



OFFICE OF THE PRESIDENT
BOROUGH OF MANHATTAN
THE CITY OF NEW YORK

1 Centre Street, 19th floor, New York, NY 10007
(212) 669-8300 p (212) 669-4306 f
431 West 125th Street, New York, NY 10027
(212) 531-1609 p (212) 531-4615 f
www.manhattanbp.nyc.gov

Gale A. Brewer, Borough President

Testimony of Manhattan Borough President Gale A. Brewer Given to the NYC Taxi and Limousine Commission On Proposed Rule Changes January 5, 2017

My name is Gale Brewer and I am the Manhattan Borough President. Thank you Commissioner Joshi for holding this hearing on proposed rule changes, designed to address the risks of fatigued driving, and for the opportunity to testify today.

The rules discussed today are being proposed in the same spirit as those that prohibit driving while under the influence of alcohol and while text messaging while driving. Though less widely recognized as a danger, research has revealed that driving while fatigued can pose as serious a risk as when a driver is operating their vehicle while under the influence or distracted by technology. Being awake for 18 hours can lead to impairment equal to when a driver is under the influence of alcohol.

Those who make their living behind the wheel—including truck and taxi drivers and drivers of for hire vehicles (FHV)—are often at the greatest risk from this danger. The Taxi and Limousine Commission (TLC) reports that the vast majority of its licensed drivers do not drive an excessive number of hours, but there are a small number who do.

This past July, TLC adopted common sense rules to address this problem by limiting the number of hours that a licensed taxi or FHV driver may work to no more than 10 hours in any 24-hour period or 60 hours within a calendar week. The Commission delayed implementing the rule change while they analyzed the best way to measure the number of hours worked, and has since concluded that trip duration provides the most accurate barometer.

To obtain this information TLC will need to use both pick-up and drop-off location data. The Commission already has this information for our yellow and green taxi fleets, but lacks drop-off data from black cars and other FHVs like Uber, Via, and Lyft. It is my understanding that some of these companies are not pleased with this new data collection requirement, arguing that it is a violation of privacy. Unlike the privacy concerns that stem from FHV apps that track the whereabouts of customers after they have finished their rides, the TLC data to be collected will simply describe the neighborhoods where riders are picked up and dropped off. One would never be able to ascertain the destination address or other personal information about the passengers in

the vehicle as the TLC plans to anonymize all of its data before making it available on the City's Open Data Portal.

If FHV's are to be part of the mass transit contribution to alleviating Manhattan's traffic woes, then they must agree to share their data. New Yorkers have come to expect that they can assess how well yellow and green taxi services are performing by looking up their data on the NYC Open Data Portal that we have all worked so hard to build.

Thank you again for the opportunity to testify today in support of the proposed rule changes. I look forward to working with the Commission to continue finding ways to make our streets a safer place.