriously impaired.

b. For the purpose of this section "immediate relative" means the following relatives of the employee: spouse (including a person identified by an employee as his/her "domestic partner" (as defined in D.C. Official Code §32-701 (2001 edition)), and related laws, and parents thereof, children (including adopted and foster children and children of whom the employee is legal guardian and spouses thereof, parents, grandparents, grandchildren, brothers, sisters, and spouses thereof. For the purposes of certification of leave, employees shall provide a copy of the obituary or death notice, a note from clergy or funeral professional or a death certificate upon the Employer's request.

c. An employee is entitled to not more than three (3) days of leave, without loss of pay, leave, or service credit to make arrangements for or to attend the funeral or memorial service for a family member who died as a result of a wound, disease or injury incurred while serving as a member of the armed forces in a combat zone to the extent provided in D.C. Official Code §1-612.03(n)(2001 Edition).

SECTION H: PRE-TAX BENEFITS:

1. Employee contributions to benefits programs established pursuant to D.C. Official Code §1-611.19 (2001 ed.), including the District of Columbia Employees Health Benefits Program, may be made on a pre-tax basis in accordance with the requirements of the Internal Revenue Code and, to the extent permitted by the Internal Revenue Code, such pre-tax contributions shall not effect a reduction of the amount of any other retirement, pension, or other benefits provided by law.

2. To the extent permitted by the Internal Revenue Code, any amount of contributions made on a pre-tax basis shall be included in the employee's contributions to

existing life insurance, retirement system, and for any other District government program keyed to the employee's scheduled rate of pay, but shall not be included for the purpose of computing Federal or District income tax withholdings, including F.I.C.A., on behalf of any such employee.

SECTION I: RETIREMENT:

1. CIVIL SERVICE RETIREMENT SYSTEM (CSRS): As prescribed by 5 U.S.C. §8401 and related chapters, employees first hired by the District of Columbia Government before October 1, 1987, are subject to the provisions of the CSRS, which is administered by the U.S. Office of Personnel Management. Under Optional Retirement the aforementioned employee may choose to retire when he/she reaches:

- (a) Age 55 and 30 years of service;
- (b) Age 60 and 20 years of service;
- (c) Age 62 and 5 years of service.

Under Voluntary Early Retirement, which must be authorized by the U.S. Office of Personnel Management, an employee may choose to retire when he/she reaches:

- (a) Age 50 and 20 years of service;
- (b) Any age and 25 years of service.

The pension of an employee who chooses Voluntary Early Retirement will be reduced by 2% for each year under age 55.

2. CIVIL SERVICE RETIREMENT SYSTEM: SPECIAL RETIREMENT PROVISIONS FOR LAW ENFORCEMENT OFFICERS: Employees first hired by the District of Columbia Government before October 1, 1987, who are subject to the provisions of the CSRS and determined to be:

- (a) a "law enforcement officer" within the meaning of 5 U.S.C. §8331(20)(D);
and
- (b) eligible for benefits under the special retirement provision for law enforcement officers;

shall continue to have their retirement benefits administered by the U. S. Office of Personnel Management in accordance with applicable law and regulation.

3. DEFINED CONTRIBUTION PENSION PLAN:

Section A:

The District of Columbia shall continue the Defined Contribution Pension Plan in effect under the FY 2004 – FY 2006 Compensation Units 1 and 2 collective bargaining

agreement at Article 3, Section I, paragraph 3, through the end of fiscal year 2008, which includes:

(1) All eligible employees hired by the District on or after October 1, 1987, are enrolled into the defined contribution pension plan.

(2) As prescribed by §1-626.09(c) of the D.C. Official Code (2001 Edition) after the completion of one year of service, the District shall contribute an amount not less than 5% of their base salary to an employee's Defined Contribution Pension Plan account. The District government funds this plan; there is no employee contribution to the Defined Contribution Pension Plan. Employees are fully vested after five years of participation in the plan.

(3) As prescribed by §1-626.09(d) of the D.C. Official Code (2001 Edition) the District shall contribute an amount not less than an additional .5% of a detention officer's base salary to the same plan.

(4) Compensation Units 1 and 2 Joint Labor Management Technical Advisory Pension Reform Committee

(a) Establishment of the Joint Labor-Management Technical Advisory Pension Reform Committee (JLMTAPRC or Committee)

(1) The Parties agree that employees should have the security of a predictable level of income for their retirement after a career in public service. In order to support the objective of providing retirement income for employees hired on or after October 1, 1987, the District shall plan and implement an enhanced retirement program effective October 1, 2008. The enhanced program will consist of a deferred compensation component and a defined benefit component.

(2) Accordingly, the Parties agree that the JLMTAPRC is hereby established for the purpose of developing an enhanced retirement program for employees covered by the Compensation Units 1 and 2 Agreement.

(b) Composition of the JLMTAPRC

The Joint Labor-Management Technical Advisory Pension Reform Committee will be composed of six (6) members, three (3) appointed by labor and three (3) appointed by management, and the Chief Negotiators (or his/her designee) of Compensation Units 1 and 2. Appointed representatives must possess a pension plan background including but not limited to consulting, financial or

actuarial services. In addition, an independent consulting firm with demonstrated experience in pension plans design and actuarial analysis will support the Committee.

(c) Responsibilities of the JLMTAPRC

The Committee shall be responsible to:

- Plan and design an enhanced retirement program for employees hired on or after October 1, 1987 with equitable sharing of costs and risks between employee and employer;
- Establish a formula cap for employee and employer contributions;
- Establish the final compensation calculation using the highest three-year consecutive average employee wages;
- Include retirement provisions such as disability, survivor and death benefits, health and life insurance benefits;
- Design a plan sustainable within the allocated budget;
- Draft and support legislation to amend the D.C. Code in furtherance of the “Enhanced Retirement Program.”

(d) Duration of the Committee

The Committee shall complete and submit a report with its recommendations to the City Administrator for the District of Columbia within one hundred and twenty (120) days after the effective date of the Compensation Units 1 and 2 Agreement.

4. TIAA-CREF PLAN:

For eligible education service employees at the University of the District of Columbia hired by the University or a predecessor institution, the University will contribute an amount not less than seven percent (7%) of their base salary to the Teachers Insurance and Annuity Association College Retirement Equities Fund (TIAA-CREF).

SECTION J: HOLIDAYS:

1. As prescribed by D.C. Official Code §1-612.02 (2001 Edition) the following legal public holidays are provided to all employees covered by this agreement:

- (a) New Year's Day, January 1st of each year;
- (b) Dr. Martin Luther King, Jr.'s Birthday, the 3rd Monday in January of each year;
- (c) Washington's Birthday, the 3rd Monday in February of each year;
- (d) Emancipation Day, April 16th;
- (e) Memorial Day, the last Monday in May of each year;

- (f) Independence Day, July 4th of each year;
- (g) Labor Day, the 1st Monday in September of each year;
- (h) Columbus Day, the 2nd Monday in October of each year;
- (i) Veterans Day, November 11th of each year;
- (j) Thanksgiving Day, the 4th Thursday in November of each year;
and
- (k) Christmas Day, December 25th of each year.

2. When an employee, having a regularly scheduled tour of duty is relieved or prevented from working on a day District agencies are closed by order of the Mayor, he or she is entitled to the same pay for that day as for a day on which an ordinary day's work is performed.

ARTICLE 8

OVERTIME

SECTION A:

Hours of work authorized in excess of eight (8) hours in a pay status in a day or forty (40) hours in a pay status in a work week shall be overtime work for which an employee shall receive either overtime pay or compensatory time unless the employee has used unscheduled leave during the eight (8) hours shift or the forty (40) hour work week. The unscheduled leave rule will not apply when an employee has worked a sixteen (16) hour shift (back to back) and takes unscheduled leave for an eight (8) hour period following the back-to-back shift or where an employee has indicated his/her preference not to work overtime and the Employer has no other option but to order the employee to work overtime. Scheduled leave is leave requested and approved prior to the close of the preceding shift.

SECTION B:

1. Compressed schedules may be jointly determined within a specific work area that modifies this overtime provision (as outlined in Section A of this Article) but must be submitted to the parties to this contract prior to implementation. This agreement to jointly determine compressed schedules does not impact on the setting of the tour of duty.

2. When an employee works a compressed schedule, which means (1) in the case of a full-time employee, an 80- hour biweekly basic work requirement which is scheduled for less than 10 workdays, and (2) in the case of a part-time employee, a biweekly basic work requirement of less than 80 hours which is scheduled for less than 10 workdays, the employee would receive overtime pay or compensatory time for all hours in a pay status in excess of his/her assigned tour of duty, consistent with the 2004 District of Columbia Omnibus Authorization Act, 118 Stat. 2230, Pub. L. 108-386 Section (October 30, 2004).

3. The purpose of this Section is to allow for authorized compressed time schedules which exceed eight (8) hours in a day or 40 hours in a week to be deemed the employee's regular tour of duty, and not be considered overtime within the confines of the specific compressed work schedule and this Article. Bargaining unit members so affected would receive overtime or compensatory time for all hours in pay status in excess of their assigned tour of duty. This provision also applies to bargaining unit employees in the Fire and Emergency Medical Services Department and the Office of Unified Communications.

SECTION C:

Subject to the provisions of Section D of this article, an employee who performs overtime work shall receive either pay or compensatory time at a rate of time and one-half (1-1/2) for each hour of work for which overtime is payable.

SECTION D:

Bargaining Unit employees shall receive overtime pay unless the employee and the supervisor mutually agree to compensatory time in lieu of pay for overtime work. Such mutual agreement shall be made prior to the overtime work being performed.

ARTICLE 9

INCENTIVE PROGRAMS

PART I - SICK LEAVE INCENTIVE PROGRAM:

In order to recognize an employee's productivity through his/her responsible use of accrued sick leave, the Employer agrees to provide time-off in accordance with the following:

SECTION A:

A full time employee who is in a pay status for the leave year shall accrue annually:

1. Three (3) days off for utilizing a total of no more than two (2) days of accrued sick leave.
2. Two (2) days off for utilizing a total of more than two (2) but not more than four (4) days of accrued sick leave.
3. One (1) day off for utilizing a total of more than four (4) but no more than five (5) days of accrued sick leave.

SECTION B:

Employees in a non-pay status for no more than two (2) pay periods for the leave year shall remain eligible for incentive days under this Article. Sick leave usage for maternity or catastrophic illness/injury, not to exceed two (2) consecutive pay periods, shall not be counted against sick leave for calculating eligibility for incentive leave under this Article.

SECTION C:

Time off pursuant to a sick leave incentive award shall be selected by the employee and requested at least three (3) full workdays in advance of the leave date. Requests for time off pursuant to an incentive award shall be given priority consideration and the employee's supervisor shall approve such requests for time off unless staffing needs or workload considerations dictate otherwise. If the request is denied, the employee shall request and be granted a different day off within one month of the date the employee initially requested. Requests for time off shall be made on the standard "Application for Leave" form.

SECTION D:

All incentive days must be used in full-day increments following the leave year in which they were earned. Incentive days may not be substituted for any other type of absence from duty. There shall be no carryover or payment for any unused incentive days.

SECTION E:

Part-time employees are not eligible for the sick leave incentive as provided in this Article.

SECTION F:

This program shall be in effect in Fiscal Years 2007, 2008, 2009 and 2010.

PART II - PERFORMANCE INCENTIVE PILOT PROGRAM:

In order to recognize employees' productivity through their accomplishment of established goals and objectives, special acts toward the accomplishment of agency initiatives, demonstrated leadership in meeting agency program and/or project goals and/or the District's Strategic Plan initiatives, the Employer, in accordance with criteria established by the High Performance Workplace Committee agrees to establish pilot incentive programs within agencies, including time off without loss of pay or charge to leave as an incentive award. The District of Columbia Government Office of Labor Management Partnerships and the District of Columbia Incentive Awards Committee may serve as resources at the request of the parties in the implementation of the pilot incentive programs within agencies.

ARTICLE 10

ADMINISTRATIVE CLOSINGS

SECTION A:

1. Emergency employees required to work when all other District Government employees are released for administrative closings, shall be compensated in accordance with the minimum standards established by the Fair Labor Standards Act, ("FLSA"), 29 U.S.C. §201, *et seq.*

2. Effective October 1, 2004, Section A.1 of the Article shall be superceded and emergency employees required to work when all other District Government employees are released for administrative closings shall be compensated, in addition to their regular pay, one hour for each hour worked during an administrative closing.

SECTION B:

1. Emergency employees required to work when all other District Government employees are released for administrative closings shall earn compensatory time on an hour for hour basis. The determination as to whether the employee receives overtime or compensatory time will be made by joint agreement between the employee and his/her supervisor.

2. Effective October 1, 2004, emergency employees required to work when all other District Government employees are released for administrative closings, in lieu of compensation, shall earn administrative closing leave on an hour for hour basis for each hour worked during an administrative closing. The determination as to whether the employee receives compensation or administrative closing leave will be made by joint agreement between the employee and his/her supervisor.

SECTION C:

Each Department shall identify emergency positions. Each emergency employee shall be notified in writing of the emergency status of his/her position.

SECTION D:

Such employees shall make every effort to fulfill emergency duties. If due to emergency conditions an employee is unable to report for duty at the scheduled place and time, the employee will immediately notify his/her supervisor to request release from duty during the administrative closing.

ARTICLE 11

CALL-BACK/CALL-IN/ON-CALL AND PREMIUM PAY

SECTION A: CALL BACK

A minimum of four (4) hours of overtime work shall be credited to any employee who is called back to perform unscheduled overtime work on a regular workday after he/she completes the regular work schedule and has left his/her place of employment.

SECTION B: CALL-IN

1. When an employee is called in before his/her regular tour of duty to perform unscheduled overtime and there is no break before the regular tour is to begin, a minimum of two (2) hours of overtime shall be credited to the employee.

2. A minimum of four (4) hours of overtime work shall be credited to any employee who is called in when not scheduled and informed in advance, on one of the days when he/she is off duty.

SECTION C: ON-CALL

An employee may be required to be on call after having completed his/her regular tour of duty. The employer shall specify the hours during which the employee is on call; and shall compensate the employee at a rate of twenty-five percent (25%) of his/her basic rate of pay for each hour the employee is on call.

The employee's schedule must specify the hours during which he/she will be required to remain on-call.

SECTION D: HOLIDAY PAY

An employee who is required to work on a legal holiday falling within his or her regular basic workweek, shall be paid at the rate of twice his or her regular basic rate of pay for not more than eight (8) hours of such work.

SECTION E: NIGHT DIFFERENTIAL

An employee shall receive night differential pay at a rate of ten percent (10%) in excess of their basic day rate of compensation when they perform night work on a regularly scheduled tour of duty falling between 6:00 p.m. and 6:00 a.m. Employees shall receive night differential in lieu of shift differential.

SECTION F: PAY FOR SUNDAY WORK

A full-time employee assigned to a regularly scheduled tour of duty, any part of which includes hours that fall between midnight Saturday and midnight Sunday, is entitled to Sunday premium pay for each hour of work which is not overtime work and which is not in excess of eight (8) hours for each tour of duty which begins or ends on Sunday. Sunday premium pay is computed as an additional twenty-five percent (25%) of the employee's basic rate of compensation.

SECTION G: ADDITIONAL INCOME ALLOWANCE FOR CHILD AND FAMILY SERVICES

1. The Additional Income Allowance (AIA) program within the Child and Family Services Agency (CFSA) which was established pursuant to the "Personnel Recruitment and Retention Incentives for Child and Family Services Agency Compensation System Changes Emergency Approval Resolution of 2001", Council Resolution 14-53 (March 23, 2001) and as contained in Chapter 11, Section 1154 of the District Personnel Manual, "Recruitment and Retention Incentives - Child and Family Services Agency," shall remain in full force and effect during the term of this Agreement.

The Administration of the AIA within CFSA shall be governed by the implementing regulations established in Child and Family Services Agency, Human Resources Administration Issuance System, HRA Instruction No. IV.11-3.

2. **OTHER SUBORDINATE AGENCIES WITH SIGNIFICANT RECRUITMENT AND RETENTION PROBLEMS**

Subordinate agencies covered by this Agreement may provide additional income allowances for positions that have significant recruitment and retention problems consistent with Chapter 11, Part B, Section 1143 of the District Personnel Manual.

ARTICLE 12

MILEAGE ALLOWANCE

SECTION A:

The parties agree that the mileage allowance established for the employees of the Federal Government who are authorized to use their personal vehicles in the performance of their official duties shall be the rate for Compensation Units 1 and 2 employees, who are also authorized in advance, by Management to use their personal vehicles in the performance of their official duties.

SECTION B:

To receive such allowance, authorization by Management must be issued prior to the use of the employee's vehicle in the performance of duty. Employees shall use the appropriate District Form to document mileage and request reimbursement of the allowance.

SECTION C:

Employees required to use their personal vehicle for official business if a government vehicle is not available, who are reimbursed by the District on a mileage basis for such use, are within the scope of the District of Columbia Non-Liability Act (D.C. Official Code §§1-411 through 1-416 (2001 Edition)). The Non-Liability Act generally provides that a District Employee is not subject to personal liability in a civil suit for property damage or for personal injury arising out of a motor vehicle accident during the discharge of the employee's official duties, so long as the employee was acting within the scope of his or her employment.

Claims by employees for personal property damage or loss incident to the use of their personal vehicle for official business if a government vehicle is not available may be made under the Military Personnel and Civilian Employees Claim Act of 1964 (31 U.S.C. §3721).

SECTION D:

While the Agency may request an employee to use his/her personal vehicle, after January 1, 2002, no employee within Compensation Units 1 and 2 shall be required to use his/her personal vehicle unless the position vacancy announcement, position description or other pre-hire documentation informs the employee that the use of his/her personal vehicle is a requirement of the job.

SECTION E:

Employees required as a condition of employment to use their personal vehicle in the performance of their official duties may be provided a parking space or shall be reimbursed for non-commuter parking expenses, which are incurred in the performance of their official duties.

ARTICLE 13

ANNUAL LEAVE/COMPENSATORY TIME BUY-OUT

SECTION A:

An employee who is separated or is otherwise entitled to a lump-sum payment under personnel regulations for the District of Columbia Government shall receive such payment for each hour of unused annual leave or compensatory time in the employee's official leave record.

SECTION B:

The lump-sum payment shall be computed on the basis of the employee's rate at the time of separation in accordance with such personnel regulations.

ARTICLE 14

BACK PAY

Arbitration awards or settlement agreements in cases involving an individual employee shall be paid within sixty (60) days of receipt from the employee of relevant documentation, including documentation of interim earnings and other potential offsets. The responsible Agency shall submit the SF-52 to the Office of Personnel within thirty (30) days upon receipt from the employee of relevant documentation.

ARTICLE 15

DUTY STATION COVERAGE

The Fire and Emergency Medical Services employees and the correctional officers at the Department of Corrections and the Department of Human Services who are covered under Section 7(k) of the Fair Labor Standards Act shall be compensated a minimum of one hour pay if required to remain at his/her duty station beyond the normal tour of duty.

ARTICLE 16

GRIEVANCES

This Compensation Agreement shall be incorporated by reference into local working conditions agreements in order to utilize the grievance/arbitration procedure in those Agreements to consider alleged violations of this Agreement.

Grievances concerning compensation shall be filed with the appropriate agency under the applicable working conditions agreement. When the grievance concerns issues under the Compensation Agreement that are not exclusive to a particular agency, the grievance shall be filed with the appropriate personnel authority (CFSA, MPD, UDC, DCOP or OLRCB) by whom the bargaining unit employees are employed.

ARTICLE 17

REDUCTION IN FORCE TRAINING

SECTION A:

The District shall provide notice of proposed reduction-in-force, and upon request by the Union, shall bargain over the impact and effects of this exercise of Management's right under §1-617.08 of the D.C. Official Code (2001 Edition).

SECTION B:

Pursuant to the Workforce Investment Act of 1998, as amended, P.L. 105-220, 112 Stat. 936, the District of Columbia provides core services geared toward finding such employment. Core services include skills assessment, job search and placement assistance and outreach services. Intensive services involve individual counseling, career planning services or short-term pre-vocational services. Training services include occupational skills training, skills upgrading, adult education or entrepreneurial training. The Department of Employment Services is available to deliver services through One-Stop Centers.

ARTICLE 18

LOCAL ENVIRONMENT PAY

SECTION A:

Each department or agency shall eliminate or reduce to the lowest level possible all hazards, physical hardships, and working conditions of an unusual nature. When such

action does not overcome the hazard, physical hardship, or unusual nature of the working condition, additional pay is warranted. Even though additional pay for exposure to a hazard, physical hardship, or unusual working condition is authorized, there is a responsibility on the part of a department or agency to initiate continuing positive action to eliminate danger and risk which contribute to or cause the hazard, physical hardship, or unusual working condition. The existence of pay for exposure to hazardous working conditions or hardships in a local environment is not intended to condone work practices that circumvent safety laws, rules and regulations.

SECTION B:

Local environment pay is paid for exposure to (1) a hazard of an unusual nature which could result in significant injury, illness, or death, such as on a high structure when the hazard is not practically eliminated by protective facilities or an open structure when adverse conditions exist, e.g., darkness, lightning, steady rain, snow, sleet, ice, or high wind velocity; (2) a physical hardship of an unusual nature under circumstances which cause significant physical discomfort in the form of nausea, or skin, eye, ear or nose irritation, or conditions which cause abnormal soil of body and clothing, etc., and where such distress or discomfort is not practically eliminated.

SECTION C:

Wage Grade (WG) employees as listed in Chapter 11B, Appendix C of the DPM and any other employee including District Service (DS) employees as determined pursuant to Section 4 of this Article and Chapter 11B, Subpart 10.6 of the DPM are eligible for environmental differentials.

SECTION D:

The determination as to whether additional pay is warranted for workplace exposure to environmental hazards, hardships or unusual working conditions may be initiated by an agency or labor organization in accordance with the provisions of Chapter 11B, Subpart 10.6 of the DPM.

SECTION E:

Employees eligible for local environment pay under the terms of this Agreement shall be compensated as follows:

1. **Severe Exposure.** Employees subject to “Severe” exposure shall receive local environment pay equal to twenty seven percent (27%) of *the rate for RW 10, step 2 on the Compensation Unit 2 pay schedule*. The following categories of work are currently paid the rate for “severe” exposure:

- High Work

2. **Moderate Exposure.** Employees subject to “Moderate” exposure shall receive local environment pay equal to ten percent (10%) of *the rate for RW 10, step 2 on the Compensation Unit 2 pay schedule*. The following categories of work are currently paid the rate for “moderate” exposure:

- Explosives and Incendiary Materials – High Degree Hazard
- Poison (Toxic Chemicals) – High Degree Hazard
- Micro Organisms – High Degree Hazard

3. **Low Exposure.** Employees subject to “Low” exposure shall receive local environment pay equal to five percent (5%) of *the rate for RW 10, step 2 on the Compensation Unit 2 pay schedule*. The following categories of work are currently paid the rate for “low” exposure:

- Dirty Work
- Cold Work
- Hot Work
- Welding Preheated metals
- Explosives and Incendiary Materials – Low Degree Hazard
- Poison (Toxic Chemicals) – Low Degree Hazard
- Micro Organisms – Low Degree Hazard

SECTION F:

These changes to local environment pay shall not take effect until the payroll modules of the new ASMP are implemented by the District of Columbia.

ARTICLE 19

NEWLY CERTIFIED BARGAINING UNITS

For units placed into a new compensation unit, working conditions or non-compensatory matters shall be negotiated simultaneous with negotiations concerning compensation. Where the agreement is for a newly certified collective bargaining unit assigned to an existing compensation unit, the parties shall proceed promptly to negotiate simultaneously any working conditions, other non-compensatory matters, and coverage of the compensation agreement. There should not be read into the new language any intent that an existing compensation agreement shall become negotiable when there is a newly certified collective bargaining unit. Rather, the intent is to require prompt

negotiations of non-compensatory matters as well as application of compensation (e.g., when pay scale shall apply to the newly certified unit).

ARTICLE 20

TERM AND TEMPORARY EMPLOYEES

The District of Columbia recognizes that many temporary and term employees have had their terms extended to perform permanent services. To address the interests of current term and temporary employees whose appointments have been so extended over time and who perform permanent services, the District of Columbia and the Unions representing the employees in Compensation Units 1 and 2 agree to the following:

SECTION A:

Joint labor-management committees established in each agency/program in the Compensation Units 1 and 2 collective bargaining agreement which was effective through September 30, 2006, shall continue and will identify temporary and term employees whose current term and or temporary appointments extend to September 30, 2006 and who perform permanent services in District agency programs.

SECTION B:

Each Agency and Local Union shall review all term appointments within the respective agencies to determine whether such appointments are made and maintained consistent with applicable law. The Union shall identify individual appointments it believes to be contrary to applicable law and notify the Agency. The Agency shall provide the Union reason(s) for the term or temporary nature of the appointment(s), where said appointments appear to be contrary to law. If an employee has been inappropriately appointed to or maintained in a temporary or term appointment, the Agency and the Union shall meet to resolve the matter.

SECTION C:

The agency shall convert bargaining unit temporary and term employees identified by the joint labor-management committees, who perform permanent services, who are in a pay status as of September 30, 2006, and are paid from appropriated funding to the career service prior to the end of the FY 2007 – FY 2010 Compensation Agreement.

SECTION D:

Prior to the end of the FY 2007 – FY 2010 Compensation Agreement, to the extent not inconsistent with District or Federal law and regulation, the District shall make reasonable efforts to convert to the career service temporary and term bargaining unit employees identified by the joint labor-management committees who perform permanent

services, are in a pay status as of September 30, 2006, are full-time permanent positions, and are paid through intra-district funding or federal grant funding.

SECTION E:

Employees in term or temporary appointments shall be converted to permanent appointments, consistent with the D.C. Official Code.

SECTION F:

District agencies retain the authority to make term and temporary appointments as appropriate for seasonal and temporary work needs.

SECTION G:

A Joint Labor-Management Committee shall consist of one (1) representative from each national union comprising Compensation Units 1 and 2. The District shall appoint an equal number of representatives. The committee will facilitate the implementation of this Article should difficulties arise in the joint labor-management committees set forth in Section A.

ARTICLE 21

**COMPENSATION AND CLASSIFICATION REFORM TASK
FORCE**

The District shall set aside an amount approximately equivalent to one half percent (1/2%) of the total Compensation Units 1 and 2 payroll as of December 31 of the previous year for each year of the contract, which shall be used for classification and compensation reform. Said amounts shall be applied in the manner determined by the Joint Labor-Management Committee consistent with the provisions of Appendix A and B and Memorandum of Understanding concerning Classification and Compensation Collaborative Review” dated February 1, 2006, which shall be Appendix C of this Agreement.

The contracting parties agree that amounts hereafter designated through collective bargaining for classification and compensation collaborative review under the terms of the FY 2007 to FY 2010 Compensation Units 1 and 2 Agreement shall be accorded similar treatment for purposes of implementation. Specifically, any funds set aside in Fiscal Years 2007, 2008, 2009 and 2010 shall be available for expenditure in that fiscal year or any other fiscal year covered by the Compensation Units 1 and 2 Agreement. All funds set aside for compensation and classification reform shall be expended or obligated prior to the expiration of the Compensation Units 1 and 2 Agreement for FY 2007 – FY 2010.

ARTICLE 22

JOINT PETITION TO PERB

The parties agree to jointly petition PERB to establish a new compensation unit that includes all eligible employees in the Department of Corrections, Emergency Medical Services, Office of Unified Communications, Protective Services Division, the Metropolitan Police Department and Department of Rehabilitation Services.

ARTICLE 23

SAVINGS CLAUSE

Should any provisions of this Agreement be rendered or declared invalid by reason of any existing or subsequently enacted law or by decree of a court or administrative agency of competent jurisdiction, such invalidation shall not affect any other part or provision hereof. Where appropriate, the parties shall meet within 120 days to negotiate any substitute provision(s).

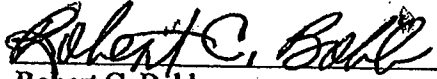
The terms of this contract supercede any subsequently enacted D.C. laws, District Personnel Manual (DPM) regulations, or departmental rules concerning compensation covered herein.


ARTICLE 24

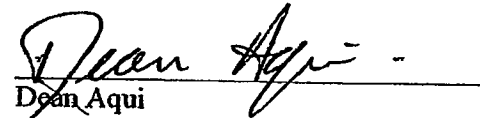
DURATION

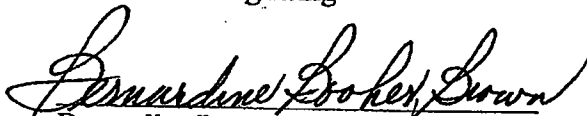
This Agreement shall remain in full force and effect through September 30, 2010. On this ____ day of _____ 2006, and as witness the parties hereto have set their signature.

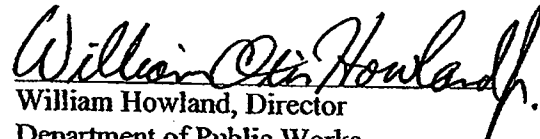
**FOR THE DISTRICT OF COLUMBIA
GOVERNMENT**

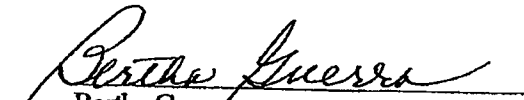

Robert C. Bobb
Deputy Mayor/City Administrator


Natasha Campbell
Supervisor/Attorney Advisor
Office of Labor Relations and
Collective Bargaining

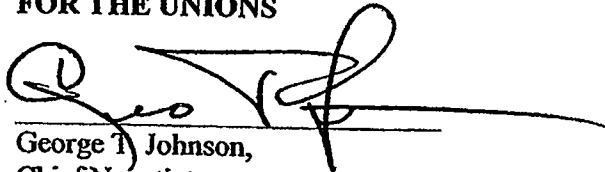

Dean Aqui
Attorney Advisor
Office of Labor Relations and
Collective Bargaining



Bernardine Brown
Department of Health

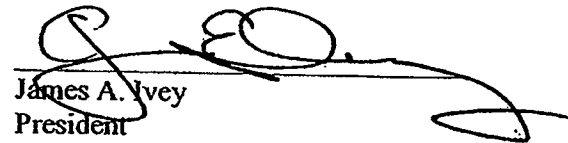

William Howland, Director
Department of Public Works



Bertha Guerra
Department of Public Works

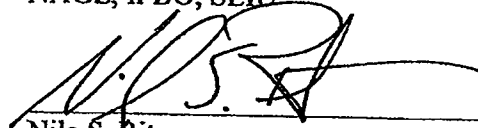
FOR THE UNIONS

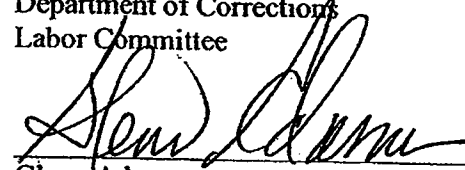

George T. Johnson,
Chief Negotiator
Compensation Units 1 and 2


Eric Bunn
President
AFGE Local 2725

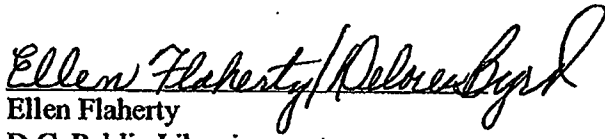

James A. Ivey
President
AFSCME Local 2091

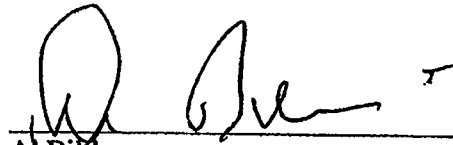

RosaMary Davenport
National Representative
NAGE, IPBO, SEIU

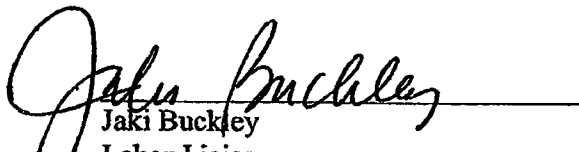

Nila S. Ritenour
Chairman
Fraternal Order of Police/
Department of Corrections
Labor Committee

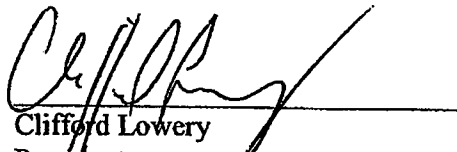

Glenn Adams
Chairman
Fraternal Order of Police/DYRS
Labor Committee


Compensation Units One and Two Collective Bargaining Agreement
Signed: _____

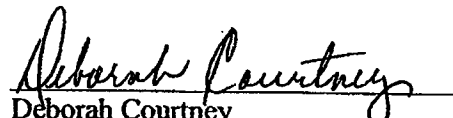

Ellen Flaherty
D.C. Public Libraries

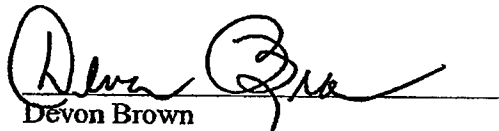

Al Bilik
AFSCME
District Council 20



Jaki Buckley
Labor Liaison
Department of Human Services



Clifford Lowery
President
AFGE Local 1975



Kate Jesberg
Interim Director
Department of Human Services

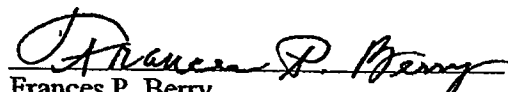

Deborah Courtney
President
AFSCME Local 2401



Devon Brown
Director
Department of Corrections


Brenda Featherstone
President
AFSCME Local 2401

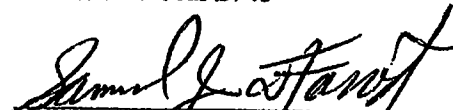

Kenneth Jackson
Deputy Fire Chief
Fire and Emergency Medical Services


Sheena Benjamin
President
AFGE Local 2776
AFSCME


Frances P. Berry
Department of Employment Services


Cliff Dedrick
President
AFSCME Local 2743


Terence Reddick
Department of Parks & Recreation


Samuel Forrest
President
IBPO Local 445

Compensation Units One and Two Collective Bargaining Agreement
Signed: _____

Darlene Mansfield
Department of Consumer
and Regulatory Affairs

Lucinda Babers
Department of Motor Vehicles

Rhonda K. Davis-Blackshear
Department of Insurance &
Securities Regulation

Bennie Van Hoose
Office of the Chief Financial Officer

Barbara Bailey
Department of Personnel

Patricia Higgins
Department of Health

Paulette Hutchings
Department of Corrections

Kenneth Lyons
President
AFSCME Local 3721

Antoinette White-Richardson
President
AFSCME Local 1808

JoAnn McCarthy
President
AFGE Local 2978

John Walker
President
AFGE Local 383

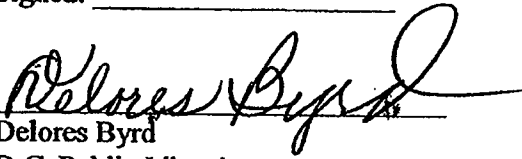
James Seawright
President
AFGE Local 1000


Walter Jones
President
AFGE Local 2087

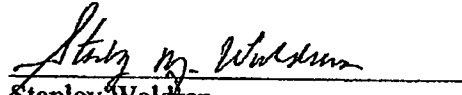
Barbara Milton
President
AFGE Local 631

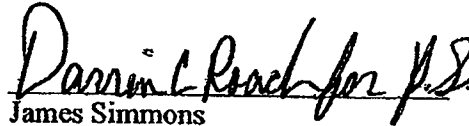
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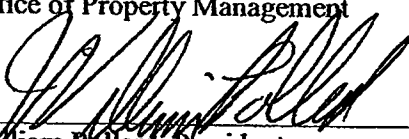
Signed: _____


Delores Byrd
D.C. Public Libraries



Michael Patterson
President
NAGE R3-05

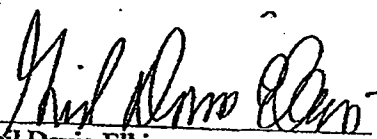

Stanley Walden
Department of Corrections


James Simmons
President
AFSCME Local 877

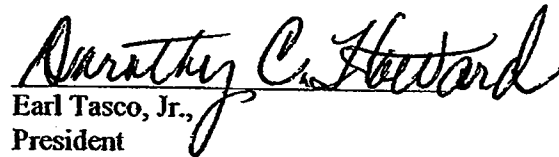
Troye McCarthy
Office of Property Management

William Pollard, President
University of the District of Columbia

Deborah Jackson
President
AFGE Local 2741


For Orlando Bonilla
LIUNA, PSE 572
Stephen J. Lanning

Michael C. Clark
D.C. Office of Energy

Gail Davis-Elkins
Office of the Attorney General

Dorothy Howard
President
AFSCME Local 709

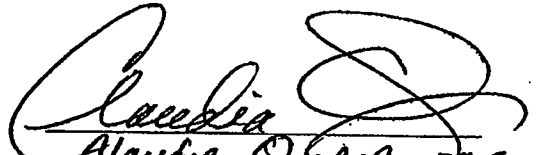

Earl Tasco, Jr.,
President
AFCME Local 2092


Andrea Anderson
Office of Planning

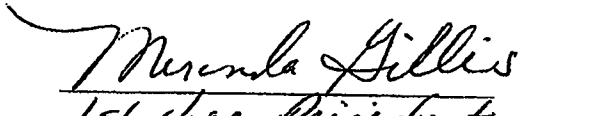
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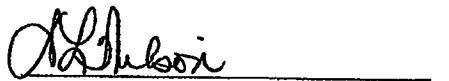
Signed: _____

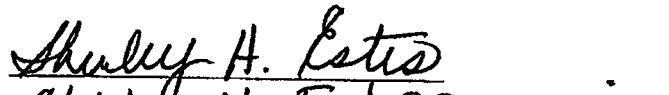
Randy Gadson
Child and Family Services Agency

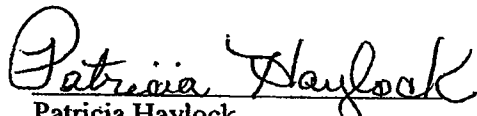

Claudia Queen
AFCE
Adv. Vice President 2078

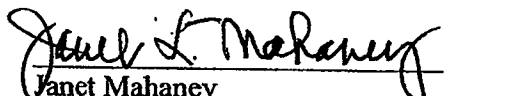

Clifford Mustafa Dozier
Department of Youth Rehabilitative Services

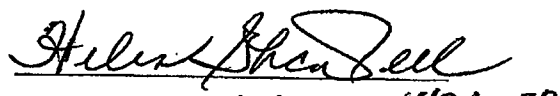

Murenda Gillis
1st Vice President
Local 2725 AFCE

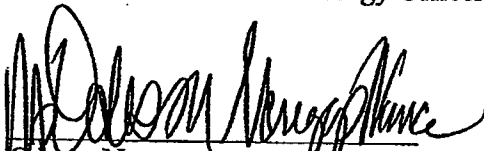

Deborah Wilson
Child and Family Services Agency

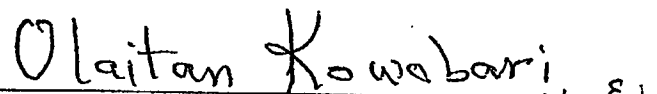

Shirley H. Estes
Department of Human Resource
Ex. Board

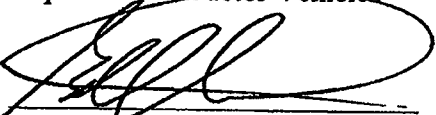

Patricia Haylock
Department of Insurance,
Securities and Banking



Janet Mahaney
Office of the Chief Technology Officer

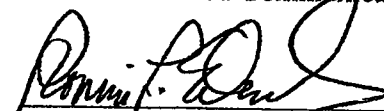

Helen Shenzell
AFSCME LOCAL 2401 - EB



Odessa Nance
Department of Motor Vehicles

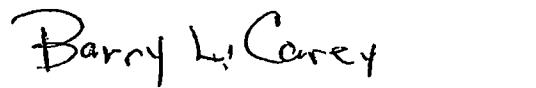

Olaitan Kowabari
AFSCME Local 2401 E1


E. Michael Latessa, Director
Office of Unified Communications


Shirley Pauer - VP
LOCAL 1200
AFSCME


Ronnie Edwards
Department of Transportation


ROGER B. LEBERWOOD, SEC. TREAS.
AFSCME LOCAL 1200


Barry L. Carey
VP President AFSCME 2091

Robin Yeldell

Robin Yeldell
Office of Cable Television
and Telecommunications

Marie-Lyde Pierre-Louis

Marie-Lyde Pierre-Louis
Chief Medical Examiner
Office of the Chief Medical Examiner

Beverly Fields

Beverly Fields
Office of the Chief Medical Examiner

Carliss Barnett

Carliss Barnett
Office of Contracting and Procurement

Angela Nottingham

Angela Nottingham
Department of Housing
and Community Development

Benita Anderson

Benita Anderson
Office of Property Management

Reana Drummond-Jackson

Reana Drummond-Jackson
D.C. Taxicab Commission

Clarene Martin

Clarene Martin
University of the District of Columbia

Thomas E. Thompson

Thomas E. Thompson
Commissioner
DISH

Julia C. Canton
DPW, Fleet
Local 631

James Frazier
Vice. pres.
Local 631

Elena Rocha, Vice Pres.
Local 631-OPM-DECA
Elena Rocha

Dannin C. Roach VP
AFSCME Local 877

Compensation Units One and Two Collective Bargaining Agreement
Signed: _____

Belinda Wiley, Chief steward
AFGE Local 3 (B)3

Cynthia Perry
1199 NORTHCLIFF

APPROVAL

This collective bargaining agreement between the District of Columbia and Compensation Units 1 and 2, dated _____, has been reviewed in accordance with Section 1-617.15 of the District of Columbia Official Code (2001 Ed.) and is hereby approved on this 7th day of July, 2006.

Handwritten signature of Anthony A. Williams in black ink.

Anthony A. Williams, Mayor

GOVERNMENT OF THE DISTRICT OF COLUMBIA



DEPARTMENT OF FOR-HIRE VEHICLES

**FOR HIRE VEHICLE ADVISORY COUNCIL
HEARING ROOM, SUITE 2032
WEDNESDAY, FEBRUARY 8, 2017**

- I. **Call to Order**
- II. **Moment of Silence**
- III. **Preliminary Matters**
 - 1. Swearing-in of new Community Members
 - 2. Determination of a Quorum
 - 3. Member introductions and opening remarks
- IV. **Action Items**
 - 1. Election of Chairperson (from among Community Members)
 - 2. Election of Secretary
 - 3. Determination of Chairperson's term (2 or 3 years)
 - 4. Determination of other Community Members' terms (1, 2, or 3 years)
 - 5. Determination of Council's schedule for future meetings
- V. **Public Comment Period ***
- VI. **Adjournment**

* Not required but expected to be approved by the Council subject to reasonable rules including rules on the duration of the period and the length of testimony by speakers.



GOVERNMENT OF THE DISTRICT OF COLUMBIA



DEPARTMENT OF FOR-HIRE VEHICLES

**FOR HIRE VEHICLE ADVISORY COUNCIL
HEARING ROOM, SUITE 2032
THURSDAY, JUNE 22, 2017**

- I. Call to Order
- II. Moment of Silence
- III. Update on Accomplishments of DFHV by Director Chrappah
 - Transition to DTS in July
 - Status of Taxi App
 - Update on Innovation Grants Program
- IV. Public Comment Period
- V. Adjournment



GOVERNMENT OF THE DISTRICT OF COLUMBIA



DEPARTMENT OF FOR-HIRE VEHICLES

**FOR HIRE VEHICLE ADVISORY COUNCIL
HEARING ROOM, SUITE 2032
WEDNESDAY, OCTOBER 18, 2017**

- I. Call to Order
- II. Moment of Silence
- III. Recap on Agency and Industry Activities
- IV. Public Comment Period
- V. Recommendations for DFHV
- VI. Adjournment



GOVERNMENT OF THE DISTRICT OF COLUMBIA

+ + + + +

DEPARTMENT OF FOR-HIRE VEHICLES

+ + + + +

FOR-HIRE VEHICLE ADVISORY COUNCIL MEETING

+ + + + +

WEDNESDAY

FEBRUARY 8, 2017

+ + + + +

The Council met in Suite 2032, 2235 Shannon Place, S.E., Washington, D.C., at 11:10 a.m., Linwood Jolly, Chairperson, presiding.

MEMBERS PRESENT:

LINWOOD JOLLY, Chairperson
JASON ARVANITES, Member
HANA BEKELE, MEMBER
ERNEST CHRAPPAH, MEMBER
ELLIOTT FERGUSON, II, Member
ERIK MOSES, Member
EVIAN PATTERSON, Member
JEFFREY SCHAEFFER, Member
ANTHONY THOMAS, Member
DOTTI LOVE WADE, Member
ANTHONY (TONY) WASH, Member

STAFF PRESENT:

JUANITA MIXON, SECRETARY TO THE COUNCIL
MONIQUE BOCOCK, ESQ., ASSISTANT GENERAL COUNSEL

JACQUES P. LERNER, ESQ. GENERAL COUNSEL

C-O-N-T-E-N-T-S

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Adjournment.47

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

2 (11:09 a.m.)

3 DIRECTOR CHRAPPAH: Good morning.

4 GROUP: Good morning.

5 DIRECTOR CHRAPPAH: Welcome to the
6 For-Hire Vehicle Advisory Council Meeting. My
7 name is Ernest Chrappah, Director of the
8 Department of For-Hire Vehicles. We're located
9 in Public Hearing, Room 2023 at 2235 Shannon
10 Place SE, Washington, D.C. Today's February 8th,
11 2017 and the time is 11:10. I'll be running
12 today's meeting until a Chairperson is chosen.
13 Today's a particularly historic day being the
14 first meeting for the For-Hire Vehicle Advisory
15 Council and as most of you, or some of you know,
16 the DC Taxicab Commission was abolished last year
17 and For-Hire Department was established along
18 with the For-Hire Vehicle Advisory Council
19 members who provided recommendations to the
20 department.

21 But it is usually customary for our
22 meetings to start by observing a moment of

1 silence for those who departed.

2 MOMENT OF SILENCE

3 DIRECTOR CHRAPPAH: The first order of
4 business is to swear in our new committee members
5 and we will ask Director Steve Walker, from the
6 Mayor's office of Talent and Appointments, to
7 conduct the ceremony.

8 MR. WALKER: Okay thanks Director.
9 First of all, congratulations and welcome to the
10 first meeting of the For-Hire Vehicles Advisory
11 Council. I'm really glad to see all of you here
12 today. And I'd really to say thanks to the
13 public who've come help with the District of
14 Columbia do this important business. And
15 actually the Director actually would like to have
16 everyone be sworn. Some of you, it may have
17 happened already but we're just did going to do
18 it again and make sure you're all covered.

19 MEMBERS SWORN

20 So if all members, public and
21 government, if you could all please stand. And
22 raise your right hand. And repeat after me. I,

1 state your name --

2 MEMBERS: I, (name stated).

3 MR. WALKER: -- having been appointed
4 as a member of --

5 MEMBERS: -- having been appointed as
6 a member of --

7 MR. WALKER: -- The For-Hire Vehicle
8 Advisory Committee --

9 MEMBERS: -- the For-Hire Vehicle
10 Advisory Committee --

11 MR. WALKER: -- of the District of
12 Columbia --

13 MEMBERS: --of the District of
14 Columbia --

15 MR. WALKER: -- do solemnly swear or
16 affirm that --

17 MEMBERS: -- do solemnly swear or
18 affirm that --

19 MR. WALKER: -- I, state your name --

20 MEMBERS: --I, (names stated) --

21 MR. WALKER: -- will support and
22 defend the Constitution of the United States --

1 MEMBERS: -- will support and defend
2 the Constitution of the United States --

3 MR. WALKER: -- and the laws of the
4 District of Columbia --

5 MEMBERS: -- and the laws of the
6 District of Columbia --

7 MR. WALKER: -- and I will perform
8 such duties --

9 MEMBERS: -- and I will perform such
10 duties --

11 MR. WALKER: -- that may be assigned
12 to me as a member of this Board --

13 MEMBERS: -- that may be assigned to
14 me as a member of this Board --

15 MR. WALKER: -- to the best of my
16 ability --

17 MEMBERS: -- to the best of my ability
18 --

19 MR. WALKER: without fear or favor --

20 MEMBERS: -- without fear or favor --

21 MR. WALKER: -- and I will exercise my
22 best judgment --

1 MEMBERS: -- and I will exercise my
2 best judgment --

3 MR. WALKER: -- to consider all
4 matters before me --

5 MEMBERS: -- to consider all matters
6 before me --

7 MR. WALKER: -- from the viewpoint of
8 the best interests --

9 MEMBERS: -- from the viewpoint of the
10 best interests --

11 MR. WALKER: -- of the District of
12 Columbia --

13 MEMBERS: -- of the District of
14 Columbia --

15 MR. WALKER: as a whole --

16 MEMBERS: -- as a whole --

17 MR. WALKER: -- and I'll faithfully
18 discharge these duties.

19 MEMBERS: -- and I'll faithfully
20 discharge these duties.

21 MR. WALKER: Congratulations. Thank
22 you.

1 DETERMINATION OF QUORUM

2 DIRECTOR CHRAPPAH: The second order
3 of business is to determine if we have the
4 quorum. I'll ask Ms. Mixon to lead us through
5 that process.

6 SECRETARY MIXON: And I want to
7 pronounce every name right, I hope. Jason
8 Arvanites.

9 MEMBER ARVANITES: Yes, present.

10 SECRETARY MIXON: Hana Bekele.

11 MEMBER BEKELE: Present.

12 SECRETARY MIXON: Ernest Chrappah.

13 DIRECTOR CHRAPPAH: Present.

14 SECRETARY MIXON: Elliott Ferguson.

15 MEMBER FERGUSON: Present.

16 SECRETARY MIXON: Linwood Jolly.

17 MEMBER JOLLY: Present.

18 SECRETARY MIXON: Erik Moses.

19 MEMBER MOSES: Present.

20 SECRETARY MIXON: Evian Patterson.

21 MEMBER PATTERSON: Present.

22 SECRETARY MIXON: Jeffrey Schaeffer.

1 MEMBER SCHAEFFER: Present.

2 SECRETARY MIXON: Anthony Thomas.

3 MEMBER THOMAS: Present.

4 SECRETARY MIXON: Dotti Wade.

5 MEMBER LOVE-WADE: Present.

6 SECRETARY MIXON: Anthony Wash.

7 MEMBER WASH: Present.

8 SECRETARY MIXON: I have determined
9 that there is a quorum so we may proceed with the
10 meeting.

11 INTRODUCTION OF MEMBERS

12 DIRECTOR CHRAPPAH: Excellent, thank
13 you. I would like to ask each member of the
14 For-Hire Vehicle Advisory Council to introduce
15 themselves to the public and share a little bit
16 about their background, if they wish, starting
17 from left.

18 MEMBER WASH: I'm Anthony Wash. I'm
19 a fourth generation Washingtonian, a business
20 owner in the District of Columbia for 20 years
21 and I am anxious to just move forward with
22 improving and making needed changes, necessary

1 changes and listening to the comments from
2 vehicle-for-hire operators to see how we can make
3 this a better experience for all.

4 MEMBER WADE: Hello. I'm Dotti Love
5 Wade. I'm also a native Washingtonian. I
6 represent six generations of Washingtonians,
7 including my four. I have two great
8 grandchildren. So I'm also a retired Public
9 Administrator. I am the current 10-term ANC
10 Advisory Neighborhood Commissioner and a former
11 State Board of Education representative for Ward
12 1. And I have a lifetime of service to the
13 District of Columbia and to the residents. I am
14 also a member of the past Taxicab Commission, so
15 I've been working with you guys for a while now,
16 trying to understand and mitigate some of the
17 problems that you're experiencing and trying to
18 improve your overall career options.

19 MEMBER ANTHONY: Good morning
20 everyone. My name is Anthony Thomas. I'm a 5th
21 generation Washingtonian. I currently work as a
22 full time driver with Lyft and I'm also an

1 advisor and a consultant to the rideshare
2 service. I've been with Lyft - I just celebrated
3 two year anniversary. I'm going into my third
4 year and I'm really excited to be here with you
5 all today. I also operate for-hire
6 transportation in the District of Columbia as
7 well, so I thank you all.

8 MEMBER SCHAEFFER: Good morning.
9 Jeffrey Schaeffer. I'm the owner of 19 public
10 vehicles for hire companies in the District. I'm
11 honored to be here representing my fellow fleet
12 owners and the drivers we represent. I will
13 bring input to DFHV in an effort to increase taxi
14 trips for drivers and help save the taxis. .

15 MEMBER PATTERSON: Good morning, Evian
16 Patterson, representing the District Department
17 of Transportation, as a member of this Committee.
18 I'm the Citywide Parking Manager and responsible
19 for access to our public space, curbside,
20 curbside management and ground transportation.
21 We've been building a partnership with the
22 Department of For-Hire Vehicles and I'm

1 particularly interested in learning the
2 operations of this agency and its members so that
3 we are working in consort to ensure that we have
4 more service on our District streets.

5 MEMBER MOSES: Good morning. My name
6 is Eric Moses. I'm Senior Vice President,
7 Managing Director of the Sports, Entertainment
8 and Special Events at Events D.C., which is the
9 Washington Convention and Sports Authority. I am
10 happy to serve on this body as someone who is
11 interested in continuing to make Washington, D.C.
12 the premier destination in the world for visitors
13 and guests.

14 So anything that I can do to help
15 represent the hospitality industry and the events
16 industry to make it easier and more enjoyable for
17 our residents and our visitors to access our city
18 and to get around our city, is essentially what
19 I'm interested in doing.

20 A lawyer by training, and former
21 Director of the Department of SECRETARY MIXON All
22 and Local Business Development, so I appreciate

1 what these organizations and these bodies do for
2 our public and our constituents, so thank you.

3 DIRECTOR CHRAPPAH: Ernest Chrappah.

4 I would like to think most of you know me by now.
5 I'm the Director of the Department. My interest
6 with this procedure and also this Advisory
7 Council membership rallies around the idea that
8 having diverse perspectives can only contribute
9 in making informed decisions.

10 We have a very fragmented taxi market
11 and we have a growing private vehicle-for-hire
12 market but if you look at the transportation
13 ecosystem overall, we have to forward thinking to
14 make sure that we create economic opportunities
15 for people, people can have access to safe,
16 affordable and accessible transportation options.

17 So I'm particularly excited to be
18 working with a large group members of different
19 interest groups, who bring different perspectives
20 that will also help the department in moving
21 forward with regulations -- not to add burdens to
22 drivers, but to actually reduce the cost of doing

1 business in the District and to enhance their
2 livelihoods. Thank you.

3 MEMBER JOLLY: Good morning. My
4 name's Linwood Jolly. I am President of a
5 DC-based information technology firm, former
6 Taxicab Commissioner with the old commission. My
7 interest is in utilizing technology to look at
8 innovative ways to not only level the playing
9 field, but look for opportunities in this new
10 environment that we all find ourselves in.

11 I'm always interested in talking about
12 other technology solutions that other
13 municipalities have tried, some that have worked,
14 some that have not, but remain interested in
15 talking with taxi drivers, as well as operators
16 of vehicles-for-hire. Thank you.

17 MEMBER FERGUSON: Good morning.
18 Elliott Ferguson with Destination DC, a private
19 organization focusing on promoting DC as a
20 convention and tourism destination. My primary
21 goal, former DC Taxicab Commissioner for about
22 five years. In this capacity still focusing on

1 1. increasing the number of visitors that come to
2 Washington and 2. Making sure that they have a
3 great experience be it for a convention, leisure
4 travel, and, well whatever the reason, as well as
5 making sure they have options in terms of getting
6 around the city.

7 One of our goals is to try to
8 encourage visitors to not rent cars and to take
9 public transportation and/or have access to
10 vehicles or services that are offered by
11 Washingtonians' programs, so happy to serve
12 again.

13 MEMBER BEKELE: Good morning. My name
14 is Hana Bekele. I am a DC resident. I operate
15 limo and taxi.

16 MEMBER ARVANITES: Hi, my name is
17 Jason Arvanites. I'm the General Manager of Via,
18 here in Washington, DC which is a TNC or PSV
19 platform. As a company, we are totally focused
20 on a true ride-sharing platform and we are
21 excited to be part of the conversation to help
22 the public transportation evolve as it moves

1 forward and provide safe, reliable and efficient
2 transport template.

3 DIRECTOR CHRAPPAH: Thank you very
4 much. Now we'll proceed to the action items for
5 today's meeting, starting with the election of a
6 Chairperson, which may be any member other than
7 myself, or DDOT's representative. Members may
8 nominate themselves. The secretary for today's
9 session could also recall or recount, if there
10 are any people who've expressed an interest.

11 So let's start with that. Do you have
12 any nominations yet before I ask the members if
13 they want to nominate anybody? .

14 SECRETARY MIXON: I have the
15 nomination on an interest of Dotti Love Wade.

16 DIRECTOR CHRAPPAH: Okay. Do we have
17 any of our members who want to be considered for
18 the Chairperson? We have another nomination?

19 MEMBER SCHAEFFER: Linwood Jolly.

20 DIRECTOR CHRAPPAH: All right. For
21 the record, we have two nominations. Linwood
22 Jolly and Dotti Love Wade. Any other

1 nominations? All right. So we'll give each one
2 a few minutes to make their speech to the public
3 and also the voting members. Going in alphabetic
4 order, starting with Dotti.

5 MEMBER WADE: Alphabetic.

6 DIRECTOR CHRAPPAH: I just went with
7 the D, yes. Ladies first.

8 MEMBER WADE: Good morning everyone.
9 As you know, I'm a life-long Washingtonian and
10 I'm a committed public servant. I've served this
11 board faithfully since nominated and appointed by
12 our Mayor. I have attended every meeting. I
13 have a strong commitment for the taxicab and
14 vehicle-for-hire industry. My whole family, in
15 fact, were cab drivers. All of my uncles on both
16 sides of my family, except my father, drove
17 taxicabs. And I rode with them. I also am a
18 user of the cabs in the streets. But what I
19 bring mostly to this body, is my administrative
20 leadership. I have been Chairman of the Advisory
21 Neighborhood Commission for five different terms
22 at 1A and one term as Chairman for 1B. I've

1 served 18 years in total on the Advisory
2 Neighborhood Commission and I'm into my 19th and
3 20th year of this term I was just elected to.

4 Also, I'm a member of the State Board
5 of Education, where I served our city and our
6 country on the Congressional Education Committee
7 where we met with Congress to try to work with
8 them with the No Child Left Behind Act and
9 several other major acts that were, in fact,
10 amended to reflect the input from the State Board
11 of Education. I'd like to have kind of influence
12 with the Council to help make sure that the needs
13 of our drivers and our riding public are met and
14 that we have a coordinated effort in this city
15 with transportation, not just with the drivers
16 but with the street, with access, with parking
17 lanes for cabs, with wait stands. There are a
18 number of things that I know are very important
19 to you. But, again, what I bring is
20 administrative leadership and promulgating rules
21 and regulations and setting up standards for
22 operations.

1 So I would love to serve our community
2 further by helping to develop this Board, this
3 Council, which is a very new Council and we're
4 looking at what the legislation says and what we
5 must then do. So I think I bring that type of
6 experience and commitment to this body.

7 DIRECTOR CHRAPPAH: Member Jolly.

8 MEMBER JOLLY: Hi. I'd like to --

9 MEMBER WADE: And I'd appreciate your
10 vote.

11 MEMBER JOLLY: I'd like to just recap
12 my role -- position here as a former
13 Commissioner. This industry is in a challenging
14 position right now. We've got a lot of tough
15 questions to ask. And I joined this Commission
16 at a time when taxicab drivers were at the height
17 of frustration. A lot of good ideas but not a
18 lot of means to implement them. I've ridden with
19 the enforcement team. I've ridden with taxi
20 drivers. I've ridden with Uber, Lyft all of
21 them. And I've heard the concerns -- many. I
22 think going forward, where we are today is we

1 really do have to let the data that the former
2 Taxicab Commission and the current public
3 vehicle-for-hire organization has generated. We
4 have to let that data tell us what we need to do
5 in the future. That's part of the equation.

6 And the other part of the equation is
7 you have to continue to listen to drivers who, by
8 the way, are business owners, independent
9 business owners, and have their input, and need
10 to continue to provide their input. But we have
11 to put all that together and come up with a
12 roadmap of how we're going to move this industry
13 forward.

14 There are many drivers now who do two
15 trips a day. They sit and they do two trips a
16 day, whereas maybe five years ago, they did 15
17 trips, 20 trips. There are many drivers who sign
18 up for Uber and they think they're going to make
19 a lot of money, and they don't. Some of them who
20 crossed over from being taxi drivers and now they
21 want to go back. And many drivers who were taxi
22 driver businesses for years who may have had a

1 death in the family, had to go back to their own
2 country, and now can't get their H-tag back.

3 So there are a lot of concerns but,
4 look, a lot of that is where the industry has
5 been up to this time. We've got to figure out
6 where we're going. And we've got to do that
7 together. And that's what I see as our biggest
8 challenge. Thank you.

9 DIRECTOR CHRAPPAH: Thank you, now we
10 will vote for the Chairperson. Each
11 For-Hire-Vehicle Advisory member shall have only
12 one vote. You have index cards, where you write
13 the name of the person you want to vote for as
14 Chairperson. And Juanda Mixon will come around
15 to collect them and tally up the vote.

16 ELECTION FOR CHAIRPERSON

17 SECRETARY MIXON: The Chairperson of
18 the FHVAC is Linwood Jolly, by vote of 8 to 3.
19 So, Mr. Jolly, if you would please swap seats
20 with Director Chrappah.

21 CHAIRMAN JOLLY: First let me thank my
22 fellow advisors and, of course, thank Dotti Love

1 Wade. Dotti and I came in here together and
2 we're going to leave here together. And both of
3 us are going to be active in our roles together,
4 along with our new advisors. So with this
5 transition, I think the first thing we should
6 look act is for today, having the assistance of
7 general counsel as we move through a lot of these
8 administrative issues. So if you would just kind
9 of wing us, wing it today, I would appreciate
10 that.

11 And if we continue with the agenda,
12 the election of the Secretary, the advisors met
13 earlier and I think the consensus of all of us
14 was that we would retain Ms. Nixon as the
15 Secretary, who's been doing an outstanding job
16 over the past few years. And we would ask that
17 she be nominated as our Secretary. Is there a
18 procedure that we should be aware of So I'd like
19 to call for a motion that Ms. Nixon be our
20 Secretary.

21 MEMBER FERGUSON: So moved.

22 CHAIRMAN JOLLY: Is there a second?

1 DIRECTOR CHRAPPAH: I second.

2 SECRETARY MIXON: Okay, you --

3 CHAIRMAN JOLLY: Accepted by unanimous
4 consensus.

5 ELECTION OF SECRETARY

6 SECRETARY MIXON: Accepted by
7 unanimous consensus, Ms. Mixon will be Secretary.

8 CHAIRMAN JOLLY: Thank you Ms. Mixon.
9 So Jacques, if you could walk us through the
10 determination of Chairperson's term.

11 GENERAL COUNSEL LERNER: The next item
12 on the agenda is to determine the Chairperson's
13 term. The term of the Chairperson's serves for
14 -- it's a two year term for service as
15 Chairperson and then, since there are a number of
16 terms available to all the community members, and
17 the Chairperson is one of those members, he, in
18 this case, would serve either two or three and
19 that'll be determined by lot, by the Secretary
20 now. So will you call for that?

21 SECRETARY MIXON: Okay. I'll draw
22 from Envelope A. The one number that I have

1 pulled out is three. So a term of three years.

2 CHAIRMAN JOLLY: All right. So next
3 we're going to move to the determination on the
4 community members. We're going to follow the
5 same process?

6 DETERMINATION OF TERM LENGTH

7 GENERAL COUNSEL LERNER: Other than
8 the chair. Other than the chairperson. And
9 these -- actually, I'll abstain. These are the
10 assignment of the remaining terms. The terms are
11 one, two or three years. One of the three-year
12 terms has now been set aside for the Chairperson.
13 So now the remaining terms to be assigned again
14 by the Secretary, are three one-year terms, three
15 two-year terms and two three-year terms. Those
16 are the possibilities and they will now be
17 assigned at random by the Secretary.

18 SECRETARY MIXON: All right. Just one
19 moment while I draw from Envelope B. And I will
20 go in the same order as we did before, starting
21 on the left, so this is for Anthony Wash. His
22 term of service is one year. Next, Dotti Love

1 Wade, term of service, two years. Next, Anthony
2 Thomas, term of service, one year. Next, Jeffrey
3 Schaeffer, term of service, one year. Next, I
4 have Erik Moses, term of service, two years. We
5 already have three for Linwood Jolly, our new
6 Chairperson. Next, Elliott Ferguson, two years.
7 Next, Hana Bekele, term of service, three years.
8 And next, we have Jason Arvanites, term of
9 service, three years.

10 CHAIRMAN JOLLY: Thank you, Ms. Mixon.

11 SECRETARY MIXON: You're welcome.

12 DETERMINATION OF COUNCIL'S SCHEDULE

13 CHAIRMAN JOLLY: Next item on the
14 agenda is the determination of the Council's
15 schedule for future meetings. We also met
16 earlier and we had some consensus around that.
17 And why don't you, Jacques, why don't you review
18 that.

19 GENERAL COUNSEL LERNER: Sure. I
20 believe the consensus was that there would be
21 three more meetings for the balance of calendar
22 year 2017 in order to have quarterly meetings, as

1 required by the statute and fulfill the
2 requirement of scheduling in a basic sense.
3 There would be a meeting in June, a meeting in
4 September and then, to avoid the holiday rush, a
5 meeting in November. Is that correct? Believe
6 so. So then, with respect to the specific days,
7 given the large number of folks here, and the
8 many things that they do in the District, the
9 specific days would actually be determined and
10 put in the public notice but those are the months
11 when the meetings will be held for the balance of
12 2017.

13 CHAIRMAN JOLLY: So now we go to our
14 public comment period. But let me take a minute
15 to just lay out where we are or where I think we
16 are. And I'm going to be just a little
17 presumptuous and speak on behalf of my
18 colleagues here on the dais. This is a new
19 organization. This Advisory Board is new, as
20 you've seen today, so we will need some time to
21 meet together and come up with some slight
22 changes that I believe a lot of people want to

1 see.

2 As a Commission, the administrative
3 structure is obviously different. In some ways,
4 it was very good, because we had to move along
5 rule makings. We had to have public comment,
6 discussion and we had to do all of that in a bit
7 of a constrained time period.

8 Now we mainly are here to listen to
9 you. And I think what you'll see is some changes
10 in terms of the time allotted for speeches or for
11 discussions or for presentations. More
12 interactivity from the members of the panel here,
13 my colleagues, with you on topics. And also,
14 some of the changes that you'll see is Dotti Love
15 Wade wants to see us establish some
16 subcommittees, which we attempted to do under the
17 Commission structure, but we just ran out of time
18 with legislation which reorganized the Commission
19 into this agency, so you'll see some changes in
20 that way.

21 I think, also, we'll have to determine
22 communications, how we continue to communicate

1 with you. Now that this is a separate agency, I
2 think we also, you will see us still rely on
3 Director Chrappah and his able colleagues and his
4 staff, to help us.

5 Now -- okay, got it. Yes. Okay. So
6 as we move into the public comment period, all of
7 my colleagues here will also provide their input
8 on some of the topics here. Right now I only see
9 one, and I don't even see Larry Frankel here. Is
10 he here?

11 Mr. Frankel's the only person that's
12 registered to speak. So, with that being said,
13 are there any persons who wish to speak at this
14 moment?

15 MR. BUTT: I can say something.

16 CHAIRMAN JOLLY: Okay, Ms. Nixon.
17 Will you handle?

18 PUBLIC COMMENT

19 SECRETARY MIXON: Yes sir. Would you
20 please approach the podium, state your name,
21 spell your name for the Court Reporter and you
22 will have, how many minutes, Mr. Chairperson?

1 CHAIRMAN JOLLY: Let's go with three
2 minutes today.

3 SECRETARY MIXON: Okay. Three minutes
4 so say your name, spell it and then we'll start
5 the time.

6 MR. BUTT: Thank you very much.
7 Congratulations to our new Chairperson for this
8 organization. We always love Mr. Ernest Chrappah
9 as the Director of our industry. Good to see
10 everyone at the Board. My name is Mohammed Butt,
11 M-O-H-M-M-A-D. Last name B-U-T-T and I represent
12 one of the cab companies in DC. It's called
13 Democracy Cab and DC Connect Cab.

14 My concern to speak to you guys about,
15 not many things, so I just catch the opportunity
16 to speak because we do have some issues in taxi
17 companies. So there's just one of the issues I
18 wanted to talk about it, and just try to suggest
19 or request about wheelchair ramps that we run in
20 the industry. I think people know here and there
21 that it's very hard for drivers in the company to
22 keep up with the wheelchairs right now.

1 As a taxi company, I have 14
2 wheelchairs in my fleet and each of them cost
3 around \$33,000 approximately. And the monthly
4 payment I pay, almost \$700 some dollars, along
5 with insurance. And out of those 14 cabs, I have
6 almost 10 sitting in my parking lot. So the
7 reason I wanted to talk about wheelchairs is
8 this, that I know it's running, sometime they're
9 on the road, they are not.

10 So my request is to, Mr., new Chairman
11 but I really wanted to request Mr. Director, Mr.
12 Chrappah about this. Dispatch for wheelchairs --
13 it's really costing the drivers and the company
14 at the moment. As we all know, we only have two
15 dispatch companies in the DC, Transport DC and
16 the Yellow Cab, so they all cost to have your
17 vehicles in their dispatch fleet for whatever
18 business they have.

19 But my concern is, this wheelchair we
20 are providing for the wheelchairs -- I mean
21 handicapped people, the government plans for
22 Transport DC. So can I just request Mr.

1 Director, to you especially, can you just please
2 do something about it, that drivers or company
3 does not have to pay weekly dispatch fees for
4 Transport DC, you know?

5 I mean, it's hard, you find the
6 drivers for those cabs and on top of that when
7 you have drivers, you have so many expense on
8 that. So you have to pay a wheelchair car, so my
9 request is if you can just look for this, that --
10 drivers should not pay or companies should not
11 pay for Transport DC. We are spending money and
12 spending time. We are suffering to compete with
13 this compliance and compete with all these rules
14 and regulations.

15 So if you can just free this, there's
16 only, not many wheelchair cabs in the town, maybe
17 a few hundred, and those dispatch company has
18 many cars. One company charged \$45 a week, the
19 other one does \$75 a week and when drivers pay
20 \$200 for rent and \$75 dispatch fees, that's \$275.
21 And I think you know more than me how much the
22 drivers make these days. If they are making \$300

1 or \$400 a week, they are paying \$275 for the cab
2 companies.

3 They don't want to even see my face.
4 They don't want to even rent my car for \$100.
5 No. And I have to pay \$700 to \$800 to \$900 a
6 month from my pocket, which is very hard for me.
7 So, please, if you can consider that, free the
8 wheelchair rents for Transport DC, please.

9 CHAIRMAN JOLLY: Thank you very much
10 for your testimony and at this time, I'm going to
11 pass the mike to the Director to respond.

12 MR. BUTT: I appreciate that, sir.
13 Thank you very much.

14 DIRECTOR CHRAPPRAH: Mr. Butt, it's
15 very nice to see you. It's been a while. How
16 are you doing?

17 MR. BUTT: I'm doing okay, sir. Thank
18 you.

19 DIRECTOR CHRAPPRAH: I'm very
20 sympathetic to the economic conditions, not only
21 on the driver perspective but also the company
22 perspective. The wheelchair mandate is not

1 something that was adopted by regulation for the
2 purpose of just putting that requirement out
3 there. It is something that is a statutory
4 requirement. City Council passed law requiring
5 6 percent, 4 percent and 20 percent, so that is
6 something that we all have to live by.

7 If there are some concerns around that
8 legislation, there's a process to get that
9 addressed and we are working with the Mayor's
10 office to rationalize the wheelchair
11 accessibility requirement.

12 However, on the dispatching
13 requirement, that is purely a marketplace
14 dynamics. Our position in terms of the
15 department, is not to interfere in private
16 contracts and to encourage the private sector to
17 find ways to make things work. However, if you
18 are facing some economic hardship or you know
19 specific drivers who are facing some economic
20 hardship because of the cost associated with a
21 dispatch, we can take a closer look at it and ask
22 the dispatching companies what they can

1 collectively do in this challenging environment.

2 But the solution really comes down to
3 economics. By having a vehicle that is
4 dispatchable, the driver can now have access to
5 fare opportunities and Transport DC has been a
6 savior to the industry.

7 So while I cannot unilaterally say we
8 should ask people to, you know, get away from
9 their contracts, what we will pay attention to
10 will be the economic conditions that exist and
11 find ways to increase fare opportunities for
12 drivers, so that the cost of dispatching becomes
13 something that is more palatable or something
14 that it can absorb.

15 CHAIRMAN JOLLY: So before we wrap up,
16 are there any other folks that wish to speak?
17 Ms. Nixon, there's one more.

18 SECRETARY MIXON: All right.

19 CHAIRMAN JOLLY: Two more. And we'll
20 continue with the three minutes.

21 SECRETARY MIXON: Okay. So, again, if
22 you would state and spell your name for the Court

1 Reporter. You have three minutes. I'm going to
2 stick to that three minutes time.

3 MR. RAIDA: Thank you. Good morning.
4 My name Gamal Raida, G-A-M-A-L, Raida, R-A-I-D-A.
5 I'm representing, as I am with Georgetown Cab.
6 First of all, I congratulate Mr. Chairman and
7 having made the opportunity to be dynamic in the
8 engagement and concisely, I just would like to
9 see two things.

10 One of them is just the fairness, the
11 justice and kind of logic and mass, and as you
12 initiated that is, you were going to apply this
13 kind of studies. Because, I would like to see
14 something that is very convincing by logic, when
15 you are applying laws, regulations.

16 The other side of that, also, Mr.
17 Chairman, earlier, when he came to the office, he
18 came with the idea to revamp the regulation. We
19 didn't see a significant impact to the moment
20 when the environment became unpleasant. And even
21 everybody noticed that. That the environment is
22 not a pleasant environment for the driver, even

1 for the company. Thank you sir.

2 CHAIRMAN JOLLY: Thank you. Mr.
3 Chairman, would you like to -- oh, Mr. Director?

4 DIRECTOR CHRAPPAH: Gamal, it's nice
5 to see you too. As far as the environment we are
6 in, I didn't get a specific question, but I think
7 your comment asks for things that the Department,
8 perhaps, has done to help the industry, if I'm
9 sort of like, interpreting it correctly.

10 While there's been significant
11 investments made by the Department to the
12 industry, a few come to mind.

13 One is we've spent over a million
14 dollars providing grant opportunities with no
15 interest, no repayment requirements and the
16 grants have gone towards acquisition of
17 wheelchair accessible vehicles, acquisition of
18 electric vehicles. There are several individuals
19 who have been able to get into the for-hire
20 industries and start their own business as a
21 result of those grant programs.

22 Grant programs range from \$5,000,

1 \$10,000 and it's been quite significant. The
2 report we get from the public and the driver
3 community and the company community is that that
4 million dollar investment helped. Without that,
5 they would soon been gone. Some of the
6 investments also went towards reducing the cost
7 of renting the vehicle and while there's a fixed
8 amount of grants in business we can make, we also
9 recognize that, it's not just about putting money
10 to the industry.

11 But an equally important component is
12 creating opportunities for drivers to make more
13 money. Last year we did a number of pilot
14 projects. We did a pilot project that allowed
15 the average driver to be an on-demand driver, be
16 it scheduled deliveries or on-demand delivery.
17 We also made investments in technology that
18 enabled the DC taxi cab to go to beta mode and we
19 moved for that with our government by giving that
20 technology for free to the taxi industry
21 cooperative.

22 We have also looked at ways to reduce

1 the cost for drivers in terms of operating. So
2 you will recall that prior, a driver had to go
3 for inspection twice a year. While that process
4 started before my time, it was during our time
5 together, that that became final. So instead of
6 having to go to DMV for inspection twice a year,
7 it's only once.

8 And an additional area where the
9 Department has helped the industry is around the
10 vehicle age limits. Prior to final regulation of
11 vehicle age limits, if you go buy a brand new
12 Toyota Camry, standard gasoline, you get only
13 four years, when most people pay off their car in
14 5, 6, sometimes 7 years. So the Department adopt
15 a regulation that actually gives four more years
16 to a vehicle.

17 And I would like to think if you are
18 an investor, getting four more years to pay off
19 something, helps compared to the status quo.
20 There have been other initiatives to help the
21 industry that are subliminal but very
22 consequential.

1 For example, we've adopted a
2 regulation that says it is okay to have
3 electronic proof of insurance. Instead of
4 struggling to pay tickets that you would get if
5 you cannot show proof of insurance. Same with
6 electronic manifest. So the thing here is that
7 the Department is committed to leveraging
8 technology to not only reduce the cost of being
9 in service, but also to expand economic
10 opportunities. And that treatment is not going
11 to change.

12 What we do recognize, though, is that
13 there's an uneven playing field as a result of
14 years of legislations and years of regulations.
15 So it becomes very important for us to work
16 collaboratively to figure out what should be the
17 right regulatory environment. And that's why I'm
18 very excited about the new body we have, to get
19 different viewpoints and to make sure that
20 working in the for-hire industry as a way of
21 making it to the middle class.

22 CHAIRMAN JOLLY: Okay, I think we have

1 one more person that indicated they want to
2 speak. Ms. Mixon?

3 SECRETARY MIXON: Okay. I didn't see
4 the person.

5 CHAIRMAN JOLLY: Okay. We'll take you
6 and that will be our last one.

7 MR. BIZUAYEHU: Thank you.

8 SECRETARY MIXON: Okay. So again,
9 state and spell your name. You will have three
10 minutes.

11 MR. BIZUAYEHU: Okay, ma'am. Good
12 morning everybody. My name is Haimanot
13 Bizuayehu. H-A-I-M-A-N-O-T B-I-Z-U-A-Y-E-H-U.
14 For a start I would like to say congratulations
15 to all of you here. Since this is a newly formed
16 body, I don't have much to say, other than
17 saying, other than reminding you that today, when
18 I see the notice, the meeting notice here today,
19 I came here to attend this meeting because I know
20 that, you are, all of you are going to swear in
21 today.

22 So, as I heard the words by the

1 Director, when each of you was swearing in, I ask
2 you to keep that promise to do a fair and
3 constructive job for the vehicle hire, for-hire
4 industry.

5 I know that, I've been a former
6 company representative of one of the leading
7 companies in Washington, DC and I've also been a
8 cab driver for 20 years. And I've been
9 participating all of the previous meetings with
10 the previous body. They did a lot of things. I
11 don't want to blame anything. But there are a
12 lot of things that were just time-wasting,
13 resource-wasting and all of that. Because now
14 this body's poised to do or to remove, relieve
15 the burden with the vehicle for-hire industry is
16 experiencing today, these days. But in the past,
17 the governing document which regulates, which
18 used to regulate the taxi industry, has been
19 rewritten, I don't know, a number of times. That
20 is waste of resource, waste of time and a burden
21 to the taxi industry in general.

22 So when you do business - I'm not

1 telling you what to do, how to do your job, but
2 I just want to keep this, you to keep this in
3 mind. When you do that, please, think thoroughly
4 before -- writing a regulation is a very simple
5 thing. Putting in a book, a governing document
6 is a very simple thing, but you have to also
7 realize the consequence to the driver, the
8 industry and the city that wastes the money for
9 rewriting and rewriting over and over again.

10 I would like to thank the, I don't
11 want to say, I don't want to leave this podium
12 before saying that the Chairman, the former
13 Chairman or the Director, as he said, he did a
14 lot of things for this industry. For instance,
15 changing the vehicle age for the drivers, the
16 inspection requirements and all that, but here
17 what we have to see is there is a taxi industry
18 which is heavily, heavily regulated and there are
19 other competitors with no regulation, or just a
20 little regulation.

21 We are competing for the same customer
22 base. It's just like putting two boxers in the

1 ring, one tied, his hand tied behind him, one
2 without, free. If you put me in the ring with
3 Tyson I can't knock the hell out of him. So
4 that's what we have to see here. There is the
5 heavily regulated industry and there is one
6 without regulation or with little regulation. We
7 are competing with the same customer base. Thank
8 you sir.

9 The new Chairman, you mentioned a very
10 difficult, a very important point. There are cab
11 drivers out there. They pick only two, three
12 fares a day.

13 CHAIRMAN JOLLY: Yes.

14 MR. BIZUAYEHU: Okay?

15 CHAIRMAN JOLLY: Thank you for your
16 comments. So in your comment, I'm going to ask
17 the Director to just give us an update on where
18 we are with the rewriting of Title 31, because
19 you've mentioned that so many times.

20 MR. BIZUAYEHU: Thank you very much.

21 DIRECTOR CHRAPPAH: Good to see you,
22 hello. Thank you Chairman.

1 MR. BIZUAYEHU: Thank you.

2 DIRECTOR CHRAPPAH: The Title 31
3 rewrite is pending publication in the DC
4 Register. A copy has also been posted on our
5 website. By going beyond just revision or a
6 rewrite, what we've done is consolidate all the
7 rulemakings into one single document so that
8 there will be transparency. We can know what is
9 pending, what has been finalized, so that when
10 you are making comments it can be germane to a
11 specific item.

12 But rewriting of Title 31 is not by
13 itself going to solve the industry woes. There
14 are fundamental problems with how we govern the
15 for-hire industry that you've alluded to --
16 having a different set of rules for one segment
17 and a different set of rules for another segment.
18 And the opportunity that we all face today, not
19 just as members of the For-Hire Advisory Council,
20 but also stakeholders who are regulated by the
21 general public, is to provide constructive and
22 direct recommendations about how to achieve that

1 parity or how to achieve that level playing
2 field.

3 And any idea that has merit will be
4 considered and any idea that can lead to a better
5 outcome is likely to be implemented, so we want
6 to go beyond just that Title 31 rewrite and look
7 at the overall ecosystem and say what we want the
8 vehicle for-hire industry to look like two years
9 from now, ten years from now.

10 If you've been following the media,
11 there's been talk of automated vehicles. There's
12 also talk about managing the congestion. There's
13 also talk about ensuring that people with a
14 disability can participate in the for-hire
15 industry. We have to weigh all these issues and
16 balance that with how much the average driver, if
17 such a thing even exists, makes. Because if
18 minimum wage is going to get to \$15 an hour at
19 some point, people in the for-hire industry
20 should not need to go on minimum wage. It's a
21 very interesting job and you have to earn a fair
22 return on your labor hours.

1 And the only way we can move forward,
2 really, is through having these sort of
3 conversations and now partnering with all
4 stakeholders to move the industry in the
5 direction it needs to be.

6 MR. BIZUAYEHU: Thank you.

7 CHAIRMAN JOLLY: So that being said,
8 I'm going to ask my fellow advisory members if
9 they have any final comments and we'll start with
10 Mr. Wash, then on down. Ms. Wade?

11 MS. WADE: I'd just like to thank you
12 for coming out and for your continued support.
13 Hope to see you in June.

14 CHAIRMAN JOLLY: Any comments down
15 here? So finally, I'd like to thank Director
16 Chrappah for his work. He is always on point for
17 everything and you catch a lot of flack, but you
18 do love him. You really do profess very well.
19 But thank you and to your team and your
20 colleagues and we look forward to continuing to
21 work with you.

22 Even though they changed the

1 structure, as all of you all know, Director
2 Chrappah is a wealth of knowledge and a lot of
3 the questions that you do have will inevitably be
4 related to projects that he's currently underway
5 working on. And I just would say, personally,
6 that this structure here probably will now allow
7 us to move faster on responding directly to what
8 we hear, versus the administrivia of the old
9 Commission. So, that's good --and you look a
10 little more relaxed sitting there as well.

11 DIRECTOR CHRAPPAH: Yes.

12 ADJOURNMENT

13 CHAIRMAN JOLLY: With that being said,
14 it is 12:03 and this meeting is adjourned. Thank
15 you.

16 (Whereupon, the above -entitled matter
17 went off the record at 12:03 p.m.)
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19
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21
22

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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: Advisory Council Meeting

Before: DC Dept. of For-Hire Vehicles

Date: 02-08-17

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.



Court Reporter

NEAL R. GROSS

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GOVERNMENT OF THE DISTRICT OF COLUMBIA

+ + + + +

DEPARTMENT OF FOR-HIRE VEHICLES

+ + + + +

FOR-HIRE VEHICLE ADVISORY COUNCIL MEETING

+ + + + +

THURSDAY
JUNE 22, 2017

+ + + + +

The Council met in Suite 2032, 2235
Shannon Place, S.E., Washington, D.C., at 1:17
p.m., Linwood Jolly, Chairperson, presiding.

MEMBERS PRESENT:

LINWOOD JOLLY, Chairperson
JASON ARVANITES, Member
ERNEST CHRAPPAH, Member
ERIK MOSES, Member
EVIAN PATTERSON, Member
JEFFREY SCHAEFFER, Member
ANTHONY THOMAS, Member

STAFF PRESENT:

JUANITA MIXON, SECRETARY TO THE COUNCIL
MONIQUE BOCOCK, ESQ., INTERIM GENERAL
COUNSEL

C O N T E N T S

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

1:17 a.m.

CHAIRPERSON JOLLY: Good afternoon.

I'd like to call this meeting to order. This is the second Advisory Council meeting for the Department of For-Hire Vehicles.

We're in 2235 Shannon Place, Northeast, main conference room on the second floor. At this time I'd like to call the meeting to order and we'll observe a moment of silence for those that have departed.

Thank you. I want to welcome everybody here today. And thank you for coming out today. It's 1:00 in the afternoon.

And we see that there are a good number of drivers here. And we also would like your input on if 1:00 is a good time. Versus our normal time at 10:00. But we can do that later on in the public comment period.

We're fortunate today to have Dr. Chrappah as one of our Advisory members. And at this time he's going to give us a brief update on

1 things that have been going on at the Department
2 of For-Hire Vehicles.

3 DIRECTOR CHRAPPAH: Thank you,
4 Chairperson Jolly and my fellow members of the
5 For-Hire Vehicle Advisory Council. Welcome.
6 Very nice to see you all.

7 The Department has been quite busy for
8 the last couple of months since we met as a
9 group. And I'm delighted to announce some of the
10 accomplishments that we've been able to put in
11 place, particularly to help drivers, companies,
12 and also our residents who use for-hire vehicles.

13 I'm going to start by giving a quick
14 update on our progress with respect to the
15 digital taxi solution. The genesis of the
16 digital taxi solution was not only to help taxis
17 compete, but also reduce the burden of
18 regulations or legislation in a way that impacts
19 the gross margins for the taxi business.

20 So more specifically, the digital taxi
21 solution drastically reduces the equipment cost
22 that a taxi owner or operator has to incur.

1 Where we are today is we've received and
2 processed seven applications from various
3 companies who want to be DTS providers.

4 We've stated a process of field
5 testing. And we've also partnered with Square so
6 that drivers have an option for credit card
7 processing at 2.65 percent.

8 Which is pretty phenomenal. If you
9 look at the current marketplace, drivers are
10 paying up to five percent plus ancillary fees
11 just for credit card processing.

12 So this transition is going to save
13 drivers several millions of dollars across the
14 entire fleet. More importantly, it also
15 introduces advanced features to enhance ridership
16 experiences.

17 So, taxi companies, taxi drivers, will
18 be positioned to be able to provide frequent
19 rider discounts. They will be able to provide
20 discounted fares consistently during slow
21 periods.

22 And they'll be in an environment where

1 they can have access to expanded economic
2 opportunities. Whether that is shared rides
3 without necessarily having to invest in
4 additional equipment.

5 Whether it is scheduled deliveries.
6 Whether it is integrating the Pandoras, the
7 Spotifys or music applications to enhance their
8 ridership experience.

9 And beyond all of that, they will have
10 an easy way to execute rider surveys. For riders
11 to provide feedback on their ridership
12 experience.

13 So, these changes will definitely put
14 D.C. taxies in a position where the real and true
15 operators who are committed to service, will be
16 able to excel.

17 We have reason to believe that the
18 excitement that we've seen so far around the
19 digital taxi solution will continue. And we will
20 work with all the companies who get approved, and
21 all the drivers, to manage the implementation.

22 Something that we did a couple of

1 weeks ago was also distributed to the industry, a
2 Know Your Rights card or flyer. So that
3 individuals will know how to address their
4 contract situations.

5 Individuals will know how to avoid
6 being victims of scams. Because we've received
7 reports about some drivers being coerced or being
8 put in a position where they can sign contracts
9 beyond the current licensing period for the
10 morning taxi solution.

11 Which we think is a problem. So we'll
12 continue to educate drivers, help them during the
13 transition. And then reposition at least the
14 taxi market in a way that it can be competitive
15 and supports the overall integration of all for-
16 hire modes in the District of Columbia.

17 Secondly, I want to touch on the D.C.
18 Taxi App. We transitioned the D.C. Taxi App to
19 the industry cooperative over a year ago.

20 And we are delighted that they were
21 able to relaunch the app a couple of months ago.
22 And they are focused on additional revenue

1 streams to help taxis. So the progress there has
2 been very good.

3 The third category of updates from the
4 Department is with respect to, you know,
5 Innovation Grants Programs we launched a few
6 months back. The idea behind Innovation Grants
7 Program was for the industry to propose solutions
8 to address transportation equities and to also
9 help them open new revenue streams.

10 Based on the applications that we
11 received, we've so far made awards in a number of
12 categories. The first is school transportation
13 service.

14 We have a grantee who now transports
15 children in foster care to school. And the value
16 promise has been very good.

17 We have one instance where, instead of
18 a child traveling for two hours to school,
19 they're able to get to school in 15 minutes. We
20 have another instance where instead of siblings
21 being transported in different vehicles, they get
22 a ride together and have that family bonding

1 moment over a short period of time.

2 So, for us, this is an example of how
3 the industry can transform to not only enhance
4 ridership experiences, but also grow a pie in
5 terms of our revenue.

6 The second category where we made an
7 award is a Vehicle On-Demand program. The idea
8 behind the Vehicle On-Demand program is that
9 instead of government employees using fleet share
10 or other transportation means to get to
11 appointments or business travel within the
12 District of Columbia, they can hail a taxi cab
13 and it will take them to the appointment.

14 They don't have to worry about
15 parking. And based on our initial analysis, this
16 program can reduce the District's expenses by as
17 much as 50 percent on transportation.

18 And it would also provide a revenue
19 stream to the vehicle for-hire industry. So
20 that's another area where we made a grant.

21 The third, is for non-emergency
22 medical transportation. As some of you know,

1 sometimes people use 911 as a service to get to a
2 doctor's appointment.

3 And that puts a strain on the city's
4 resources. So one of the proposals we received,
5 which was innovative, we think, is using taxis to
6 provide transportation service to people so that
7 they don't have to call 911 when they need a ride
8 to a doctor's appointment or they need to do a
9 checkup.

10 We've partnered with the Department of
11 Healthcare Finance to provide us with guidance on
12 how to implement this program. So that they can
13 get knowledge transfer as well.

14 The fourth area is to address the lack
15 of charging infrastructure. We've made a grant
16 that would lead to the installation of at least
17 two fast-charging, electric stations in -- at
18 Union Station.

19 So this would give the industry
20 members who've invested in zero emissions
21 vehicles additional options to refuel at one of
22 the hottest pickup and drop off destinations in

1 the District of Columbia.

2 Based on what we know so far, we are
3 on schedule for that project to be completed
4 before the end of the fiscal year. And that
5 should alleviate some of the challenges vehicle
6 owners currently have in terms of access to fast-
7 charging stations.

8 There are charging stations. But
9 there are just not enough fast-charging stations.
10 So, we support this initiative very strongly.

11 The other area with respect to
12 electric vehicles also, is a rebate program that
13 we put in place. We put in place a rebate
14 program that gives owners, or new owners of 100
15 percent electric vehicles or hybrid electric
16 vehicles, five thousand dollars towards the
17 acquisition or reducing the operating cost of
18 that vehicle.

19 And it was open to at least 150
20 people. We received just tepid response, in that
21 we received 27 applications.

22 And so far, 18 have been processed,

1 because they've come in to provide additional
2 information. And we have reason to believe that
3 in about 30 to 45 days, people will be getting
4 checks in their hands.

5 Then the last area, which is a subset
6 of the Innovation Grants Program, but has not
7 been fully released yet, and this is more an FYI
8 to the industry. Is we'll be looking at putting
9 in place a wheelchair accessible vehicle driver
10 and company incentive program.

11 Currently there are a number of
12 wheelchair accessible vehicles that are not being
13 utilized. And that creates a problem in that it
14 reduces the accessible vehicle service in the
15 District of Columbia.

16 So, we're working through our research
17 department to craft an incentive program that
18 would reward drivers for completing qualified
19 trips. It would also reward vehicle owners or
20 companies for meeting standards and completing
21 wheelchair accessible trips.

22 And more importantly, it would ensure

1 that vehicles are in service for those who need
2 them. So that is so far our updates from the
3 Department in terms of what we've been able to
4 accomplish so far since we last met.

5 CHAIRPERSON JOLLY: Thank you. So, as
6 we move into the public comment period, I wanted
7 too just first make a few remarks.

8 Being that we're a new Advisory
9 Council, we have not taken any time to put
10 together our internal processes here for handling
11 the public comment period. You will remember
12 when we were a Commission, the Commission had
13 different rules on public comment.

14 Well, as of today, we don't have any.
15 And we will be forming some soon. So, if there's
16 anyone that has public comment, I invite you to
17 get ready to come to the mic. We'll definitely
18 hear you out.

19 And then I would also invite my
20 Advisory Council members, if you have questions
21 for any of the people that are presenting, feel
22 free to do so. Bear in mind that our role here

1 today as Advisory members is to listen and to
2 make recommendations to the Department of For-
3 Hire Vehicles.

4 And the way that we hope to continue
5 to do that is by engaging with you as you provide
6 your public testimony. So, with that in mind, if
7 there are folks here, you can raise your hand.
8 Okay.

9 And if you have statements, you can
10 give them to Ms. Mixon. And Ms. Mixon, I guess,
11 we can at least, have you come to the microphone.
12 Introduce yourself. And you can proceed from
13 there.

14 SECRETARY MIXON: And sir, if you
15 would you just state your name and spell it so
16 that the court reporter has it. And then, how
17 long?

18 CHAIRPERSON JOLLY: We don't have
19 folks here -- we don't have many folks here.

20 SECRETARY MIXON: Okay.

21 CHAIRPERSON JOLLY: Give them five to
22 seven minutes.

1 SECRETARY MIXON: All right. Okay.
2 So you'll have adequate time, five to seven
3 minutes.

4 MR. ZEWDU: Thank you. Good morning.
5 That's just one of the jobs you give me. My name
6 is Abebe Zewdu.

7 As you remember me, I attended the 1/4
8 meeting with Council Member Brandon Todd about
9 the taxi industry. At the end of the meeting, I
10 met with Mr. Chrappah and discussed an issue that
11 I was having with my meter being locked.

12 When we spoke with Mr. Chrappah, told
13 me to forget the old car. And he advised me to
14 apply for the grant and buy a new car.

15 I took his advice. And I spent some
16 money to prepare the grant application
17 professionally.

18 Unfortunately, I received a rejection
19 notice. My question is, what was the purpose of
20 the grant program? And how could it have helped
21 me?

22 I would like to know why there is so

1 much confusion about the grant program? And why
2 everyone was rejected?

3 I was told that the grant program was
4 cancelled. And now there is a rebate program.

5 Could you kindly explain to me how the
6 rebate program works? And also, how drivers may
7 participate within this program?

8 Thanks again.

9 CHAIRPERSON JOLLY: So at this time
10 I'll ask if any of my other Advisory Council
11 members have any questions for this presenter.
12 And then Director Chrappah, I'll ask you to make
13 some final comments.

14 DIRECTOR CHRAPPAH: Thank you
15 Chairperson Jolly. Abebe, the grant program is a
16 competitive process. No grant program has been
17 cancelled.

18 What we do know is some times our
19 stakeholders have challenge or have a series of
20 challenges perhaps comprehending notices and
21 letters that were sent to them, or instructions
22 that they have to follow.

1 So, some of the things we've put in
2 place depend on our Client Services Department to
3 do an outreach. I don't know the specifics of
4 your particular application.

5 What I do know is, anybody who
6 received a denial letter, it was based off the
7 evaluation criteria, how much they scored, or
8 whether they not complete the requirements of the
9 application.

10 We also made it crystal clear that
11 drivers don't have to pay somebody to prepare an
12 application for them. However, it was on an
13 individual decision.

14 So, if you decided to pay somebody to
15 prepare your application for you, that is between
16 you and them. It is not a requirement.

17 The purpose of the rebates program,
18 which is -- which was another incentive to
19 drivers and owners on top of everything else that
20 was in place, was to give five thousand dollars
21 for taxi owners or drivers who choose to invest
22 in greener vehicles.

1 Most people who received, if not all,
2 who received a denial letter for what they didn't
3 qualify, also received pre-approval notice and
4 letter with instructions on how to apply for the
5 rebate program. Some did. Some didn't.

6 We know at least 27 people followed
7 the process and applied. So, they must have done
8 something right. And those who chose not to
9 apply, they made an individual decision.

10 The deadline for the rebate program I
11 believe was June 12. So, between the time to go
12 receive their notice to June 12, you would have
13 to figure out why you didn't apply.

14 And if you applied, I'm sure your name
15 would have been in the 27. I don't recall the
16 27 applicants off the top.

17 But, the Department's commitment to
18 helping vehicle owners or drivers, has not
19 changed. In fact, the Department has double
20 downed on our investments to help the industry.

21 That is one reason why even people who
22 didn't meet the qualification or people who

1 didn't have strong applications for any of the
2 Innovation Grant Programs, received a notice and
3 a letter about another opportunity that was
4 available to them.

5 So, if there is something more that
6 you think the Department should do, we are open
7 to suggestions. But what we will remain
8 steadfast on, is that we expect and we will hold
9 individuals and companies accountable to
10 standards that we put out there.

11 There's no such thing as cut me a
12 check. Because that's not the way the City
13 operates. There are rules that the Department
14 has to follow.

15 There are rules that must be abided by
16 to ensure that if we are giving funding to
17 individuals or companies with taxpayer dollars,
18 it is done appropriately.

19 MR. ZEWDU: Well, can I just say
20 something about it? First you mention about not
21 to pay any money for the application process.

22 But the reason why we go there is, we

1 are trying to avoid this rejection notice. We
2 are trying to just be online, no.

3 That's why we just looking for
4 professional applicant fillers, you know. And
5 also, if you remember the time when I spoke to
6 you, there was electric and wheelchair cars.

7 It was simply, and appropriately, and
8 fairly, based off my meter. That was my
9 complaint for you.

10 But you told me just forget about the
11 old car. Forget about this. Just apply there
12 for the grant money and buy a new car, and be on
13 the street. If you remember that.

14 So now, all of a sudden it comes to me
15 now, the electric cars and some wheelchair
16 vehicles if we -- I'm just telling you right now.

17 DIRECTOR CHRAPPAH: I think you're
18 conflicting different things. Your meter was
19 deactivated. And if I recall, it was because
20 your vehicle had aged out.

21 That is separate from grant
22 opportunities. And if I recall, you wanted to

1 know what the Department could do to help
2 individuals or owners who had aged out vehicles.

3 And I mentioned to you that there are
4 grant programs available. Now every grant
5 program has terms and conditions.

6 At no point did I or anybody from our
7 office say, you get a free pass. You get to go
8 buy another car. No.

9 The requirements have to be met. So,
10 you had an opportunity to replace your vehicle at
11 your own cost as long as it meets existing
12 regulations.

13 You had an opportunity to take
14 advantage of the rebate programs and subscribe to
15 the terms and conditions with it. You were
16 firmly, and still are firmly, in the driving
17 seat.

18 The choice is yours. Thank you.

19 MEMBER PATTERSON: Sorry, may I have
20 a question, sir? Just a question about the
21 confusion that you mentioned in your statement.

22 I guess this is a question for you and

1 also for the agency. What information did you
2 receive prior to, you know, filling out the grant
3 application?

4 Where there things like information
5 sessions available to you? Did it explain the
6 grant process and what would be in the
7 requirements?

8 MR. ZEWDU: You know, I just -- in
9 fact this is a good question. I just took the
10 word from Mr. Chrappah.

11 And when he just told me about the
12 grant program, we were mentioned about the
13 regular car. We were talking about the regular
14 car issue.

15 And then I took it just like, you
16 know, well, if I was like, everybody knows about
17 these dates because of, you know, our business
18 was -- is going down.

19 So, because of that, the City
20 government or the Department of For-Hire Vehicle,
21 they just made some kind of money to support the
22 drivers. I took it just like that.

1 And in fact, I told you before, we
2 tried, me and my friends, we tried to avoid this,
3 you know, unnecessary applications, you know.
4 And we tried to protect our application from the
5 denial.

6 And we go further. And we pay almost
7 eight hundred dollar, each of the -- each of us,
8 to apply that application to fill it for us.

9 MEMBER PATTERSON: Sure.

10 MR. ZEWDU: But, unfortunately, we
11 received denial notice.

12 MEMBER PATTERSON: And I'm sorry you
13 received that denial notice. But, I have, you
14 know, if we are to advise the Agency, perhaps
15 some more information on, you know, what are the
16 expectations that are in the grant process so
17 that you know what you're getting into when you,
18 you know, when you apply?

19 The Director and the Agency, and
20 they're doing their good faith to provide you
21 with the opportunities and what's available out
22 there. But, I wonder what is available to the

1 industry, the information on just -- on the grant
2 process? Because I'm not an expert.

3 DIRECTOR CHRAPPAH: Yes. A very good
4 question. A number of things. The resources
5 available is, quite frankly, incredible.

6 It is on our website in terms of the
7 requirements, the deadlines, FAQs, what to do and
8 what not to do. One example of what not to do,
9 is to pay somebody to secure a grant application.

10 An example of what not to do is to
11 say, just give me money because my business is
12 down. You know, we went as far as to even
13 provide templates that individuals can follow.

14 We provided an information session
15 about a grant on 4/20. We sent email notices out
16 about the grant programs. Our client services
17 department engage with drivers on a one on one
18 basis when they come to the service center to
19 understand their unique challenges, what they
20 need to do.

21 But, one thing that we are not able to
22 solve is the -- what I call herd behavior. Where

1 one driver hears something and they all decide to
2 do the same thing. In spite of the information
3 that is clear.

4 And that is a natural issue within the
5 industry. And we think one way of mitigating it,
6 because we cannot eliminate it, is to ensure the
7 messaging goes directly to the drivers, and we
8 provide additional support in terms of questions
9 and answers.

10 We've even gone as far as to simplify
11 the application process for the rebate. You have
12 to put in only, I think, seven distinct fields.
13 Your name, the address where the payment should
14 be sent, the VIN Number of the vehicle if you
15 have it, the PVI. Basic stuff.

16 So, fill out a form with about seven
17 to nine fields. Sign a grant agreement. And we
18 initiate a process to get a check to you.

19 So we can't lower the barriers any
20 further then that. Or else, it will be
21 irresponsible on the government side.

22 MEMBER MOSES: So. I appreciate the

1 comments of the Director and Mr. Zewdu. Thank
2 you for bringing your concerns to us.

3 I have some experience with running
4 grant programs. Not as the primary activity of
5 the organizations that I've run, but as a
6 supplementary activity. Which just sounds like
7 is the same case here for the Department.

8 Any time anyone puts forth their
9 effort and gets their hopes up about potentially
10 benefitting financially from a grant program,
11 it's going to be disappointing when you're not
12 successful.

13 The Department, I assume, has a very
14 limited set of funds for grants. And there are
15 probably way more applicants than there are funds
16 to provide satisfaction to those applicants.

17 So, what I would say is, and a thing
18 that I've done in the past, and our agency has
19 been to, if necessary, to have those information
20 sessions. Which it sounds like you have, and
21 FAQs and information that's available on line.

22 But it might be to the extent that you

1 have the bandwidth on the staff side, for someone
2 to sit down with an applicant like this. And to
3 explain if there are ways that the application
4 could have been improved.

5 Or if there is something that was
6 outside of the guidelines. Or was not fitting.
7 If there are particular reasons.

8 Now, sometimes the reason will just
9 be, we had a hundred applicants for X number of
10 dollars. And we simply could not satisfy the
11 demand.

12 And that doesn't mean that you
13 shouldn't apply in the future. It does sound
14 like it means that you should not pay someone to
15 help you to apply in the future. Because it
16 doesn't sound like that's necessary in order to
17 put forward an application that will meet the
18 guidelines and will qualify.

19 And so, I think the -- I think what
20 you hear from the Director is a concern about
21 drivers like yourself and others being preyed
22 upon by people who might say to you, we can

1 ensure that you get a grant if you allow -- if
2 you pay us to put forward your application.

3 And that happens across the board in
4 many different forms. But it doesn't sound like
5 that's necessary in order for you to be
6 potentially successful.

7 You may have to be persistent. You
8 may have to apply a number of times. But, you
9 know, thank you for the effort you put forward.

10 I know it's disappointing. But, there
11 is a balance that has to go on between limited
12 funds, probably unlimited demand, and how those
13 things come together.

14 So, if at all possible, perhaps
15 someone on the staff can meet with this gentleman
16 and go over his application. And if there are
17 some tips that can be applied.

18 But, I would ask for your patients and
19 understanding about the balance the Department
20 also has to seek in trying to provide this kind
21 of support.

22 CHAIRMAN JOLLY: Thank you. I think

1 -- oh, go ahead.

2 (Off record comments)

3 MEMBER THOMAS: I just wanted to kind
4 of chime in on that note as well. I do have
5 experience managing grants for the Federal
6 Government as well as D.C. Government.

7 And so as a project officer, I'm
8 familiar with, you know, the stipulations and
9 just how grant applications have to be processed
10 and reviewed and scored and et cetera. So, it's
11 very important to know that, you know, when
12 you're answering criteria or that you're very
13 specific in what you're applying for.

14 But, I was going to make a suggestion
15 that moving forward, like if the Department is
16 moving towards grant, you know, applications, or
17 grant funded programs that perhaps from an
18 educational perspective we could hold like some
19 trainings or just guidance with how to respond to
20 grants. Or to our phase.

21 If you've never responded to one, it
22 is a very difficult task. And again, it's, you

1 know, if you are paying someone to do it, they
2 may not have the knowledge or the information to
3 be able to prepare it in a way that you could
4 win.

5 So, I would just propose that to the
6 Council as an idea moving forward to be able to
7 educate drivers on how to, you know, how to apply
8 for grants. And I'd be happy to assist with
9 that.

10 CHAIRPERSON JOLLY: Okay. Mr. Abebe,
11 so, you've got -- we've had a lot of dialog about
12 this.

13 So, one thing that I heard, it sounds
14 like your rejection doesn't mean that there's no
15 alternative. Correct?

16 DIRECTOR CHRAPPAH: That's correct.

17 CHAIRPERSON JOLLY: So, and I don't
18 want to get to into of it because for privacy
19 issues. But, so there's going to be some follow
20 up for you, sir, okay.

21 Who's next? Ms. Mixon? Oh, go ahead.

22 DIRECTOR CHRAPPAH: Yes I want to

1 address two things here for others who may be
2 listening as well. And also to Abebe.

3 You received an offer for the rebate
4 program. You did. It was standard. Anybody who
5 received a letter received the rebate offer.

6 By not taking advantage of the rebate
7 offer, you have to blame yourself. This is not
8 about DFHV or the government.

9 Yes, you got a denial letter for the
10 application you put in. But you received an
11 offer for five thousand dollars. You didn't take
12 advantage of it.

13 MR. ZEWDU: Not anything comes of it.

14 DIRECTOR CHRAPPAH: It's for electric
15 and hybrid electric vehicle. If that is not what
16 you're interested in, then there's nothing from
17 the Department.

18 So, we have to be clear. Because
19 sometimes people want grant funding for things
20 that are not within the scope of the grants.

21 If that's not what you're interested
22 in, then there's not a specific resource to

1 assist you.

2 For the others, we are going to be
3 launching a resource center for drivers and
4 companies and our customers, who will be
5 operating two days in addition -- two days a week
6 for two hours each, or on a Saturday for four
7 hours, to assist drivers with whatever issue they
8 have.

9 Completing an application, submitting
10 a form. Whatever it is. That, in addition to
11 information sessions and training sessions, will
12 reflect our ongoing commitment.

13 Where it will stop, is where people
14 have to make a decision and accept the
15 consequences of their decision. Because as they
16 say, you can lead a horse to the river, but you
17 can't force it to drink.

18 So, if you are counting on the
19 Department to get some financial incentive, yes,
20 we have rebate financial incentives that we'll
21 continue to support. Wheelchair accessible
22 vehicles, incentives for certain types of

1 behavior, incentives for certain types of
2 vehicles.

3 But, if you're not interested in any
4 of those, then there's very little that we can do
5 to help.

6 CHAIRPERSON JOLLY: Ms. Nixon?

7 SECRETARY MIXON: And then thank you
8 for your statement. And if you will still state
9 your name and spell it for the court reporter,
10 please.

11 MR. DAGNEW: Good afternoon. My name
12 is Dawit Dagnew, a District resident and a taxi
13 driver.

14 In the past few years there have been
15 many changes in the taxi cab industry that has
16 resulted in a loss of review for drivers,
17 decreased number of the street wells, and
18 overwhelming competition from Uber, Lyft, and et
19 cetera.

20 Drivers' frustration is at all time
21 high. And we do not see any successful pathway
22 forward. Drivers are beginning to organize in an

1 effort to survive.

2 And we disparately need the Department
3 For-Hire Vehicles to work with us in an open and
4 transparent manner to solve the variety of
5 problems that we face. And to come up with
6 innovative ideas to level the playing field
7 somewhat for taxi drivers.

8 Taxi drivers understand that we must
9 compete for business. And we also understand
10 that the industry is changing. And we need to
11 understand where we fit in.

12 Today I would like to outline some
13 issues that we face. And secure assistance in
14 working together to solve these issues.

15 Number one, taxi drivers are spending
16 too much time in this facility conducting
17 business. And we can -- and we are suggesting
18 that a lot of the drivers' services to be
19 decentralized and automated.

20 We further suggest that the -- you
21 continue to roll back fees that impose on the
22 driver. Such as fiscally new administrative fee,

1 tags, and so forth.

2 Number two, taxi drivers would like to
3 understand why there is such a disparity of the
4 tickets written by hack inspectors on taxis, but
5 not for Uber and Lyft.

6 Number three, we taxi drivers would
7 like to know the status of the taxi app. And
8 have hard dates for release to gain a clear
9 understanding of the benefit of the app. We
10 disparately need this app for our success.

11 Number four, I repeat Mr. Abebe's.
12 Recently, there was a grant program that was
13 announced. And many drivers were told that they
14 qualified for a grant.

15 The grant was a great idea. And we
16 thought that this would be our opportunity to
17 obtain critical fundings for -- to offset the
18 high operating cost of our taxis and to implement
19 innovation.

20 What we found out was that our over 65
21 applications were rejected. We also found out
22 there's a 100, over 100 drivers of electric

1 vehicles submitted grant applications, and they
2 too were rejected.

3 While the electric drivers were
4 offered the rebate, we know that none of the
5 electric drivers have accepted the rebate. This
6 program would have been a great innovative
7 incentive for struggling drivers.

8 And we would like to find out the
9 status of the grant program. And if we are still
10 eligible.

11 I have spent a lot of time over the
12 past few weeks and months organizing a group of
13 drivers that now took on approximately 65
14 drivers.

15 My goal is to make sure that drivers
16 are informed about the new changes in the
17 regulations. And to work together for our
18 survival.

19 I would like to ask the members of the
20 Advisory Board to meet with myself and
21 representative of my group. So that we can
22 continue to provide you with ideas for the

1 Department.

2 Finally, I'm hopeful that if we work
3 together, we can begin to solve some of the
4 issues that I have addressed today. But there
5 are many other issues as well.

6 I respectfully ask that we begin
7 working together. Because if we don't, the taxi
8 cab industry will continue to decline. And
9 drivers will continue to go out of business.

10 Thank you.

11 CHAIRPERSON JOLLY: Thank you. Any
12 questions from Advisory?

13 DIRECTOR CHRAPPAH: Yes. We thank you
14 for your many statements.

15 We've had a history of working
16 together on a number of different topics, from
17 Xclass to enforcement and all of that. And I
18 expect that relationship to continue.

19 Two things to get some context behind
20 some of the questions or suggestions. The first
21 one about decentralizing driver services.

22 Could you tell me what else can be

1 done in addition to giving drivers the online
2 portal? As you know, we rolled out a portal for
3 drivers or companies to initiate their licensing
4 transactions online.

5 What else should be done in addition
6 to that? To sort of like, you know, reduce the
7 need for drivers to come here physically?

8 MR. DAGNEW: Thank you. Drivers
9 services, we know what these are for the most
10 part.

11 So, any government agencies these
12 days, they have alternative application online.
13 Such as renew my fees. Where do I have to come
14 to pay. Renew my fees here.

15 If I can submit my application and
16 keep me in my car. This business is not good no
17 more. So don't bring me here. Let me sit and
18 struggle in my car.

19 Give us an opportunity to do things
20 online. For example, just recent I have to -- we
21 have this meter.

22 A lot of cab drivers' meters have been

1 shut off often time for various reasons. Expired
2 fees, expired drivers' license, anything.
3 Anything or information.

4 So would that be possible to contact
5 the driver through his email? Of course we have
6 everybody's email now in the database. Or at
7 least address or phone numbers.

8 And instead of just shutting it off
9 from here and bringing the driver all the way
10 here to solve it, would it be possible
11 electronically to connect him through his email?
12 Or even a phone call? Or even send him at his
13 address, whatever concern or outstanding issue
14 that he may have.

15 Instead of bringing him all the way --
16 shutting him off and bringing him all the way
17 here for no reason. And that's what I'm
18 outlining for, sir.

19 DIRECTOR CHRAPPAH: So today, any
20 driver can go to the business portal and see
21 information the Department has about them. What
22 else needs to be done on top of that?

1 That's what I'm asking. Because there
2 are online forms for drivers to initiate the
3 avenues.

4 So, what else needs to be done on top
5 of that? That's what I'm trying to understand.

6 MR. DAGNEW: Submitting application
7 online. And instead of me bringing a hard copy,
8 for example, if I wanted to renew my driver's
9 license, I just simply apply online to DMV.

10 They will mail my driver's license
11 without me going to downtown. Right?

12 DIRECTOR CHRAPPAH: So the current
13 online application, where you log in securely.
14 I'm not talking about pdf. Today on our website,
15 you can click on a link. Put in your secure
16 credentials, and see information about your
17 vehicle and your license.

18 MR. DAGNEW: So, probably --

19 DIRECTOR CHRAPPAH: So, what is needed
20 then? More training for drivers to use that
21 system?

22 Or there's something missing here that

1 I'm trying to get to. Because this has been
2 rolled out for months now.

3 Drivers were notified through
4 townhalls, newsletter, community events, that
5 this functionality is available. And we're going
6 to build more on top of that.

7 So, if people still feel that they
8 have to come here in person when there's an
9 online application, is it more about reinforcing
10 that message? And perhaps maybe it is just a
11 function of time that people will get to this.

12 MR. DAGNEW: Probably you're right.
13 Maybe if I am misinformed a little bit. Because
14 I haven't seen or maybe I'm a little behind --

15 DIRECTOR CHRAPPAH: Okay.

16 MR. DAGNEW: With the new idea or the
17 secured log in process.

18 DIRECTOR CHRAPPAH: Okay. Okay.

19 MR. DAGNEW: If I don't hear it,
20 probably most of the drivers don't hear it.

21 DIRECTOR CHRAPPAH: Okay. Okay.

22 MR. DAGNEW: I think I am more

1 connected. So, maybe that needs to be released
2 more over and over. So at least people to hear
3 that across the board.

4 DIRECTOR CHRAPPAH: So why don't we do
5 this. Let's partner. Because once the resource
6 center is opened, --

7 MR. DAGNEW: Okay.

8 DIRECTOR CHRAPPAH: We will go over
9 all these resources that are available to people
10 already.

11 MR. DAGNEW: Okay.

12 DIRECTOR CHRAPPAH: That's nothing
13 new. And then drive adoption. Same with the
14 idea about this proportion of more tickets being
15 issued to taxi drivers versus other for-hire
16 drivers.

17 Because what we hear also from Uber
18 drivers or Lyft drivers, or Black Car drivers is,
19 you've given us all the tickets. And you don't
20 give tickets to taxis.

21 You know so, everybody says they're
22 the only ones getting the tickets. But, when you

1 go to our website, there's a dashboard that shows
2 tickets issued, not just by our enforcement
3 group, but you can also find tickets that other
4 agencies have issued, at our website.

5 So, there's a bit of a disconnect
6 between facts and reality. And that is where
7 perhaps you could help in getting the message
8 across.

9 Because for example, I have not come
10 across any ticket issued for somebody with regard
11 to a manifest. Because we know with digital
12 systems, electronic manifests are just there.

13 We've taken a different look at what
14 is defined as loitering. Enforcement has been
15 retrained. We have a very different enforcement
16 policy.

17 There are a lot more warnings. In
18 fact, over three hundred warnings have issued
19 this year, instead of tickets.

20 So, there's been tremendous progress
21 in helping people adapt to this new environment.
22 And sometimes it feels a bit weird when the facts

1 such as something else. But, others have a
2 different opinion.

3 So, let's figure out ways we can
4 partner to get a message out there. And unearth
5 the real opportunities for improvement so that we
6 can devote our government resources effectively
7 in doing that.

8 CHAIRPERSON JOLLY: All right. Any
9 other questions from any other members? Jason?
10 I say Jason first.

11 MEMBER ARVANITES: I just wanted to
12 ask a quick question about your second point. As
13 someone who is representative of a, you know,
14 competitor with Uber and Lyft, I'm just wondering
15 what kind of tickets you're talking about when
16 you say that there's a disparity?

17 What tickets -- I'm just trying to
18 understand what tickets you think you're getting?
19 But, drivers of Uber and Lyft would not be.

20 MR. DAGNEW: A good question. A
21 simple example, Union Station is my usual drop
22 off. At least all cab drivers at least once will

1 get to Union Station.

2 You drop a passenger. You go all the
3 way -- all the way around Union Station to get in
4 line. Which is a very long line, if you're out
5 in the tail, I bet you will get a ticket.

6 Uber, you just drop the passenger
7 there. Right there you can pick up passengers.
8 Do you see the difference?

9 They don't even have to go or
10 anything. Just drop the passenger, pull over to
11 the curb, and pick up passenger.

12 That much is a difference of what
13 we're talking about. Cab driver, once he drop
14 passenger, he has to go all the way around the
15 block and sit at least 45 minutes to an hour
16 before he pick up passenger.

17 If he's in a tem -- if he's outside of
18 the line, enforcement with cab drivers continue,
19 he's going to be blocked from both sides. Not
20 even give you a chance to go and hide. And give
21 you a ticket.

22 Uber and Lyft, I don't know what it

1 is. If you drop a passenger, right where you
2 are, you can stand there and pick up passenger.
3 That's what I'm saying.

4 They have what's called loitering. We
5 are getting ticket for loitering. They're not
6 loitering.

7 MEMBER THOMAS: So -- okay. So, a
8 couple of things there. I mean one, Uber, Lyft,
9 Via are digital dispatch companies.

10 So, the way that their software or --
11 like I'm a Lyft driver. So the way that our
12 software, like there aren't any guidelines that
13 restrict us.

14 Like the agency wouldn't restrict me
15 as a driver from being able to pick up a request.
16 And in fact, it's more efficient if I'm at Union
17 Station and a request comes in, and I can pick up
18 a passenger.

19 Versus having to go all the way
20 around. You know, that's different. Because
21 it's digital dispatch. So the system's built to
22 increase efficiency.

1 I would think that once the, you know,
2 the taxi cabs move to more digital dispatch,
3 that's something that perhaps could be built into
4 that system as well. I don't know enough about
5 it.

6 But, you know, I mean, I understand
7 that that, you know, that that could be a
8 concern. Because yes, we don't have to wait. We
9 can pick up.

10 I mean, in fact a lot of times with
11 Uber, you're queued with a passenger before you
12 even drop off the one that's in your car for
13 efficiency. That increases your down time and
14 increases, you know, waits.

15 And from what I understand, just from
16 reading about this new software that the digital
17 taxi dispatch service, maybe that's something
18 that can be added in.

19 I also want to make a comment as to
20 the enforcement. I know that -- I don't know
21 what the records will be, but I'm sure MPD, I've
22 seen in the U Street corridor as well as other

1 high trafficking areas where MPD does issue
2 citations to rideshare drivers.

3 I know the airport certainly does it.
4 That's not under -- I mean, that's in Virginia.

5 But, I think there's a misconception
6 that for certain traffic guidelines or even for a
7 hack inspector, there's certain things that an
8 Uber and Lyft, you know, Uber, Lyft, or Via
9 driver, that we have to adhere to. That we can
10 be cited for.

11 I've never been cited. But I've been
12 close to being issued a citation for something.

13 That for example, I would like to see,
14 I know a lot of taxi drivers mention this, that I
15 think it's a law that taxi cabs can't let a
16 passenger out on the left side. Like, if they're
17 in the middle of the street, or the person in the
18 back next to the curb, you know, they need to get
19 out curbside for safety.

20 That actually, I've never heard of any
21 instances where a rideshare driver has been cited
22 for that, issued a ticket. I see it a lot. It's

1 very unsafe.

2 So I will say that's a good example to
3 bring forth to say that. And you know, I'm
4 speaking for myself. You know, because I also
5 when I drop people off, I'm like hey no. You
6 can't get out on that side, for safety.

7 But, I just want to make it perfectly
8 clear that we as rideshare drivers, we face not
9 the same type of, you know, penalties or, you
10 know, the rules are a little different.

11 But we -- but they do, and maybe the
12 Director can speak to that, they have issued
13 citations to rideshare drivers. And we're
14 subject to following laws just as, you know, any
15 for-hire vehicle operator.

16 MR. DAGNEW: Well, in my testimony I
17 have mentioned about leveling the playing field.
18 Level the playing field for both of our, for taxi
19 and for share riding.

20 Here's an example. As example, maybe
21 the gentleman can help me. He's from share
22 riding.

1 The District cab drivers cannot go
2 across the board and pick up passengers where
3 they're from Virginia or Maryland. The same goes
4 for Virginia and Maryland.

5 They can't come and pick up passenger
6 unless they have a call when they in fact are on
7 their perspective jurisdiction. I am not against
8 Uber picking up or Lyft picking up a fair from
9 Washington. I'm not.

10 They have to have a District tag is
11 what I'm asking. I can't go to Virginia and pick
12 up. So why is Uber in Virginia, Maryland,
13 Chicago, Dallas, Boston, all kinds of tags are
14 coming to pick up a fair from D.C.?

15 Is it a fair playing field? This what
16 I'm asking. Everybody can come. West Virginia.
17 I have a Cadillac and can show you pictures.

18 All kinds of tags are in Washington
19 sitting around pickup up passengers. Do you know
20 how much traffic is in Washington in recent
21 years?

22 Have you ever followed up with traffic

1 in Washington? It's all because more than half
2 of the street is occupied by Uber, or Lyft or
3 somebody else.

4 So there is -- what I'm asking is
5 level the playing field. Just level the playing
6 field. That's what I'm asking.

7 MEMBER ARVANITES: Yes. I have a
8 couple thoughts for you. Just one thing on the
9 disparity of tickets.

10 You know, to be perfectly honest, I'm
11 not familiar with all the regulations for the
12 taxi cab drivers. But I know that people who work
13 on our platform are subject to, you know, all of
14 the laws that most people are.

15 And so, if they are doing something
16 illegal and they get ticketed, you know, that's
17 sort of like the decision of the hack inspector
18 or the cop on the beat that would be doing that.

19 I do know that there are some
20 instances where our drivers are not allowed, our
21 driver partners. For example, I was working with
22 the Department of Transportation on some things,

1 and I know that they have certain taxi cab stands
2 where like, we'll get ticketed if we park there.

3 Or we have our driver partners wait
4 there. But -- because we're just now allowed.
5 Whereas, I think you would be.

6 To your point around -- so I guess
7 just to reinforce that. Like, we're subject to
8 all the laws that a citizen, partners are subject
9 to.

10 And then there's some places we're not
11 allowed where you guys are able to go. To your
12 point around having to go circle and be partnered
13 around Union Station, I think the big difference
14 there is that we won't dispatch a driver partner
15 to Union Station until there's a ride for them.

16 So there's just the way that we pool
17 and queue the demand is, I think, fundamentally
18 different because of the digital situation.
19 Like, we wouldn't have somebody wait outside
20 there for 45 minutes, because they just won't go
21 until someone requested a ride.

22 So, I think that's part of why you

1 might end up sitting there for a while. Whereas
2 that wouldn't happen to -- or it's less likely to
3 happen to somebody on the Uber/Lyft platform.

4 And then for the question around the
5 tags. I can only tell you what I know. But, I
6 know that we're, you know, very strict
7 regulations.

8 We can't have people on our platform
9 that don't have a tag from Maryland, Virginia or
10 the District of Columbia. So --

11 MR. DAGNEW: You don't?

12 MEMBER ARVANITES: Yes. That's not
13 something that we can do. We can't operate -- we
14 can't allow any driver partner on our platform
15 that doesn't have a Maryland, District of
16 Columbia, or Virginia tag.

17 And if we do, and we get caught, like
18 that's a really bad problem for us. So, I don't
19 know what information you have.

20 But I can tell you from my perspective
21 as an operator of one of these businesses, and I
22 don't know why it would be any different for Uber

1 or Lyft. I think they're subject to the same
2 regulations that we are.

3 So, if somebody is doing that, that is
4 -- it's certainly not legal. And if that was
5 something that they were to be caught for, I know
6 that I would get in a lot of trouble for that.

7 MR. DAGNEW: Okay.

8 MEMBER THOMAS: And let me raise one
9 more quick point about perhaps what you might see
10 with out of state vehicles. I can't qualify
11 this.

12 But, I know that Uber -- I know that
13 Lyft and Uber both have rental vehicle programs.
14 All of the Lyft vehicles are registered in
15 Virginia or Maryland, depending on how they're --
16 you know, what driver.

17 But, I have seen Uber uses, I think,
18 Enterprise. And so with Enterprise or Hertz,
19 keep in mind that vehicles that are rented
20 through those companies, I mean, you've seen
21 them, that they -- I saw one the other day that
22 had New Jersey plates.

1 So, they get these vehicles -- there's
2 a fleet of vehicles. And it's based -- they
3 assign them based on availability.

4 And so, it's not guaranteed that a
5 rental vehicle is always going to have a D.C.,
6 Maryland, or Virginia plate. But, if that
7 vehicle, if Uber has an agreement to be able to
8 rent those vehicles out and operate, those out of
9 state plates, from my understanding, it is -- I
10 mean, it's okay. Because it's part of the --
11 they have that agreement.

12 But, if I had my personal vehicle, and
13 it was New Jersey plates, I couldn't operate.
14 So, I wanted to make that distinction.

15 MR. DAGNEW: That was -- oh wait, go
16 ahead.

17 MEMBER SCHAEFFER: Thank you. I just
18 wanted to chime in on the app. You asked about
19 the app.

20 And I just want you to help me let
21 drivers know that it is working now. There are
22 trips on it daily.

1 Starting Monday, the 19th, it just
2 passed, the vehicle on demand grant went in
3 effect. And there are going to be 57 thousand
4 dollars worth of trips on the app where agencies
5 in the District are riding daily under contract.

6 They can get the app downloaded at the
7 company. Anybody who wants to come by Benning
8 Road, it's on two locations showing how to use
9 it.

10 There's people that will help you
11 download it on your device. There's only about
12 24 hundred drivers who have it downloaded thus
13 far. And no more than 350 at any time have been
14 logged in.

15 So, I encourage you to please get the
16 word out to download the app. Monitor the app.
17 Look for trips. Because it is in reality now,
18 working.

19 So we need to accommodate it. And
20 respond to those trips.

21 MR. DAGNEW: Oh, great. That's a good
22 you mentioned that.

1 MEMBER SCHAEFFER: Thank you.

2 MR. DAGNEW: Is that the same app you
3 talked about in the District?

4 MEMBER SCHAEFFER: The same app. Yes.

5 MR. DAGNEW: Okay. Thank you.

6 CHAIRPERSON JOLLY: Dawit, I just
7 wanted to say, continue to do good in organizing
8 the drivers. I see you're starting to organize
9 the drivers.

10 And over the last few years, I've
11 mentioned, you know, publically that I think
12 drivers should get better organized. So,
13 continue to do so.

14 And we'll be following up directly
15 with you as well on these issues.

16 MR. DAGNEW: All right. Thank you.

17 CHAIRPERSON JOLLY: Thank you.

18 Anybody else? Okay, sir?

19 SECRETARY MIXON: Thank you and if you
20 could say and state your name for the court
21 reporter, please.

22 MR. AYELE: My name is Girmachew.

1 Good afternoon Mr. Chairman and Board Members and
2 deal colleagues.

3 My point goes around what Mr. Abebe
4 said already. I would like to add quite a few
5 points on it.

6 It's the same thing. But, I want to
7 start my part on behalf of many applicants and
8 drivers.

9 Today I would like to ask that you
10 help us develop an action plan that provides
11 assistance to taxi drivers frustrated by the lack
12 of opportunity in our industry. We believe that
13 taxis would always be needed in large cities
14 throughout the United States.

15 However, We understand that the amount
16 of taxis is decreasing due to competition. But,
17 we rely on the Department of For-Hire Vehicles to
18 help us figure out where taxis fit in.

19 We pay 25 cents fee and other various
20 related fees to this Department as required by
21 the regulation. We are always there to serve the
22 public at best.

1 We expect that if the fees decrease as
2 they are now, not only we, the hard working cab
3 drivers, but also the Department of For-Hire
4 Vehicle will lose tremendous driven what is left.

5 Wouldn't it be a better idea to find
6 different ways to generate more revenue to this
7 Department as well as come up with a better
8 solution to assist the drivers under this
9 hardship and a descent wage, stay in business,
10 and be productive? Then out of business and a
11 burden on the society?

12 I would like to thank this Advisory
13 Board for the opportunity given to speak to you
14 about different issues in this -- in our case.
15 Especially about the hardship assistance grant
16 program that many of us applied for.

17 We sacrificed financially as well as
18 emotionally, and recently submitted a hardship
19 assistance grant application hoping it will bring
20 the best outcome to satisfy our burning demand.

21 However, we are so saddened when we
22 saw an email with the -- with an adverse news.

1 Your application is declined.

2 Respectfully, that was not what we,
3 the hard working applicants, were expecting it to
4 be. The objective of the case for our
5 application is clearly stated on each of our
6 grant applicants.

7 And we believe our wisely spent time
8 and hardly earned money should not be
9 disregarded. We work hard and strive for the
10 best dealing with the almost out of hand
11 showings.

12 We kindly ask for your timely
13 assistance, which is so crucial to us. We keep
14 striving to serve the public and hope to stay in
15 business.

16 We feel optimistic that this sad news
17 will duly be reconsidered again. And ask for it
18 to come up with a better way which would satisfy
19 our case and put us in a better position.

20 We believe we deserve what we're
21 asking for. Last but not least, we would like
22 you to set up a meeting date and time to further

1 discuss about this issue.

2 We thank you in advance for all your
3 efforts in making this happen.

4 CHAIRPERSON JOLLY: Thank you. Any
5 questions from my fellow members on the Advisory
6 Board?

7 DIRECTOR CHRAPPAH: I'm looking at the
8 names on the bottom. I recognize at least Dawit.
9 And I may have missed. Are you Girmachew or Mr.
10 Collatte (phonetic)?

11 MR. AYELE: Girmachew.

12 DIRECTOR CHRAPPAH: Girmachew.

13 MR. AYELE: Third there.

14 DIRECTOR CHRAPPAH: Okay. Okay, I
15 want to make sure I call you by your name, --

16 MR. AYELE: Yes, sir.

17 DIRECTOR CHRAPPAH: Mr. Girmachew.
18 Thank you for taking the time really to share
19 with us how you feel about a number of different
20 issues.

21 It's important for us to have that
22 open communication where we hear how you feel

1 about things. And I think this is a step in the
2 right direction.

3 Let me clarify a couple of things for
4 the record. And then we'll go into some
5 specifics.

6 Drivers don't pay 25 cents fee to the
7 Department of For-Hire Vehicles. No driver pays
8 that. That is a fee that riders pay.

9 For some interesting reason drivers
10 think they pay that fee. No. You don't pay the
11 passenger surcharge. Riders pay that.

12 When the previous rate structure that
13 was in effect was implemented, drivers actually
14 got an extra 25 cents on top of the flag drop.
15 So drivers are getting 25 cents per trip.

16 Passengers are paying 25 cents. That
17 goes into the passenger surcharge. So that's
18 something I want to make sure is corrected for
19 the record.

20 Secondly, the information session held
21 up on the grant was not 4/20. It's 4/21. I
22 received a message from my staff to put the

1 correct date out.

2 There's a set of opportunities
3 available for drivers today to make money. One
4 is what Mr. Schaeffer mentioned about the vehicle
5 on demands program.

6 So yes, business is slow for taxis.
7 But we've invested our grant funding to provide
8 trips to the industry. Vehicle on demand, they
9 are trips out there. Up to 50 thousand dollars
10 in trips.

11 So, I ask, okay, you want business?
12 That's one revenue stream. It requires you to be
13 logged into the app so that when a passenger
14 request a trip, you are more likely to get it.

15 Secondly, there is about 50 thousand
16 dollars worth of trips also from the school
17 transportation program. So that is yet another
18 opportunity for people go get business.

19 There is also about 50 thousand
20 dollars, and these number have to be checked on.
21 Of trips from the non-emergency medical
22 transportation.

1 So again, drivers will have to make
2 themselves available to leverage these
3 opportunities. Then there is the shared rides
4 program which drivers can participate in once
5 they convert to the digital taxi solution.

6 So the Department will continue
7 efforts to bring more trips not only to taxis,
8 but into the vehicle for-hire ecosystem in
9 general. But, we need drivers to step up and
10 take advantage of those opportunities.

11 When it comes to hardship assistance,
12 we evaluate different ways that we can help. We
13 think we're already helping by bringing trips
14 into the industry.

15 There maybe more creative ways. And
16 we'll make sure that an appointment is scheduled
17 so that we can hear specific ideas that you have
18 so that we can continue to help those who remain
19 committed to providing service.

20 Is there anything else that you think
21 we should do differently?

22 MR. AYELE: Well, I was thinking since

1 this is kind of general meeting, --

2 DIRECTOR CHRAPPAH: Yes, yes, yes?

3 MR. AYELE: If there would be a
4 possibility that we can, like I had -- because we
5 requested in my statement, if we could have sort
6 of special time, you know down.

7 DIRECTOR CHRAPPAH: Okay.

8 MR. AYELE: Only for our talk that we
9 can go over and discuss and maybe find, you
10 never, never know a better way that we can be
11 assisted. That our hardship instead of becoming
12 not annoyed, you know.

13 DIRECTOR CHRAPPAH: Okay.

14 MR. AYELE: Something possible might
15 come up with it if we, you know, possibly have a
16 meeting with you or with your colleagues, you
17 know.

18 DIRECTOR CHRAPPAH: Let me get --

19 MR. AYELE: I know -- I know you said
20 the fund is special -- specifically for electric
21 and X,Y,Z, the five things that you mentioned.

22 But, we -- me and my coworkers, we're

1 optimistic that there would be a way to go around
2 it. You know, to assist us or to come up with a
3 better outcome to help us.

4 DIRECTOR CHRAPPAH: Okay.

5 MR. AYELE: You know, tackle our issue
6 and our question.

7 DIRECTOR CHRAPPAH: Okay. Well said.
8 I think we can work to get him an appointment.
9 That shouldn't be a problem.

10 CHAIRPERSON JOLLY: Any other
11 comments? Mr. Girmachew, thank you very much.

12 So, the Director has concurred that
13 we'll set up a meeting.

14 MR. AYELE: Yes. Thank you.

15 CHAIRPERSON JOLLY: And I do note that
16 you're part of Dawit's group. So, that is good.

17 So I would assume that you all will be
18 speaking also on behalf of about the 65 people
19 that you have that you're representing.

20 So, thank you very much.

21 MR. AYELE: Thank you.

22 CHAIRPERSON JOLLY: Thank you. Is

1 there anybody else?

2 (No response)

3 CHAIRPERSON JOLLY: Any final comments
4 from the Advisory Members?

5 (No response)

6 CHAIRPERSON JOLLY: No? So, I would
7 just wrap up and say that we've -- the quality of
8 the presentations were very good.

9 Thank you very much for everybody
10 preparing your written statements. This is very
11 helpful in us understanding exactly what you're
12 presenting.

13 There were a couple of requests for
14 meetings. And I think everybody agrees that Mr.
15 Chrappah and myself will work together to set up
16 those meetings.

17 And then there are a couple of follow
18 up issues that are in here as well. And I guess
19 if there are no other concerns, you know, I hope
20 everybody feels that what you presented and what
21 you asked, you know, we got it. We heard it. We
22 understand it. And we're going to follow up on

1 it.

2 And Dawit, I mean, I know you. I see
3 you all the time. So, you know, I'll make sure
4 that everything you've asked is followed up on.

5 Just for the record everybody, I drink
6 coffee at a certain 7-Eleven. And he's there
7 every morning. We drink coffee together at the
8 7-Eleven.

9 So, if I don't do what he asks me to
10 do, I've got to hear it in the morning for
11 coffee. And that's not a good thing.

12 But anyway, on that note, this meeting
13 is adjourned. Thank you for coming.

14 (Whereupon, the above-entitled matter
15 went off the record at 2:29 p.m.)

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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: Council Meeting

Before: DC Dept. of For-Hire Vehicles

Date: 06-22-17

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

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GOVERNMENT OF THE DISTRICT OF COLUMBIA

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DEPARTMENT OF FOR-HIRE VEHICLES

+ + + + +

FOR-HIRE VEHICLE ADVISORY COUNCIL MEETING

+ + + + +

WEDNESDAY

OCTOBER 18, 2017

+ + + + +

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

MEMBERS PRESENT:

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

STAFF PRESENT:

JUANDA MIXON, SECRETARY TO THE COUNCIL
JONATHAN THORNTON, STAFF IT SPECIALIST
GERARD BENJAMIN, STAFF IT SPECIALIST

C-O-N-T-E-N-T-S

Call to Order. 3

Moment of Silence. 3

Recap on Agency and Industry Activities. 4

Recommendations for DFHV19

Public Comment Period.38

Adjournment.75

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

2 (10:17 a.m.)

3 CHAIRPERSON JOLLY: Good morning. I
4 would like to call this meeting to order. The
5 time is 10:14. We're at 2235 Shannon Place,
6 Southeast. We're in the conference room on the
7 second floor.

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

12 (Moment of silence)

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

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

22 DIRECTOR CHRAPPAH: Thank you,

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

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

12 It is a --

13 (Applause)

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

21 Historically technology has been a
22 barrier in the industry. And now it is a moving

1 force in creating new opportunities. So this is
2 kudos to not only the members of the public who
3 engaged with us in having robust conversations
4 and REVICO, but also industry stakeholders and
5 now more importantly the For-Hire Advisory
6 Council that bring different perspectives in
7 shaping our policies and our regulations.

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

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

18 Union Station, as you all know, is one
19 of the most frequented or the heavy trafficked
20 area in terms of our passenger ride volume and
21 also for activity. And when we started the
22 electrification of the taxi program some time

1 back one of the things we learned was that there
2 was an opportunity to expand the charging
3 infrastructure.

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

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

18 So now we are looking at the ability
19 for people to get electronic receipts, the
20 ability for the public to be able to get lower
21 rates by sharing a ride. We now have the ability
22 to offer different sorts of available or

1 opportunities for drivers to boost their income.

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

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

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

20 Grants enabled drivers to get tablets,
21 smartphones, and other technologies to transform
22 their business and also convert into the digital

1 taxi platform. Our grants enabled residents who
2 have a need to get treatments whether they're
3 consultation or something else, have more
4 affordable options.

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

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

19 No other jurisdiction within striking
20 distance has made this type of commitment to the
21 for-hire vehicle industry. And it's our position
22 that transportation as a service today is much

1 closer to reality than ever before.

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

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

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

21 That concludes my summary of the
22 activities of the Agency and the Council as well.

1 Thank you.

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

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

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

16 And I will just make this comment that
17 2000, the FY 2018 Grant Program I know that you
18 have mentioned to me that we'll also look at a
19 lot of the missed opportunities, I would say and
20 look at remedying some of the missed
21 opportunities.

22 But the grant program was a

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

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

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

18 But I think all that is being worked
19 out. But overall my comment is that the general
20 consensus from the drivers that I've been
21 involved with which has been a lot, is that the
22 costs have gone down and they do appreciate that.

1 So thank you for to the Agency and thank you to,
2 you.

3 So let's move on to the public comment
4 period which is really brief because I just
5 summarized a lot of that. But I would ask my
6 colleagues, you all were here at the, well I know
7 --

8 MEMBER WADE: I was.

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

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

20 What we are trying to encourage the
21 public is to use public transportation such as
22 the for-hire vehicles, bikes and Metro. One of

1 the concerns from the drivers that I talked with
2 was the fact that there appears not to be enough
3 taxi stand lanes.

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

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

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

20 I did notice however, and I wanted to
21 ask about it, I've noticed a number of non-taxi
22 drivers, other for-hire vehicles in taxi lanes.

1 Is that legal? Can they actually occupy our taxi
2 lanes?

3 DIRECTOR CHRAPPAH: No.

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

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

15 MEMBER WADE: Okay. And so drivers
16 who witness this and non-taxi's obtaining their
17 space I would suggest that they not approach them
18 because we don't want to create any hostilities -
19 -

20 DIRECTOR CHRAPPAH: That's correct.

21 MEMBER WADE: -- or in a situation but
22 that they can call 311.

1 DIRECTOR CHRAPPAH: They can. In fact
2 I can provide the Watch Commander's phone number
3 so that in a moment they can call the Watch
4 Commander or they can tweet us and we'll look at
5 it and take action.

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

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

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

21 We've just got to understand that it's
22 going to take a lot more patience and that we are

1 going into one of the largest traffic
2 metropolises in the country and we're trying on
3 all sides. You guys play a big role in
4 mitigating the traffic by encouraging people not
5 to drive their personal vehicles but to make you
6 more accessible.

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

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

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

22 I want to commend DFHV for working

1 very closely with my colleagues now, Dennis Stark
2 and Erik Ampadu in creating a partnership with
3 how to operate, deal with operations for, for-
4 hire vehicles and our issues with traffic.

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

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

19 We also encourage the same thing that
20 you were mentioning use of, alternative uses of
21 transportation. There's so much that's available
22 now in the District of Columbia and more to come.

1 And one of the things that we are
2 working again closely with DFHV is that, figure
3 out how we fit not only just new taxi stands for
4 those that, the public for-hire vehicles but also
5 these travel lanes, these parking lanes. So
6 you'll see this more.

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

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

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

21 MEMBER WADE: Yes.

22 CHAIRPERSON JOLLY: You curtail

1 behavior with those tickets. So hopefully
2 they'll know not to do that next time.

3 MEMBER WADE: Yes.

4 CHAIRPERSON JOLLY: But thank you.

5 DIRECTOR CHRAPPAH: I mentioned that
6 there's a Watch Commander and I want to give out
7 the number so it's on the public record. It's
8 202-321-5237.

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

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

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

18 (Simultaneous speaking)

19 Part of role as an Advisory Council,
20 our core function is to provide recommendations.
21 And those recommendations go from this Advisory
22 Council to the Director for the Department of

1 For-Hire Vehicles.

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

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

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

17 I think we all agree through a bunch
18 of meetings that we've had that drivers are now
19 being able to really articulate the amount of
20 time that they're spending at this building
21 physically during the day when they could be out
22 there making money.

1 And the Agency has started making
2 some, in my opinion, some very good moves toward
3 automating functions that, some of which are more
4 web-based, but the idea is to allow drivers to
5 remain in their vehicles during the day and not
6 have to come over here as much and look for
7 parking.

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

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

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

21 And, you know, the fourth taxi just
22 kind of comes up and waits for that one guy to go

1 and sometimes it could be an enforcement issue.
2 Generally there isn't. But the point is that a
3 lot of the stands need to be revisited and I'm
4 glad we have Advisor Patterson with us and we're
5 working on that.

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

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

19 But we are working on issues or
20 recommendations around that topic. Now what does
21 that entail? You know, it definitely entails a
22 lot of things that make, that recognize that it

1 is difficult being a taxi driver. That's one.

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

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

10 DIRECTOR CHRAPPAH: Yes, 2.75.

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

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

22 MEMBER WADE: And before you move from

1 that --

2 CHAIRPERSON JOLLY: Go ahead.

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

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

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

17 The owners of a group of electric
18 vehicles got together, met with us many times,
19 expressed their concerns of lack of charging
20 stations. Some even expressed their concerns
21 that they felt as though we previously as a Taxi
22 Cab Commission may have led them to buy a car

1 which we did not do.

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

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

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

18 And taxi drivers who have limited
19 charge during the day and need to charge quickly
20 during their lunch hour so they can get back out
21 and make money have had issues. We understood.
22 We heard it and we're still working.

1 But we're formulating some
2 recommendations around that. And there are still
3 a few folks that have been emailing me,
4 particularly with concerns around that. But the
5 good news is that there are some things that are
6 moving forward and I thought it was appropriate
7 to let you know that as well.

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

12 Chief Starks has done a great job in
13 terms of working with us and helping us
14 understand the challenges and the balances of
15 doing that. I will say this, on enforcement it
16 has been brought to my attention by many drivers
17 that they are concerned that competitors with
18 very tinted windows tend to remove their trade
19 logos when they think there is an infraction
20 impending and police or the inspectors don't come
21 after them because they just pull it out of the
22 window or wherever.

1 And it's the beginning of a
2 conversation that I think we will continue to
3 have. But the purpose of this is to let drivers
4 know that when you come here and you testify we
5 hear and we are working on it.

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

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

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

21 But we are working to understand both
22 sides of it and come up with some

1 recommendations. So at this time I would like to
2 open it up to my colleagues for any other
3 recommendations they may have been working on.

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

7 MEMBER THOMAS: We had talked about
8 training.

9 CHAIRPERSON JOLLY: You probably need
10 to come down so we can get it on the record.
11 Sorry about that.

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

18 So that for the upcoming fiscal year
19 those who were disappointed can reapply and
20 hopefully receive funds. So I know that the
21 resource center is now operating and all the
22 drivers have been talked to. So, yes.

1 MEMBER WADE: Anthony, could you
2 explain some of the reasons why the funding was
3 not granted for some of the applicants? Is there
4 a category of reasons?

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

8 MEMBER WADE: Inaccurate applications.

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

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

20 But I think from what I've heard from
21 some of the Facebook blogs over the past few
22 months is that some people know all about the,

1 you know, that this is the regulatory agency
2 that's over the rideshare companies. Other
3 drivers do not know or they don't take it
4 seriously.

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

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

17 So it is technically illegal if you
18 pull into a bike lane and you're sitting there.
19 You're impeding traffic. And so, and then from a
20 driver perspective sometimes it's just not,
21 there's nowhere to go so calling the passenger
22 and saying, hey, you know, we need to, you know,

1 I can pick you up on a side street versus, you
2 know, the main street, on 14 Street.

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

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

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

15 So if you have some ideas on how we
16 could increase our awareness about training that
17 we will provide in general to any driver whether
18 they are a rideshare driver, a limo driver or a
19 taxi driver I think that would help increase the
20 general awareness about areas where it's just a
21 lot of work because you just can't park in the
22 bike lane or if there is going to be any targeted

1 campaign to address issues they are at least
2 aware this is what we're going to be on the
3 lookout for.

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

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

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

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

22 But I think to start to get the word

1 out sooner webinar, phone call type base or, you
2 know, electronic brochure would work.

3 DIRECTOR CHRAPPAH: Okay, thank you.

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

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

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

18 DIRECTOR CHRAPPAH: Yes, definitely.
19 That's one of the great features of the digital
20 platform. Not only the ability to send like a
21 graphic or specific content but also do photo
22 ops.

1 So we've been able to do some text
2 complaints. We've been able to do some voice
3 message complaints. And we plan on utilizing the
4 platform for increasing the awareness on safety
5 issues explanations.

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

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

15 CHAIRPERSON JOLLY: Okay, thank you.
16 Did you have --

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

21 And in our commission in particular we
22 are in the Columbia Heights area. We have a

1 severe problem with blocking 14th Street, 11th
2 Street and U Street with not just taxis but also
3 other for-hire vehicles.

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

10 They won't, many, many, many days I'm
11 up there the taxi stand is empty but taxis are
12 idling in front of Target. For anyone who knows
13 14th Street now it's only one traffic lane in
14 each direction at all times.

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

20 It is just so bad up there. We had to
21 involve MPD because we don't have enough
22 inspectors to handle the load up there on 14th

1 Street. They would have to be up there from 7:00
2 until 9:00 every day.

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

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

14 Keeping in mind we've got a major fire
15 station there that is zooming up and down
16 creating more hazard. So we're asking all of the
17 drivers to please be aware of the city, our
18 traffic rules, our bicyclists who we went to
19 great expense and great training to create these
20 lanes for them but when vehicles take those lanes
21 what happens is the bikes have to veer out into
22 the main traffic.

1 So the whole purpose of the safe bike
2 lane has now been removed because other
3 businessmen want to maximize their revenue. But
4 we can't do it at the expense of everybody else
5 in the city.

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

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

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

21 But because of the idling it's no
22 longer permissible. So that's something all of

1 us need to be aware of.

2 CHAIRPERSON JOLLY: Thank you. Okay.
3 So let's move forward. And look, I'm one of
4 these people I look at an agenda and I hope that
5 everybody will go by the agenda.

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

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

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

20 MR. DAGNEW: Good morning, Members of
21 the Department For-Hire Vehicle Advisory Council.
22 Mr. Chrappah, congratulations on your

1 achievements.

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

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

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

21 On other note, it should be mentioned
22 here I would also like to follow-up on the status

1 of this increasing traffic of the city. I would
2 like to propose the Department For-Hire Vehicles
3 increasing regulations on the vehicles with out
4 of state tags to remain within their jurisdiction
5 while waiting for a call.

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

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

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

1 enforcement officers.

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

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

18 Finally, my comments today reflect the
19 input of over 75 drivers that have come together
20 to combine our efforts in securing a future for
21 taxi drivers. By combining our efforts and
22 resources we are now focused on impacting

1 policies and recommending changes that would
2 assist taxi drivers.

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

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

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

18 They have to receive their dispatch
19 before crossing to the District line. The same
20 goes for taxis, our D.C. taxis. We cannot go
21 outside D.C. and pick up a fare. So why would
22 you allow a Virginia tag and Maryland tag and

1 Uber loiter in Washington?

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

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

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

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

21 CHAIRPERSON JOLLY: So let me get some
22 responses for you. Just stay right there.

1 MR. DAGNEW: Okay.

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

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

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

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

22 So I'm proud of what the team has been

1 able to accomplish and we are positioned to make
2 an announcement tomorrow. It could be as early
3 as today.

4 MR. DAGNEW: Thank you.

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

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

19 Secondly, we've been working on, on
20 line training that would help the industry
21 particularly taxi drivers in understanding the
22 digital economy now. We are in a digital economy

1 where the majority of business opportunities is
2 digital.

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

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

18 So that's something that we're going
19 to make available to all drivers so they can
20 learn how to succeed in the digital economy which
21 has grown in more than double digits compared to
22 the street level market.

1 CHAIRPERSON JOLLY: Did any of my
2 colleagues have any questions, no? So I just had
3 one question for you. You mentioned, I'm sorry
4 about that, you mentioned that, you mentioned the
5 out of state tags for black cars and the fee for
6 black cars.

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

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

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

18 CHAIRPERSON JOLLY: And --

19 MR. DAGNEW: If they had, go ahead.

20 CHAIRPERSON JOLLY: No, you go.

21 MR. DAGNEW: If in fact my proposal
22 for out of the city tags to remain in their

1 jurisdiction just like the taxis is the basic for
2 removing the gridlock from the city. I don't
3 expect them to pay or even to be validated to
4 receive a sticker for that.

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

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

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

19 And whenever they are receiving a call
20 then they put it on the window. They cannot have
21 it both ways. If they are commercial act
22 commercial. Put a logo or tie it up with a tag

1 or something that shows it is for a commercial
2 purpose.

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

6 CHAIRPERSON JOLLY: Thank you very
7 much, sir. Appreciate it. Ms. Nixon.

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

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

18 I'm here to advocate this morning for
19 the full funding of Transport DC cab service and
20 the entire service that it provides throughout
21 the month and not the partial service. I'm also
22 here to articulate the desires of the disabled

1 and the blind community and seniors for this
2 service to remain intact and to remain funded.

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

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

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

18 And not all of the time I can plan to
19 take MetroAccess. Sometimes things come up that
20 I found it convenient to call Transport DC and
21 they can pick me up and get me where I need to go
22 on time.

1 I'm a growing advocate both for the
2 blind and for the disabled. And I echo the
3 concerns of the senior and disabled community
4 that they want Transport DC.

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

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

17 And we need Transport DC here in the
18 nation's capital and we want it. And we're
19 asking, we've had other meetings with our D.C.
20 Council representatives and representatives from
21 the mayor's office and we echoed the same
22 concerns.

1 And they are the most accessible to
2 us. They are most available to us when we need
3 to move. We don't all the time go to medical
4 facilities. We don't all work.

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

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

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

21 CHAIRPERSON JOLLY: Mr. Kennedy, thank
22 you very much for your testimony and thank you

1 for adjusting your schedule to stay around and I
2 hope you have a few more minutes for us to ask
3 some questions.

4 MR. KENNEDY: Sure.

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

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

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

19 I also stand with you in the fight for
20 assuring that people have access to
21 transportation and it's also affordable. What I
22 would propose is we continue this dialogue to

1 figure out how best to maximize the funding that
2 is currently available and also figure out what
3 other channels who will present an infusion to
4 ensure that we can meet the needs of our
5 residents.

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

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

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

22 So as the senior population continues

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

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

19 MEMBER WADE: Thank you, Mr. Kennedy.
20 I would also just like to expound on your issue
21 about making the services available for other
22 purposes visitation other than medical.

1 As you can see right now by the fact
2 that the funding ran out before the year, the
3 fiscal year ran out there's a great demand for
4 the services for the medical transportation. If
5 we try to expand it to cover non-medical
6 transportation we would not have enough funding
7 available for the people who desperately need it
8 for medical appointments.

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

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

1 purposes.

2 MR. KENNEDY: Can I make one other
3 statement?

4 CHAIRPERSON JOLLY: Yes.

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

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

18 MEMBER WADE: I don't believe it was
19 a cut in the budget. I think what it was, was a
20 greater demand than the budget could cover. It
21 wasn't as if we cut the budget. I think the
22 demand was greater than the resources.

1 MR. KENNEDY: All right.

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

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

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

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

20 MEMBER WADE: Right, thank you.

21 CHAIRPERSON JOLLY: Any other
22 comments? Mr. Kennedy, I would just say that I

1 would love to sit down with you one of these days
2 and sort of map out, as the director said, there
3 are probably some other organizations and
4 entities that could partner with this program to
5 maybe look at where there are some opportunities
6 for partnership and what have you.

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

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

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

22 DIRECTOR CHRAPPAH: Mr. Kennedy, can

1 I ask you one thing? So that I have some
2 understanding about your written performance as
3 well. Knowing what you know now, and that is
4 even with the medical segments the growth in
5 ridership was overwhelming.

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

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

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

22 Myself I go to a lot of meetings.

1 Just Saturday if I were to pay for a cab
2 transportation to the meeting and back home it
3 would cost me \$45. I'm on disability.

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

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

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

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

20 So thank you very much also for your
21 flexibility.

22 MR. KENNEDY: And I thank this body

1 for your time.

2 DIRECTOR CHRAPPAH: You're welcome.

3 CHAIRPERSON JOLLY: Thank you, Mr.
4 Kennedy. Ms. Nixon.

5 SECRETARY MIXON: Those are all of the
6 registered speakers. I don't know if you have
7 time for the unregistered speakers.

8 CHAIRPERSON JOLLY: We have about five
9 minutes.

10 SECRETARY MIXON: Okay. Are there any
11 unregistered speakers who would like say
12 something briefly? Any unregistered? I see one
13 hand. Any other hands?

14 All right, sir, you may approach the
15 podium. Before you start if you would say and
16 spell your name for the court reporter please.

17 MR. MULLICK: My name is Nuruzzaman
18 Mullick. N-U-R-U-Z-Z-A-M-A-N, last name, M-U-L-
19 L-I-C-K. I am President of Democracy Cab
20 Company.

21 First, thank you for letting me speak
22 for this brief moment. I just do have a few

1 concerns that I think I should address. It's not
2 constant as much as a proposal.

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

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

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

19 This will also benefit the drivers in
20 a manner taking the opportunity for the grant
21 that DFHV offers. Lots of drivers know about
22 this because we don't have much drivers, many

1 drivers operating the wheelchair accessible
2 vehicles.

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

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

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

22 DIRECTOR CHRAPPAH: So can you recap

1 the essence of the proposal given that you have
2 less than half of your wheelchair accessible
3 vehicles on the road? Is it for all drivers to,
4 are you advocating or suggesting all drivers
5 should be trained on wheelchair accessible
6 vehicle operation or they should be required to
7 recertify every year? Tell me a little bit.

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

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

20 And the second part is for the driver
21 to, must drive the wheelchair accessible vehicles
22 that way they will have experience of getting

1 customers and also help the industry because
2 those cars, not just my cars as I know that all
3 of companies have their certain amount of cars
4 wheelchair accessible vehicles sitting in the
5 shop not being driven by drivers.

6 still it helps the industry as the
7 manner of helping the drivers and helping the
8 companies keep on running those vehicles.

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

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

20 MR. MULLICK: As far as I know
21 wheelchair accessible vehicle drivers who are
22 driving right now has an obligation to complete a

1 certain amount of training in a month period. So
2 having every driver having the certificate would
3 automatically have it mandatory to have a certain
4 amount of trips in wheelchair vehicles.

5 DIRECTOR CHRAPPAH: Okay.

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

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

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

22 I believe that our community has more

1 demand than what are being projected by those
2 dispatching companies.

3 CHAIRPERSON JOLLY: Okay, thank you.
4 Any other questions?

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

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

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

20 I have lowered their rent way down to
21 \$150 per week but still they don't want to drive
22 the wheelchair vehicles because they believe they

1 are being mistreated because the distance or the
2 time doesn't match up where they are or they are
3 not being fairly dispatched.

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

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

16 MEMBER WADE: Is that true?

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

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

1 paying for.

2 MEMBER WADE: Thank you.

3 MR. MULLICK: Thank you for the
4 opportunity.

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

8 MR. MULLICK: Sure.

9 CHAIRPERSON JOLLY: Ms. Nixon, is
10 there anybody else?

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

14 MR. MENASE: Good morning. My name is
15 Henok Menase. It's spelled H-E-N-O-K, last name
16 M-E-N-A-S-E. This is just to actually, I came
17 representing a rideshare rental company.

18 But one of the issues that the taxi
19 cabs were speaking about kind of hit home because
20 I used to run a non-emergency medical
21 transportation company. I think, I want to ask
22 do any of your residents use Medicaid for their

1 transportation?

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

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

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

19 That way you could sure up the kind of
20 business that you feel that you're not
21 generating. So is there any way that the DFHV
22 could create a path with the Department of Health

1 and Human Services to maybe have these
2 individuals create or get the calls to take them
3 to different appointments and that would create,
4 and that would also alleviate some of your issues
5 that you might have with the budget and how so
6 many people are using transportation to go to
7 medical appointments.

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

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

19 So we are intimately familiar with not
20 only that market but also how services could be
21 provided and how it would expand economic
22 opportunities for drivers. What it really boils

1 down to it's for companies to step up and take
2 advantage of those economic opportunities.

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

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

17 MR. MENASE: Right.

18 DIRECTOR CHRAPPAH: So the investments
19 that we've made in the past in bringing new type
20 of business to the industry, the investments that
21 we'll continually make in helping people readjust
22 their thinking we think will position those who

1 want to make money to be successful.

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

6 MR. MENASE: Great. Thank you so
7 much.

8 DIRECTOR CHRAPPAH: You're welcome.

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

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

18 And in exchange we give them a
19 dialogue. And I just want to give some kudos to
20 the director because he's always willing to
21 dialogue with people who have either concerns,
22 complaints or suggestions or ideas.

1 And I think that's a good thing when
2 you have to come all the way over here for a
3 couple hours for our scheduled meetings. So at
4 this time it's 11:38 and this meeting is
5 adjourned. Thank you.

6 (Whereupon, the above-entitled matter
7 went off the record at 11:41 a.m.)

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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: Advisory Council Meeting

Before: DCDFHV

Date: 10-18-17

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.



Court Reporter

NEAL R. GROSS

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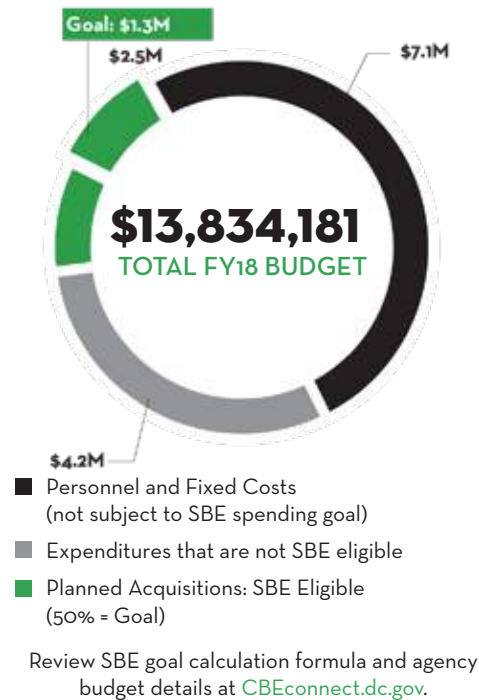
DEPARTMENT OF FOR-HIRE VEHICLES

DEPARTMENT BUDGET CODE: **TCØ**

website: dfhv.dc.gov | **phone:** 202.645.7300 | **address:** 2235 Shannon Place SE, Suite 3001, Washington DC 20020

The mission of the Department of For-Hire Vehicles (DFHV) is to protect the public interest by regulating the vehicle-for-hire industry to allow the citizens and visitors of the District of Columbia to have safe, affordable, and accessible transportation options.

\$1,261,223
FY18 SBE SPENDING GOAL



FY18 PLANNED ACQUISITIONS (SELECT HIGHLIGHTS)

This agency's FY18 Planned Acquisitions total approximately **\$2,522,447**, which may include potential opportunities for SBEs. Review all FY18 planned acquisitions at CBEconnect.dc.gov.

PRODUCT/SERVICE	NIGP CODES	PRODUCT/SERVICE	NIGP CODES
CONSULTING SERVICES		TECHNOLOGY	
Research, Taxi	969-44-00	Copier Lease	600-72-40
SUPPLIES		IT Hardware	204-64-65
Office Supplies	616-73-00	TRANSPORTATION	
		Parking, Off-street	951-07-00

POTENTIAL BUSINESS GROWTH OPPORTUNITIES

There were no planned acquisitions where CBEs were deemed not available/qualified as of the date this document was printed. Please visit CBEconnect.dc.gov for more information.



HOW TO FIND THIS AGENCY'S CONTRACT OPPORTUNITIES

Visit: CBEconnect.dc.gov

Click: FIND OPPORTUNITIES

- Current Contracts** open for bid
- Planned Acquisitions for FY18**
- Potential Business Expansion Opportunities**



SPENDING WITH SBEs



The Fiscal Year 2017 SBE Expenditures are based on transactions recorded to the Office of the Chief Financial Officer's System of Accounting Record (SOAR) as of October 30, 2017. These expenditures are preliminary and unaudited and are subject to change. To view the final audited amounts and additional details about FY15, FY16 and FY17 SBE spending, visit CBEconnect.dc.gov.

For definitions and details about the information on this page, please read How to Use this Guide pages 8 - 11.

Visit the companion web site CBEconnect.dc.gov for the most current data, reports and contracting assistance resources. Amounts may be rounded up.

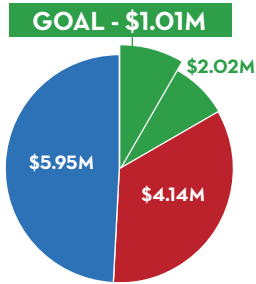
DEPARTMENT OF FOR-HIRE VEHICLES (DFHV)

Department Budget Code: TCØ

The mission of the Department of For-Hire Vehicles (DFHV) is to ensure that the citizens and visitors of the District of Columbia have a safe, comfortable, efficient and affordable taxicab experience in well-equipped vehicles operated by highly qualified individuals who have knowledge of the District's streets, boundaries and tourist destinations. It also assures that the public vehicle-for-hire industry is economically sound.

dfhv.dc.gov | dfhv@dc.gov | 202.645.7300 | 2235 Shannon Place SE, Washington DC 20020

\$1.01M FY17 SBE SPENDING GOAL



\$12.11M TOTAL FY17 BUDGET

- Personnel and Fixed Costs (not subject to SBE spending goal)
- Expenditures that are not SBE eligible
- Planned Acquisitions: SBE Eligible (50% = Goal)

Review SBE goal calculation formula and agency budget details at CBEconnect.dc.gov.

FY17 PLANNED ACQUISITIONS (Select Highlights)

This agency's FY17 Planned Acquisitions total approximately \$2.02M, which may include potential opportunities for SBEs. Review all FY17 planned acquisitions at CBEconnect.dc.gov.

OFFICE SUPPLIES and SUPPORT	NIGP Code
General Office Supplies	615-00-00
Copy Machine Maintenance	939-27-00
IT SERVICES	
Computer Software Consulting	918-29-00
CONSULTING SERVICES	
Consulting Services	918-00-00

To learn about additional procurement opportunities, visit CBEconnect.dc.gov and click *Find Opportunities* or contact the Agency.

HOW TO FIND THIS AGENCY'S CONTRACT OPPORTUNITIES

- Visit CBEconnect.dc.gov

- Click **FIND OPPORTUNITIES** and review:



Current Contracts
open for bid



Potential Business Expansion Opportunities to provide products/ services for which agencies are seeking **waivers**



Planned Acquisitions
for FY17

SPENDING WITH SBEs

FY15 **\$2.06M**

Spending may vary annually. Please see page 3.

FY16 **\$4.94M**

The Fiscal Year 2016 SBE Expenditures are based on transactions recorded to the Office of the Chief Financial Officer's System of Accounting Record (SOAR) as of October 28, 2016. These expenditures are preliminary and unaudited and are subject to change. To view the final audited amounts and additional details about FY15 and FY16 SBE spending, visit CBEconnect.dc.gov.

NEED HELP COMPETING FOR THESE OPPORTUNITIES?

- Sign up for free contract counseling from DSLBD's **DC Procurement Technical Assistance Center** (DC PTAC) at CBEconnect.dc.gov, click *Get Ready for Contracting*
- Contact **Office of Contracting and Procurement's (OCP) Customer Contact Center** at 202.724.4477 or OCP.Helpdesk@dc.gov

For definitions and details about the information on this page, please read *How to Use this Guide* pages 1 - 4.

Visit the companion web site CBEconnect.dc.gov for the most current data, reports and contracting assistance resources.

Amounts may be rounded up.

Public Works D.C. Taxicab Commission

INDEPENDENT GOVERNMENT AGENCY

MISSION

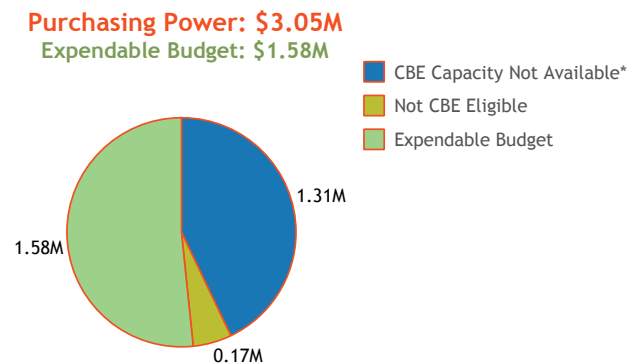
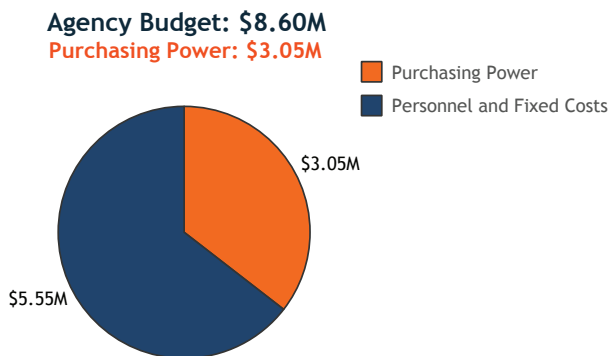
The Mission of the District of Columbia Taxicab Commission (DCTC) is to ensure that the citizens and visitors of the District of Columbia have a safe, comfortable, efficient and affordable taxicab experience in well-equipped vehicles operated by highly qualified individuals who have knowledge of the District's streets, boundaries and tourist destinations.

FY16 Certified Business Enterprise (CBE) Spending Goal: \$0.79M

(Exact Dollar Amount: \$787,655)

HOW THE CBE GOAL IS CALCULATED

\$8.60M FY16 Budget	-	\$5.55M Personnel and Fixed Costs (rent and utilities)	-	\$1.48M Approved Agency Exceptions	=	\$1.58M Expendable Budget	➔	\$0.79M FY16 CBE Spending Goal (50% of the Expendable Budget)
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FY16 Planned Acquisitions

(over \$1 million)

There were no planned acquisitions over \$1 million as of the date this document was printed. Please visit <http://cbeconnect.dc.gov> for more information.

Potential Business Opportunities*

*These items make up the category referenced above where agencies determined that CBE Capacity was Not Available.

Exception Category	Est. \$
Specialized Services	1.14M
Media & Advertising	0.16M

Public Works: D.C. Taxicab Commission

Information on this page is current as of November 03, 2015.

For the most up-to-date information, visit the CBE Connect web site at <http://cbeconnect.dc.gov>.

For more information on upcoming procurement opportunities, contact The DSLBD Business Opportunities Team at (202) 727-3900.