

Share this issue with a friend

Lea los artículos en español.

TAXI & LIVERY

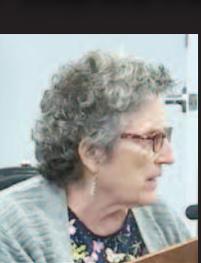
TIMES

An Insider's Look at Both NYC TLC Regulated Industries

INDUSTRY VOICES HEARD, BUT WILL THE CITY LISTEN?



LAS VOCES DE LA INDUSTRIA SE MANIFESTARON, PERO, ¿LA CIUDAD ESCUCHARÁ?



TLC VOTING ON CAP EXTENSION, UTILIZATION

DE BLASIO YANKS TLC CHAIR NOMINATION

MAYOR REJECTS TAXI DRIVER BAILOUT

BEWARE: SPEED & BUS CAMERAS



EDITOR'S NOTES

TLC TO VOTE ON CAP EXTENSION, NEW UTILIZATION STANDARDS IN AUGUST

Attendees at the July 23rd New York City Taxi & Limousine Commission (TLC) meeting spilled out of the Beaver Street hearing room and packed the overflow room, as dozens of people offered testimony on two important topics: The TLC is considering extending the cap on new For-Hire Vehicle (FHV) licenses (possibly indefinitely) and amending the rules to limit the amount of time High Volume FHV (HVFHVs) can spend "cruising" between jobs in NYC's Congestion Zone (south of 96th Street). It was determined the TLC will vote on these rules in August.

Speakers at the July meeting pleaded with commissioners, recalled horror stories and strongly urged the agency to show mercy on an industry that has been devastated in recent years. Drivers offered compelling testimony about unintended consequences from the cap currently in place. Industry leaders from the Livery and Black Car segments asked the TLC to establish "restricted FHV licenses" for traditional bases, so they can regain some of the ground lost in the wake of the storm created by the excessive hiring of what are now categorized as HVFHV bases. Still others asked the TLC to transition the cap from a restriction on the number of vehicles to a restriction on the number of drivers.

There were tragic stories of financial ruin and the toll this mess has taken on them and their families. They spoke as if their lives depended on it, and I have no doubt they genuinely felt that desperation deeply in their hearts.

Not everyone agreed on the path forward, or who was to blame for the financial and human losses, but the opinion – that the transportation industry in NYC has been decimated in recent years – seemed unanimous.

The "restricted" FHV licenses championed by traditional Livery and Black Car bases would allow drivers to work ONLY in the segment they choose when they apply for the license, meaning there would be no "cross-dispatching." I haven't yet been able to gauge if drivers support this proposal, but it was pointed out that cross-dispatching between the Livery and Black Car segments is already problematic, due to their separate – and significantly different – workers' comp funds. I know that bases in both segments are desperately in need of drivers to cover their work and, on average, their jobs generally pay better than HVFHV jobs (except during surges).

I assume that many drivers want the flexibility of being able to choose whatever job they want at any given moment – but the current situation has unraveled into drivers spending their days desperately pursuing the highest fares, which has unfortunately helped contribute to the mess the industry is in, and often doesn't work for them in the end anyway. I DO NOT blame drivers in dire financial straits for wanting to earn the most they can on every possible job, particularly in the current environment, but in the grand scheme, it's counter-productive for everyone if waves of drivers are chasing surge rates and leaving other bases and customers stranded. This has also contributed greatly to rush-hour gridlock, which hurts the wages of all drivers.

Outside of the financial relief that I genuinely believe drivers and medallion owners deserve, the next, most important thing on the TLC's agenda NEEDS to be stabilizing the industry. I think the restricted licenses proposed by leaders of the Livery and Black Car segments will help in that regard – and will contribute very little to the overall size of the FHV fleet in NYC.

Please stay tuned, and "like" us on Facebook for updates between issues at: <https://www.facebook.com/taxiliverytimes/>.

LA TLC SE EXPEDIRÁ SOBRE LA AMPLIACIÓN DEL TOPE, DESDE AGOSTO REGIRÁN NUEVAS NORMAS DE UTILIZACIÓN

Los asistentes a la reunión de la Comisión de Taxis y Limusinas (*Taxi & Limousine Commission, TLC*) de la ciudad de Nueva York que tuvo lugar el 23 de julio desbordaron la sala de audiencias de Beaver Street y atestaron la sala adicional, mientras docenas de personas brindaban testimonio sobre dos importantes temas: La TLC está considerando ampliar (quizá indefinidamente) el tope de nuevas licencias para vehículos de alquiler (*For-Hire Vehicle, FHV*) y modificar las normas para limitar el tiempo durante el cual los servicios de vehículos de alquiler con grandes volúmenes de viajes (*High Volume For-Hire Vehicle Services, HVFHV*) pueden "recorrer las calles" entre viajes en la zona congestionada de la ciudad de Nueva York (al sur de 96th Street). Se determinó que la TLC deberá expedirse sobre estas normas en agosto.

Los oradores de la reunión de julio exhortaron a los delegados, recordaron experiencias tremendas e instaron enfáticamente a la agencia a mostrar compasión por una industria que en los últimos años ha sido devastada. Los conductores ofrecieron testimonios convincentes de las consecuencias imprevistas del tope vigente. Líderes de la industria pertenecientes a los segmentos de vehículos de alquiler y *Black Cars* le pidieron a la TLC que estableciera "licencias de FHV restringidas" para las bases tradicionales, de modo que pudieran recuperar parte del terreno perdido a raíz de la tormenta creada por la excesiva demanda de viajes de las que hoy se categorizan como bases de HVFHV. Otros solicitaron a la comisión que el tope pasara de restringir la cantidad de vehículos a restringir la cantidad de conductores.

Se mencionaron historias trágicas de ruina económica y el alto costo que este caos les ha impuesto a los conductores y a sus familias. Hablaron como si sus vidas dependieran de ello, y no tengo la menor duda de que sentían genuinamente esa desesperación en el fondo de su corazón.

No todos estuvieron de acuerdo respecto del camino a seguir o de quién era responsable de las pérdidas humanas y económicas, pero la opinión –que en los últimos años la industria del transporte de la ciudad de Nueva York fue diezmada– pareció unánime.

Las licencias de FHV "restringidas" promovidas por las bases tradicionales de vehículos de alquiler y de vehículos *Black Car* permitirían a los conductores trabajar ÚNICAMENTE en el segmento que escogieron al solicitar la licencia, lo que impediría los "despachos cruzados" (es decir, el envío de vehículos de distinto tipo y segmento de la industria). Todavía no he podido evaluar si los conductores apoyan esta propuesta, pero se ha señalado que el despacho cruzado entre los segmentos de vehículos de alquiler y *Black Car* ya es problemático, debido a sus fondos de indemnización laboral muy diferentes y separados. Sé que las bases de ambos segmentos necesitan desesperadamente conductores que cubran sus puestos y que, en promedio, sus trabajos son generalmente mejor pagos que los de los HVFHV (salvo ante una gran demanda, con los aumentos variables de tarifas).

Supongo que muchos conductores prefieren la flexibilidad de poder elegir el trabajo que quieren en cada momento, pero en la situación actual se pasan los días buscando desesperadamente los viajes más caros, lo cual, por desgracia, no solo ha contribuido al caos que enfrenta la industria, sino que a menudo termina no siendo de provecho ni siquiera para ellos. NO culpo a los conductores apremiados por la situación económica de querer ganar el máximo posible en cada viaje, especialmente en el contexto actual, pero, a fin de cuentas, es contraproducente para todos que apunten masivamente a viajes con precios dinámicos (aumentos variables de tarifas) y dejen a otras bases y clientes varados. Esto también ha contribuido en gran medida a los embotellamientos de las horas pico, que afectan los salarios de todos los conductores.

Aparte del alivio económico que creo sinceramente merecen los conductores y los titulares de licencias, el próximo tema (y el más importante) en la agenda de la TLC DEBE ser estabilizar la industria. Pienso que las licencias restringidas propuestas por los líderes de los segmentos de vehículos de alquiler y *Black Car* serán de utilidad en ese aspecto, y aumentarán mínimamente el tamaño general de la flota de vehículos de alquiler de la ciudad de Nueva York.

Manténgase informado, y haga clic en "Me gusta" en nuestra página de Facebook para obtener actualizaciones entre una edición y otra en: <https://www.facebook.com/taxiliverytimes/>.

TAXI DAVE



By "TAXI DAVE" POLLACK

LICENSE PLATE LEASING REVEALED AT TLC HEARING! DRIVERS PAY UP TO \$43/WEEK WHILE MEDALLIONS WERE AUCTIONED FOR \$110,500

In August, the Mayor signed Local Law 147, freezing new FHV licenses for one year and requiring the NYC Department of Transportation (DOT) and the NYC Taxi & Limousine Commission (TLC) to study the impact of FHV on congestion. Local Law 147 also takes the decision to limit TLC licenses away from the City Council and puts it into the hands of the TLC. Additionally, the TLC and DOT were tasked with studying driver pay, passenger wait times, passenger fares and the transition of passengers away from public transportation.

On July 23rd at noon, the TLC held a public hearing on capping the number of FHV licenses and "caps on cruising," and other issues such as cross-dispatching.

The TLC now reports that in 2010, the average speed of Manhattan traffic was 6.9 miles per hour (mph). Today, traffic is moving at an average speed of 4.3 mph, which is more than a 30% reduction in traffic speed!

Why, you may ask? Because in 2010 there were 40,000 For-Hire Vehicles (FHVs), and in 2019 there are now 126,600 FHVs – a 200% increase in the sectors affiliated with app-based companies. Additionally, the TLC concludes that 30% of ALL traffic below 96th Street is from FHVs. On top of that, the TLC noted that High-Volume FHVs (HVFHVs) cruise the streets between jobs, without a passenger, over 40% of the time, causing a tremendous amount of unnecessary traffic and pollution.

The new rules that the NYC TLC will vote on in August will mandate a reduction of "cruising" to a total of 36% by February and 31% by next August. Theoretically, the

impact of the new cruising cap rules will reduce traffic below 96th Street by up to 29%, thereby increasing driver income. Working vehicles will operate "more efficiently."

It was noted that both Uber and Lyft have stated that a cap would "decrease service, especially in the outer boroughs," and that there would be an increase in waiting times for passengers. Apparently, the cap had the opposite effect, with an increase in service by a million fares and a reduction in wait times to under seven minutes in most neighborhoods.

As I sat in that crowded hearing room in July, I heard a complaint by numerous drivers that should surely be filed under "unintended consequences." Drivers said the cost of leasing license plates was beyond excessive, and they blamed the cap for the problem. They said the cap blocks drivers from owning a vehicle with new TLC plates – so apparently, there are people who contractually purchased their vehicles without plates but got caught in the middle and could not get TLC plates.

Apparently, some folks registered before the cap, and are now selling the transfer of their license plates. Others lease a car with TLC plates at what could well be considered predatory rates. I wonder if the Department of Motor Vehicles knows this, or if they care?

One memorable speaker – a single mother with two children – testified that she cannot take a vacation, nor afford braces for one of her daughters, because she must pay \$400 a week to her "broker" for her license plates to work. Another claimed to pay \$200 a week, while a third said \$435 a week. The TLC asked each speaker for the name of their "leasing" company and

said they will "look into the matter."

A few Lyft drivers claimed their app was being shut down after they took fares into other boroughs, depriving them of work – seemingly in an attempt to drive up hourly pay by taking the drivers off the clock.

There were many speakers, with many different perspectives, at this TLC hearing, but here is a synopsis of some of the testimonies:

A 70-year-old man with apparent health issues pleaded with the TLC to allow him to drive a non-wheelchair vehicle if his medallion was to be taken out of storage.

Bhairavi Desai stated that the NYTWA fully supported the new rules. She mentioned how Uber and Lyft are not taking any new drivers, and how existing drivers are still making under the minimum wage. She stated that bankruptcies and foreclosures have continued, adding "this is a workforce in crisis!"

Caroline Protz started by making believe the TLC had a time machine and went back to 2011. She asked the TLC commissioners: If they knew the number of FHVs would increase from 50,000 to 135,000, if they knew that there would be a 62% increase in greenhouse gases, if they knew there would be a 650% increase in FHV accidents, if they knew passengers would be discouraged from taking public transportation, and if they knew about the forthcoming decimation of the \$15 billion medallion franchise, along with traditional Black Car and Livery bases... If they knew all this would happen, would they have done things differently and voted accordingly?

Richard Chow, an owner-driver and the brother of Kenny Chow, a medallion owner

IN THIS ISSUE

Editor's Notes	4
Taxi Dave	6
Taxi News	7
Livery News.....	9
Directory	13
Fun Things To do	14
Features.....	16
The Taxi Attorney By Michael Spevack	19
Fun & Games	19
ITAR Outlook By Matthew W. Daus	22
Commissioner's Corner By Bill Heinzen	24
The Fishbowl By Larry Fisher	26
Defensive Driving By Bertram Merling	27
Taxi and FHV Relief Stands	28
News	32



EDITOR/PUBLISHER: Neil Weiss
 Email: neil@taxilivertimes.com
 714 Crestbrook Ave.
 Cherry Hill, N.J. 08003
 Tel: 800-723-9119/856-751-0656
 Fax: 856-751-0657

ADV. SALES MGR./ART & DESIGN:
 Michele Norton: 856-262-2368

TRANSLATIONS:
 The Language Center and NYC TLC

CONTRIBUTING WRITERS:
 Matthew Daus, Esq.
 Larry Fisher
 Bill Heinzen
 Bertram Merling
 David Pollack
 Steven J. Shanker, Esq.
 Michael Spevack, Esq.

Copyright © 2019 by TAXI & LIVERY TIMES. All rights reserved. Neither this newspaper nor any part thereof may be reproduced, copied, or transmitted in any form, without the express written permission of the publishers. The copyright is extended to the design and text created for advertisements. This publication is not responsible for errors in advertisement beyond the cost of the space occupied by the error. Bylined articles represent the sole opinion of the writer and are not necessarily in accordance with the views of TAXI & LIVERY TIMES. This Publication reserves the right to limit or refuse advertising it deems objectionable. TAXI & LIVERY TIMES is published monthly at a subscription rate of \$48 per year.

who took his own life, spoke about his mortgage, his two children in college, all of his expenses and how he struggles to survive. He said that Uber and Lyft have crushed his income. He needs to lower his monthly mortgage, or he cannot survive, and said the TLC must “cap (Uber and Lyft) permanently.” He pleaded: “Please do not sell our jobs to Wall Street.”

Sergio Cabrera questioned why the TLC would approve cross-class dispatch and give Uber and Lyft 32,000 more vehicles. The less trips that the taxis have, the less TIF surcharges are being collected to operate these vehicles, he said. Cabrera stated they, “erased any signature of yellow cabs at LaGuardia airport. They took our spot and they made a hack line with Uber and Lyft cars.” Cabrera believes this will lead to passengers using illegal street hails in Manhattan and suggested a section for passengers at LaGuardia that says: “Lyft,

Uber and app passengers wait here.” He claimed that Lyft “took our spot... giving them a free pass.” (Was the \$100 million Lyft gave NYC in July to expand Citibike in the outer boroughs part of this “free pass”?)

In addition to the TLC meeting, there were three yellow taxi medallion auctions in July. A week before an auction of 60 mini-fleet medallions that I attended, there was an auction of 17 individual medallions. At the latter auction – which was initiated by Aspire Credit Union – only three medallions were sold to individuals for \$138,000, \$137,000 and \$136,000, respectively. Then, in the morning prior to the 60-medallion auction, there was an auction by Citibank of 25 medallions. The results were not available at the time of printing. I attended the 60-medallion auction at the LaGuardia Marriot, held on behalf of Citibank. There were two stalking horse purchasers, and

the winner paid \$6.63 million for all 60 medallions, averaging \$110,500 each.

It is my deepest hope that this taxi commission will be able to slowly reverse the trends of the past seven years. I pray there are no more casualties along this bumpy road.

At the TLC meeting, a lot of people were, not surprising, upset about their personal situations in both the yellow and FHV industries – from a 20-year-old student to a 70-year-old medallion owner. Virtually every speaker shared their disappointment in the aftermath of billion-dollar companies going public and expanding way too fast.

David “Taxi Dave” Pollack is an industry veteran, spokesperson and advocate for drivers in New York City. He can be reached via email at taxihail@aol.com or by phone at 718-706-TAXI (8294). He encourages people with comments or questions to reach out to him, and each month we publish those letters in our “Questions & Comments” section.

TAXI NEWS

MEDALLION OWNERS RALLY, ASK FOR HELP WITH “OVERWHELMING” DEBT

Dozens of cabbies held a rally outside City Hall on July 11, asking the city to provide relief for the “overwhelming” debt they’ve accumulated since taxi medallion values plummeted. The industry is widely considered to be in “crisis,” with hundreds of owner-drivers filing for bankruptcy and a spate of driver suicides.

New York City’s government played no small part in creating the crisis, having “pumped up” the taxi medallion bubble before it burst in 2014, Councilman Mark Levine said at the rally.

“We are directly responsible for the inflation of medallion mortgages... and therefore we have a moral responsibility to repair the damage that’s been inflicted on these drivers, and their families, and their communities,” he said.

Levine and the New York Taxi Workers Alliance are asking the city to buy medallion mortgages from lenders and then refinance them “on favorable and fair terms that reflect the realities of the market today,” he said. He and the Alliance also want the city to provide attorneys for owner-drivers dealing with foreclosure proceedings and to create a retirement fund for those whose debt would leave them unable to stop working otherwise.

The average outstanding debt for owner-drivers is \$600,000, with average monthly loan payments close to \$3,000, the alliance’s executive director Bhairavi Desai said. The alliance hopes to see monthly mortgage payments capped at \$900.

“We’re sick and tired of owner-drivers and their families being the only ones to bear the brunt of this bubble bursting,” Desai

said. “The people who created it in the first place? It’s time for them to pay up.”

While the city recently released its own report that outlined the “significant financial challenges” owner-drivers face and offered recommendations for relief, Levine maintained the report, “while very important, only focuses on understanding what went wrong and preventing the next crisis. It does nothing to relieve the pain of the thousands of owner-drivers who are already suffering.”

Mayor Bill de Blasio said: “[W]e’re going to do everything we can to help all drivers to address their financial reality, to renegotiate their debt, if that’s what will help them, or get mental health services, if that’s what they need – whatever we can do to help them within our power, we will. In terms of the question of the bailout – the honest truth is, it’s something we can’t reach. We do not have the capacity as a city to provide that. I wish we did, but we don’t – that’s just the truth.”

Source: amNewYork

TAXI SLAMS INTO HELL’S KITCHEN RESTAURANT, INJURES 8

A Yellow Taxi smashed into a restaurant on July 11, around 12:30pm, at 811 Ninth Avenue in Hell’s Kitchen. Eight people suffered non-life-threatening injuries, according to the FDNY. Five of them were taken to area hospitals.

In a surveillance video, people are seen walking down the sidewalk, then the cab appears and goes right up on the curb on 9th Avenue and 54th Street, striking several people and slamming into the restaurant. Two women eating lunch managed to jump out of the way in time.

The cab driver says he was picking up a fare when another car struck him from behind.

“He is pushing from behind,” the driver said. “I thought if I brake, it would be a massive crash.”

“The whole front of the car was in [the restaurant] and it pushed these tables all the way to the other side of the room,” said Westville manager Peter Staly.

Source: CBS New York

BRAVO IS REVIVING “CASH CAB”

Bravo announced in July that the network will premiere a third run of the iconic New York City game show “Cash Cab” later this year. Cash Cab first ran on Discovery from 2005 to 2012 and was brought back for two seasons in 2017 and 2018. Bravo’s version will have the same host, comedian Ben Bailey, but it will have a few new changes.

“In this series reboot the stakes are higher, the car will be upgraded and the questions will include more for lovers of pop culture,” Bravo said in a press release.

The reboot was expected to begin shooting this summer.

Source: NBC New York

LIVERY NEWS

SPEED-CAMERA PROGRAM EXPANSION HAS BEGUN

Under a new state law, New York City's speed camera program is being expanded dramatically. The first of many new speed cameras was installed in July along West Street in Lower Manhattan, an area known for speeding. Last December, a driver recklessly traveled at a high speed along West Street, killing another driver. Despite being near two elementary schools, a middle school and a high school, this location had not qualified for a speed camera under the previous law.

In May, Mayor Bill de Blasio announced that over the next two years, DOT would rapidly scale up its speed-camera program, installing new cameras citywide, at a rate of about 40/month through 2019, and 60/month in 2020, expecting to reach each of the law's maximum 750 school zones by June, 2020 (zones can have multiple cameras).

A Stronger Speed Camera Law: Authorized by state law, school-zone speed cameras have been in operation in New York City since 2014, with data showing that speeding in zones with a camera declines by more than 60%, with over 80% of violators not receiving a second ticket. The new speed-camera law was passed by the state legislature in March and signed by Governor Andrew Cuomo on May 12. The new law took effect July 11, expanding the maximum number of school zones from 140 to 750. The new law now sunsets in June of 2022 and requires annual progress reports to the legislature.

Other major changes to the law include:

Doubling Speed Camera Hours: Speed cameras will now operate year-round on all weekdays between 6:00am until 10:00pm, including summer and school vacations. Previously, cameras' hours were variable, and they could only operate during a given school's active hours. DOT estimates the law's expansion doubles the overall number of hours when speed cameras can issue summonses.

Extending Camera Zones: Cameras' maximum distance from schools was expanded to a quarter-mile radius from a school, rather than the previous restriction that the camera be no more than a quarter-mile of a school along an abutting street. This change to the law allows cameras to be installed near hundreds more schools. In coming months, new cameras will be installed on other high-crash corridors across the five boroughs, including along 1st Avenue in Manhattan, Flatbush Avenue in Brooklyn, Hylan Boulevard on Staten Island, Northern Boulevard in Queens and the Grand Concourse in the Bronx.

Fines for speed-camera violations remain unchanged at \$50, issued to those who exceed posted speed limits by more than 10 MPH. The notices of liability are issued by DOT via mail to the owner of the vehicle – and are adjudicated at the New York City Department of Finance.

West Street – A Notorious Location: Speeding remains the leading cause of fatal crashes in NYC. Speeding drivers are often unable to brake in time to avoid crashes, and the speed of the driver in any given crash increases its severity.

Along West Street, between the Holland and Hugh Carey Tunnels, is a corridor known for speeding. The new speed camera is located within a quarter-mile of two elementary schools (PS 234 and PS 89), one middle school (IS 289) and Stuyvesant High School. The speed limit along West Street is 35 MPH, which means that after July 11, drivers will receive notices of liability for traveling at speeds of 46 MPH or higher.

Source: DOT

COMENZÓ LA AMPLIACIÓN DEL PROGRAMA DE CÁMARAS DE CONTROL DE VELOCIDAD

En virtud de una nueva ley estatal, se está ampliando drásticamente el programa de cámaras de control de la velocidad de la ciudad de Nueva York. La primera de varias nuevas cámaras se instaló en julio en West Street en Bajo Manhattan, una zona conocida por los excesos de velocidad. En diciembre, un conductor que circulaba imprudentemente a gran velocidad por West Street causó la muerte de otro. A pesar de estar cerca de dos escuelas primarias, una intermedia y una secundaria, la ley anterior no le había asignado a este sitio una cámara de control de la velocidad.

En mayo, el alcalde Bill de Blasio anunció que en el curso de los dos próximos años, el Departamento de Transporte ampliará rápidamente su programa de cámaras de control de la velocidad, mediante la instalación de nuevas cámaras en toda la ciudad, a un ritmo de aproximadamente 40 por mes en 2019, y 60 por mes en 2020, con la intención de alcanzar a cada una de las 750 zonas escolares contempladas en el máximo que fija la ley para junio de 2020 (las zonas pueden tener varias cámaras).

Una ley de cámaras de control de la velocidad más firme: desde 2014 han funcionado en zonas escolares de la ciudad de Nueva York cámaras de control de la velocidad autorizadas por una ley estatal, y los datos demuestran que en las áreas donde hay cámaras instaladas los excesos de velocidad han disminuido en más de un 60 %, y que más de un 80 % de los infractores no recibieron una segunda multa. La nueva ley de cámaras de control de la velocidad aprobada por la legislatura estatal en marzo fue promulgada por el gobernador Andrew Cuomo el 12 de mayo y entró en vigencia el 11 de julio, ampliando la cantidad máxima de zonas escolares de 140 a 750. Esta ley caduca en junio de 2022 y exige la presentación de informes anuales de situación a la legislatura.

Otros cambios importantes a la ley incluyen lo siguiente:

Duplicar el horario de funcionamiento de las cámaras de control de velocidad: ahora las cámaras de control de la velocidad funcionarán todo el año, todos los días de semana entre las 6:00 a. m. y las 10:00 p. m., incluso en las vacaciones de verano y las escolares. Antes, el horario de las cámaras era variable y solo podían funcionar durante las horas de actividad de una escuela determinada. El Departamento de Transporte estima que la ampliación de la ley duplica la cantidad total de horas en que las cámaras de control de la velocidad pueden emitir citaciones.

Ampliar las zonas con cámaras: la distancia máxima de las cámaras respecto de las escuelas se amplió a un radio de un cuarto de milla de una escuela, en lugar de la restricción anterior que impedía que las cámaras estuvieran a más de un cuarto de milla de una escuela por una calle adyacente. Esta modificación de la ley permite que se instalen cámaras cerca de cientos de nuevas escuelas. En los próximos meses, se instalarán nuevas cámaras en otras calles donde se producen muchos accidentes en los cinco distritos, por ejemplo, a lo largo de 1st Avenue en Manhattan, de Flatbush Avenue en Brooklyn, de Hylan Boulevard en Staten Island, de Northern Boulevard en Queens y de la avenida Grand Concourse en el Bronx.

Las multas por infracciones captadas por las cámaras de control de velocidad seguirán siendo de \$50, y se emitirán a los conductores que excedan en más de 10 MPH los límites de velocidad publicados. El Departamento de Transporte envía las notificaciones de responsabilidad al propietario del vehículo por correo electrónico y luego estas se adjudican en el Departamento de Finanzas de la ciudad de Nueva York.

West Street, una calle tristemente célebre: el exceso de velocidad sigue siendo la principal causa de accidentes fatales de la ciudad de Nueva York. A menudo, quienes conducen a alta velocidad no pueden frenar a tiempo para evitar un accidente, y la velocidad del conductor aumenta la gravedad de cualquier choque.

West Street, entre los túneles Holland y Hugh Carey, es un corredor famoso por los excesos de velocidad. La nueva cámara de control de la velocidad está instalada en un radio de un cuarto de milla de dos escuelas primarias (PS 234 y PS 89), una escuela intermedia (IS 289) y la secundaria Stuyvesant. El límite de velocidad en West Street es de 35 MPH, lo que implica que después del 11 de julio, los conductores recibirán notificaciones de responsabilidad por conducir a velocidades de 46 MPH o más.

Fuente: Departamento de Transporte

LIVERY NEWS**LAW INITIATES BUS-LANE CAMERA CRACKDOWN**

In late June, Gov. Andrew Cuomo signed a state omnibus spending bill (Assembly bill: A8433, Senate bill: S6615) that includes a measure allowing the city and Metropolitan Transportation Authority to expand the number of automated cameras enforcing bus-lane rules. The legislation, reported by the *Daily News*, removes restrictions that limit enforcement cameras to 16 of the nearly 250 routes that traverse the city. The bill will also remove rules that limit the use of the cameras to between 6:00am and 10:00pm. Those caught parking in or obstructing the lanes will be fined \$50 fine for the first offense, \$100 for the second, \$200 for the third and \$250 thereafter.

Mayor Bill de Blasio said he hopes the program will help him deliver on his pledge to increase bus speeds in the city, which are the slowest among the nation's major cities, averaging just 7 mph. The mayor promised in April to increase speeds 25% within a year and continue accelerating from there, in part by adding 10 to 15 miles of new bus lanes each year. The city plans to enforce those lanes through a dedicated NYPD team that includes seven tow trucks.

Source: Crain's New York Business

LEY LANZA OFENSIVA CON CÁMARAS PARA CONTROLAR LOS CARRILES DE AUTOBUSES

A fines de junio, el gobernador Andrew Cuomo firmó un proyecto de ley de gastos generales del estado (proyecto de ley de la Asamblea: A8433, proyecto de ley del Senado: S6615) el cual incluye una medida que permite a la ciudad y a la Autoridad de Transporte Metropolitano (*Metropolitan Transportation Authority, MTA*) aumentar la cantidad de cámaras automáticas que controlan el tránsito en los carriles para autobuses. La legislación, reportada por el *Daily News*, elimina las restricciones que limitan las cámaras de control de tránsito a 16 de las casi 250 rutas que atraviesan las ciudad. El proyecto de ley también eliminará las normas que limitan el uso de cámaras al horario de 6:00 a. m. a 10:00 p. m. Aquellos a quienes las cámaras capten estacionando en los carriles u obstruyéndolos recibirán una multa de \$50 por la primera infracción, de \$100 por la segunda, de \$200 por la tercera y de \$250 en lo sucesivo.

El alcalde Bill de Blasio dijo que espera que el programa lo ayude a cumplir su promesa de aumentar la velocidad de los autobuses en la ciudad, que son las más lentas entre las de las principales ciudades del país, con un promedio de apenas 7 mph. En abril, el alcalde se comprometió a aumentar las velocidades un 25% en un lapso de un año y a seguir acelerándolas a partir de allí, en parte mediante el agregado de 10 a 15 millas de nuevos carriles para autobuses por año. La ciudad tiene previsto hacer respetar esos carriles mediante un grupo especial del Departamento de Policía de la ciudad de Nueva York (NYPD) que incluye siete grúas.

Fuente: Crain's New York Business

UNLICENSED LIVERY DRIVER FATALLY STRIKES PEDESTRIAN IN HARLEM

A Livery driver fatally struck a pedestrian, sending him flying through the air, after an explosive crash into a car in Harlem on July 7, officials said. The driver of the Livery vehicle was not a licensed TLC driver, according to police.

The black Honda Livery vehicle was heading downtown on Frederick Douglass Blvd. when it struck a black Infiniti near W. 128th St. at about 1:00pm, leaving both cars mangled wrecks, cops said. The Honda then slammed into a 65-year-old man crossing the boulevard, cops said. He flew through the air and landed on a parked white car, witnesses said.

The pedestrian victim, identified as Cleo Fields, died at the scene. His body, covered by a white sheet, lay on the hood of the car as cops investigated.

The Livery driver and the driver of the Infiniti, a 27-year-old woman, were both taken to Harlem Hospital with serious injuries, police said. Police say the Livery driver was "driving recklessly" and due to the extent of his injuries, he was not able to perform a breathalyzer test. Charges against him were pending, as of July. The female driver of the Infiniti was checked by paramedics at the scene and was expected to be fine.

The impact on the parked vehicle caused a chain reaction damage to another parked Toyota, police said.

Sources: Daily News, NBC New York

CONDUCTOR DE VEHÍCULO DE ALQUILER SIN LICENCIA ATROPELLA Y MATA A UN PEATÓN EN HARLEM

Un informe policial consigna que el 7 de julio se produjo en Harlem un violento choque provocado por el conductor de un vehículo de alquiler, quien tras impactar contra otro auto atropelló a un peatón, haciéndolo volar por el aire y provocándole la muerte. Según la policía, el conductor del vehículo de alquiler no tenía licencia de la Comisión de Taxis y Limusinas (*Taxi and Limousine Commission, TLC*).

El vehículo de alquiler Honda negro se dirigía al centro por Frederick Douglass Blvd. cuando colisionó contra un Infiniti negro cerca de W. 128th St. alrededor de la 1:00 p. m.; ambos coches quedaron destrozados. Luego, el Honda atropelló a un hombre de 65 años que cruzaba el boulevard. Testigos relatan que la víctima voló por el aire y cayó sobre un auto blanco que estaba estacionado.

El peatón víctima del incidente, identificado como Cleo Fields, falleció en el acto. Mientras los policías llevaban a cabo la investigación, el cuerpo cubierto por una sábana blanca yacía sobre el capó del auto.

Tanto el chofer del vehículo de alquiler como la conductora del Infiniti, una mujer de 27 años, fueron trasladados al Hospital de Harlem con lesiones graves. La policía afirmó que el conductor del vehículo de alquiler "manejaba en forma imprudente" y dada la magnitud de sus lesiones no se le pudo practicar un test de alcoholemia. A partir de julio se presentarán cargos en su contra. La conductora del Infiniti fue examinada por paramédicos en el lugar del choque y se espera que evolucione bien.

El informe de la policía también indica que el impacto contra el auto estacionado provocó daños en cadena a otro Toyota estacionado.

Fuentes: Daily News, NBC New York

**READ TAXI & LIVERY TIMES ONLINE AT
WWW.TAXILIVERYTIMES.COM**

FUN THINGS TO DO

25 FAMILY-FRIENDLY, FUN THINGS TO DO IN NYC THIS SUMMER

If you're in New York City with your family, you're probably looking for fun things to do. The following options will provide you with endless hours of entertainment, education, outdoor fun and adventures that you can only find in NYC.

Special Events

1. Kayak for free on the East River. Or the Hudson. Numerous piers and landings in Manhattan, Brooklyn and Queens offer the activity. Daily, all summer long
2. Sign up for a sail on the historic Pioneer schooner online or at the South Street Seaport Museum. The 1885 boat docks at Pier 16. Now–September, Wednesday–Sunday (mostly)
3. Pay homage to a different kind of pioneer at the Museum of the City of New York's Jackie Robinson exhibit. Through September 15
4. Tour the land of the lost on the Bronx Zoo's Dinosaur Safari, a woodsy wagon ride populated by animatronic dinosaurs. Through November 3
5. Then do it again (this time inside) at the T. rex exhibition, courtesy of the American Museum of Natural History. Through August 9, 2020
6. Eat street food at any of Smorgasburg's three outdoor locations. Through October: Fridays, North Wing of the Oculus; Saturdays, East River State Park; Sundays, Prospect Park's Breeze Hill
7. Take flight at the New York Hall of Science with the Above and Beyond exhibit. Commemorates 1969's Apollo 11 mission. Now-September 8
8. Let your voice be heard – even if it's still changing (all ages welcome) – during karaoke nights at Summer on the Hudson. Plenty of other options exist for the season-long festival. August 2 and September 6
9. Find something wild among Maurice Sendak's opera and ballet designs at the Morgan Library. June 14-October 6 (closed Mondays)
10. Lend your family's ears to park performances of the Bard. The ones in Carroll Park (June), in Clinton Cove (August 16 and September 13) and those produced across the City by Hip to Hip Theatre Company (July 24–August 25) are the most kid-friendly.
11. Spark joy at the sight of fireworks, at the Staten Island Yankees at the conclusion of each home game (August 2, 3, 16, 21, 23, 24 and 30).
12. Bring the brood to Pier 46 for screenings of Hudson River-Flicks. A number of last year's top kid hits will be shown. July 12–August 23 (Fridays)
13. Get so promotional at a Brooklyn Cyclones game. Seinfeld Night (with Fusilli Jerry figurine), Marvel Superhero Night (with Spider-Man bobblehead) and Mo Willems Day (free Pigeon cap) are all good choices. August 10.
14. Bike, boulder and bop along the open road of Park Avenue during Manhattan's Summer Streets. Did last year's event also have a zip line and water slide? Indeed. August 3, 10 and 17.
15. Applaud the paddlers, and their colorful vessels, at the Hong Kong Dragon Boat Festival. August 3 & 4
16. Keep good company when the Ailey II troupe dances at Celebrate Brooklyn. August 8
17. Ace the test at Arthur Ashe Kids' Day, a warm-up for tennis' US Open. (It's also fun to take the family to a daytime match during the tournament.) Arthur Ashe Day: August 24; US Open: August 26–September 8
18. Witness wheels – or, possibly, wheel – in motion at the Uni-cycle Festival on Governors Island August 29-September 1.

Everyday Classics

19. Walk the length of the Brooklyn Bridge.
20. Board a ferry for a free ride to Staten Island or Governors Island.
21. Scream yourself silly for 2 minutes on the Coney Island Cyclone.
22. Meet the monuments of Queens' Flushing Meadows Corona Park.
23. Roam the lush grounds of the New York Botanical Garden.
24. Amble along above the buildings of Chelsea on the High Line.
25. Splash around at one of NYC's public beaches. Jacob Riis Park, Manhattan Beach and Orchard Beach are a few of our favorites. Now-September 2

Source: NYCGo

FEATURE

THE 5 BEST AND 5 WORST STATES FOR RETIREMENT

From affordability and mobility to community and culture, there's a range of factors that those approaching their golden years need to take into consideration when deciding whether to retire in place or put down roots in greener – and less stressful – pastures.

Bankrate.com has updated its annual list of the best states for retirees. There have been some changes since last year. For example, Utah, Idaho and New Hampshire – the second, third and fourth best places to retire in 2018 – have dropped out of the top five. Meanwhile, Arkansas, Louisiana and New Mexico scored high enough to move out of the bottom five. And New York, last place in 2018, improved enough to cede the bottom spot to a new loser.

The study examined 11 public and private criteria significant in retirement, sorted into five broader categories (weightings in parentheses): affordability (40%), wellness (25%), weather (15%), culture (15%) and crime (5%).

“There are many factors to consider when deciding where to retire,” said Bankrate.com data analyst Adrian Garcia, in a statement. “Some people may choose to stay close to family, while others prefer to seek out warm weather or affordable living. It comes down to very personal preferences, so it's important to weigh all factors and determine what is most important for your happiness.”

Bankrate.com offers an interactive online tool that helps users determine the best and worst states for retirement, based on personal preferences. The tool can be accessed at: <https://best-retirement-states-widget.bankrate.com/>.

The worst 5 states

5. *Washington*. The Pacific Northwest generally boasts a positive image of health and eco-consciousness, but Washington state came in at fifth worst for retirees. The Evergreen State is in the bottom 15 for affordability, crime, weather and wellness.

4. *Illinois*. The Prairie State came in second worst for wellness and 11th worst in affordability for retirees.

3. *Alaska*. Leisure cruisers may love Alaska's magnificent scenery, but the state ranked worst for weather and tied for worst in crime with New Mexico.

2. *New York*. The good news for the Empire State is that it's no longer the absolute worst in the bunch for retirees. But it still comes in dead last in affordability

The best 5 states

5. *Florida*. The Sunshine State repeated its fifth-place finish from 2018, largely thanks, unsurprisingly, to its No. 2 ranking for weather. (It was only bested in the weather category by Hawaii.)

4. *South Dakota*. Sparsely populated South Dakota came in among the top 15 states for wellness (10th) and, perhaps more unexpectedly, culture (12th).

3. *Missouri*. Missouri tied with Michi-



– Bankrate.com's most important metric – and places 13th lowest for weather. New York does do better in culture (seventh best) and crime (tied for 11th best with Massachusetts.)

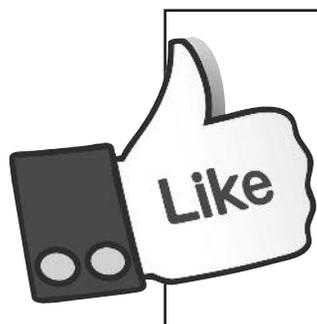
1. *Maryland*. Maryland is this year's worst state for retirement, according to Bankrate.com. The Old Line State is in the bottom 15 for affordability (fourth worst), culture (ninth worst) and wellness (tied for 13th worst with Washington), and is just outside that threshold in crime (18th worst). Any top 25 rankings? Yes, for weather (18th best).

gan for the No. 1 spot in affordability.

2. *Iowa*. Iowa scored well in affordability (eighth), wellness (12th) and crime (15th). A shortcoming? The weather (34th).

1. *Nebraska*. Nebraska made the top 15 overall in important rankings such as wellness (8th) and affordability (14th), while also scoring in the top half for crime (19th) and culture (21st). The Cornhusker State's only bottom-half finish is, as with nearby Iowa, in weather (30th), says Bankrate.com.

Source: CNBC



**TAXI & LIVERY
TIMES**

An Insider's Look at Both NYC TLC Regulated Industries

FOR BREAKING NEWS!



WORKERS' COMP AND BASE AGREEMENTS

BY STEVEN J. SHANKER, ESQ.

With the ever-decreasing number of Livery drivers in New York City, it is nice to see that the NYC Taxi and Limousine Commission (TLC) is finally seeking to eliminate the cross-class dispatch prohibition. This comes with some good news and some difficult news. First, in the modern-day realities of the New York City For-Hire Vehicle (FHV) industry, there is no reason why a Livery base should not be able to send dispatches to Black Car drivers. This would greatly open up the pool of drivers who are available to accept Livery base dispatches and thus, enable Livery bases to be able to more fully satisfy the demands of their customers. It would at least give some room for Livery bases to breathe without worrying about being able to send dispatches only to Livery drivers.

Unfortunately, there are a few stumbling blocks. First, we all know that in order to remain compliant with the law, a Livery base must either have costly private Workers' Compensation insurance for its affiliated drivers or it must be a member of the New York Independent Livery Driver Benefit Fund (NYILDBF). Failure to procure and maintain such Workers' Compensation coverage will not only place a Livery base out of compliance with the law, but it will also subject the base owner to massive penalties from the Workers' Compensation Board.

While the NYILDBF enables the vast majority of Livery bases in New York City to comply with the Workers' Compensation Law, the NYILDBF only covers dispatches from a Livery base to the driver of a Livery vehicle. The NYILDBF does not cover dispatches from a Livery base to the operator of a Black Car. In other words, under the current state of the law, if a Livery base sends a dispatch to a Black Car driver, the Livery base will have no coverage, the Black Car driver will not be provided with any Workers' Compensation benefits in the event her/she is involved in an accident and the Livery base owner will be personally liable to pay all benefits to the Black Car driver.

This presents a dilemma to Livery bases, as the current law will not allow them to take advantage of the elimination of the cross-class dispatch prohibition. Fortunately, there is a very easy solution to this problem that will enable Livery bases to send dispatches to Black Car drivers. If the TLC truly desires to eliminate the cross-class dispatch prohibition, then the simplest and legal way to accomplish this goal is to require Livery bases to have an agreement with the Black Car base the Black Car driver is affiliated with, and vice-versa. In essence, an agreement among cross-class bases.

Requiring a dispatching Livery base to have an agreement with a Black Car base, such that the Black Car base assumes the Workers' Compensation responsibility for the trip performed by the affiliated Black Car vehicle, is a simple solution to this legal and moral dilemma. It solves the Workers' Compensation coverage issue and at the same time, enables greater cooperation amongst Livery and Black Car bases.

These days, we need to find more ways to enable greater cooperation between the Black Car bases and Livery bases. The lines between the two have become quite blurred over the past five years and it is time for the TLC to throw a lifeline to the Liveries.

In the case of cross-class dispatches, if the TLC made base agreements a legal requirement, the Livery industry would have more options to enable increased dispatching efficiency. Additionally, this solution would avoid and eliminate the unintended consequences of the lack of Workers' Compensation coverage to the Black Car driver and massive fines to the Livery base. It is a win-win for all parties involved.

The Livery Round Table and the Black Car Assistance Corp are actively collaborating together on this issue and are jointly working to devise solutions that will enable both industries an opportunity to grow its businesses and to expand its dispatching options. The Livery Round Table will continue to work with the TLC to come up with solutions that will enable Livery bases to increase the number of vehicles it can dispatch to, all while preventing any unintended adverse consequences.

The elected leaders of the City are seeking to provide some sort of bail out to the yellow Taxi industry. While the yellows have been decimated by Uber, Lyft and Juno, the Livery industry is on life support and is in need of a life-line from the TLC. It is only with your participation, support and involvement that the Liveries will be able to stay alive and have an opportunity to flourish once again. The time is now to get involved.

Steven J. Shanker, Esq. is General Counsel to the Livery Roundtable, Inc. and the New York Independent Livery Driver Benefit Fund.



IATR OUTLOOK

LIMOUSINE LAW REFORMS IN NY STATE

At the end of the 2019 legislative session, about a dozen pieces of legislation designed to crack down on stretch limousines were introduced in the Senate and Assembly (referred to this year as the “Baby Ugly” or “Little Big Ugly” in political circles). The bills were prompted by the deadly Schoharie limo crash, which shined a light on the particularly lax regulations that govern the stretch limo industry.

While the 2019-2020 Adopted Budget that was passed back in April of this year tightened New York’s limousine laws with heightened penalties for safety violations by allowing the state to seize the plates of stretch limos that fail inspection, banning stretch limos from making U-turns, mandating GPS and increasing insurance coverage, the Senate Transportation Committee’s recent hearings on limo safety highlighted the need for additional safety measures.

Among the proposed legislative items introduced in the “Baby Ugly” were bills targeted at stretch limos (and other vehicles designed or modified to carry more than nine people) that would make seatbelts and rollover bars mandatory. Other bills were aimed at drivers of these vehicles and would have required fingerprinting, drug and alcohol testing, and a commercial driver’s license to drive altered vehicles, and enhanced penalties for those drivers.

In the end, only two bills passed both houses and are waiting to be “called up” by the Governor. As for the bills that did not make the cut this year, they could easily be re-introduced in the next legislative session. It is unclear which of the bills will actually be enacted, but it is clear that change is underway. This column summarizes which bills made it, which fell short, and what may be on next year’s agenda.

What passed?

The following bills passed and are awaiting the Governor’s call-up:

Increased Penalties for Drivers for Traffic Violations (S6188/A8172) increases penalties for making illegal U-turns, running red lights, and speeding with a stretch limo or other vehicle designed or modified to seat nine or more passengers, including the driver. The bill expands the U-turn ban created in the 2019 Adopted Budget to cover any commercial passenger motor carrier with a seating capacity of nine or more passengers, and increases the penalties to less than \$250 and/or a maximum of 15 days in jail for the first offense, with additional increased penalties if there are passengers in the vehicle, and for repeat violations within 18 months. The same penalties apply for running a red light with a vehicle that seats more than nine passengers. Drivers of such vehicles convicted of speeding are subject to the enhanced penalty scheme that currently applies to repeat offenders. The enhanced penalties apply regardless of whether the driver transports passengers for compensation.

Mandatory GPS for Limos (S6187/A8171) requires stretch limousines to use commercial global positioning system (GPS) technology that is specifically designed to assist navigation of commercial vehicles, which includes finding routes that accommodate the minimum clearance and turning radius of the vehicle, and which can transmit certain real-time data to the limousine operator’s employer. For the purposes of this law, “stretch limousine” means an altered motor vehicle having a seating capacity of nine or more passengers, including the driver, transporting passengers for compensation.

What didn’t make the cut this year?

Many of the below bills seek to enact licensing standards that are already in place for drivers and vehicles in NYC regulated by the NYC Taxi & Limousine Commission (TLC). However, some of these requirements seek to expand the rigorous licensing standards for limousines that exist in NYC to all other parts of New York State.

Limousine Driver Requirements

Driver Drug & Alcohol Testing (S6186/A712) requires that drivers of any for-hire vehicle with a seating capacity of nine or more persons, including the driver, be subject to both pre-employment and random drug and alcohol testing. It would also prohibit motor carriers from requiring or allowing these drivers to operate a vehicle if the driver appears to

have consumed drugs or alcohol within the previous eight hours.

Fingerprinting (S6190B/A3286) requires that applicants for a taxicab, limousine, commuter van, paratransit, or for-hire vehicle driver or owner licenses for vehicles transporting nine or more passengers must be fingerprinted by the authority authorized to issue such licenses for the purpose of securing criminal history records from both the state division of criminal justice services and the FBI.

Commercial Driver’s License Required (S6192) changes license requirements for stretch limousines so that a commercial driver’s license (CDL – P endorsement) will be required to operate an altered vehicle that seats nine or more passengers including the driver. A CDL is required even if the driver does not transport passengers for hire.

Seatbelt & Rollover Protection Devices (S6191) require that vehicles designed or modified to carry nine or more people for compensation must have lap and shoulder seatbelts and rollover protection devices, such as cages or pillars, and anti-intrusion bars.

Impounding Stretch Limos with Certain Defects (S6193) allows the New York State Department of Transportation (NYS DOT) commissioner to immobilize or impound stretch limos that have an out-of-service defect or a horn-related defect until the defect is fixed. Vehicle owners will be entitled to a hearing on the impoundment.

Limousine Business Licensing

NYS DOT Operating Authority (S6192) amends the Transportation Law so that limousines carrying nine or more passengers for hire will be considered commercial motor vehicles required to obtain operating authority from the New York State Department of Transportation. The law lowers the current seating capacity threshold for CMVs excluded from the definition of “sedan” from eleven to nine persons.

Government & Regulatory Administration

Hotline to Report Safety Issues (S6185/A8214) requires NYS DOT to establish a hotline, website, and phone app to report safety and customer service issues with stretch limousines. Stretch limos and other vehicles that are designed or modified to seat nine or more people will be required to display signs informing passengers how to report issues to NYS DOT. The bills also require NYS DOT to develop a rating system for customers to assess their limo service.

Stretch Limousine Passenger Safety Task Force (S6189) establishes a Passenger Safety Task Force for stretch limousines. The 20-member task force will be required to issue a report and make recommendations regarding: enhanced coordination and uniformity between the NYS DOT and the Department of Motor Vehicles (DMV) regarding regulating stretch limos; uniform safety training program for drivers and increasing the minimum age to operate a stretch limo; extending current federal regulations that apply to bus drivers to stretch limousines; establishing vehicle age limits for stretch limousines; and the need for additional safety measures, including prohibiting drivers of stretch limos from making U-turns or using hands-free devices, mandatory safety features, having NYS-owned and operated inspection stations and random spot vehicle inspections.

What’s next?

There is a clear willingness to pass laws to help prevent tragedies like the Schoharie crash from happening again. The likelihood of further regulation in the next legislative session is high. While the Federal government has not completed its investigation into the Schoharie crash just yet, this has not stopped state legislators and the Governor from acting in New York to close loopholes and heighten safety and accountability requirements.

While the Governor has noted that there may be jurisdictional restrictions on what the State of New York can regulate for vehicles that are already regulated by the Federal Motor Carrier Safety Administration (FMCSA), in terms of going beyond federal requirements, there is clearly a commitment to make big changes in Albany. The coordination by and between the NYS DOT, DMV as well as the FMCSA and NYC

Continued from page 23

Taxi and Limousine Commission (TLC) may create additional regulatory requirements coupled with both concurrent and possibly conflicting jurisdictions.

For many years, NYS DOT has registered stretch limousines as buses. This happened as a result of super-stretch coachbuilders trying to evade the passage of laws in the early 2000s by the New York City Council and the TLC, which I had drafted and passed when I was the TLC Chair, to reign-in non-certified stretched limousines. The State is now drawing a distinction between vehicles that are manufactured to seat more than nine passengers and vehicles that are altered or modified to do so. Almost

every state in the US, including NY, have passed laws over the last several years loosening and deregulating sedan service provided by Transportation Network Companies, while vehicle regulation of larger for-hire vehicles is going in the opposite direction. The disparities and complexity continues.

For further information about the implications of the Schoharie crash and the history of limousine regulations, I recently authored a comprehensive research article that is published in TRB News, a journal of the Transportation Research Board of the National Academy of the Sciences.

TR News 321 May/June 2019 Issue:

www.mytrb.org/MyTRB/Store/Product.aspx?ID=10256.

If you or your company representatives have any questions about any of the pending legislation, or would like copies or further analysis of any bills, please feel free to contact me at mdaus@windelsmarx.com, or at 212.237.1106.

Professor Matthew W. Daus, Esq. is President, International Association of Transportation Regulators (<http://iatr.global>); Transportation Technology Chair, City University of New York, Transportation Research Center at The City College of New York (<http://www.utrc2.org>); and Partner and Chairman, Windels Marx Transportation Practice Group (<http://windelsmarx.com>). He can be reached at mdaus@windelsmarx.com or 212.237.1106.

Editor's Note

After going to print last month, we were told that the FTA chart that ran with this column in July had inaccurate information, recently changed by the FTA. The following is the revised chart:

Figure 1: Examples of 2016 Sandbox Projects. Source: <https://www.transit.dot.gov/research-innovation/fiscal-year-2016-mobility-demand-mod-sandbox-program-projects>

State	Project Sponsor	Description	Funding
CA (& WA)	Los Angeles County Metropolitan Transportation Authority	The Los Angeles County Metropolitan Transportation Authority will receive funding for a <u>two-region mobility on demand partnership</u> with the ridesharing company, Via, in Los Angeles and Seattle. The project will explore the viability of first/last mile solutions for trips originating and ending at select transit stops. Customers can use the Via app or call a dispatcher phone number, providing equity to lower income individuals.	\$1,350,000
TX	Dallas Area Rapid Transit	Dallas Area Rapid Transit (DART) will receive funding for a <u>project that integrates ride-sharing services</u> into its GoPass ticketing app to solve first and last mile issues. This project will combine traveler applications to create an integrated, multimodal application that leverages ride-sharing services. The project will improve ease of access to DART stations, particularly in non-walkable areas not well served by transit.	\$1,204,000
FL	Pinellas Suncoast Transit Authority	The Pinellas Suncoast Transit Authority will receive funding for the <u>Paratransit Mobility on Demand Demonstration</u> , a set of partnerships with a taxi company, a paratransit service and a car-sharing company to develop a model to provide more cost-effective on-demand door-to-door paratransit service. The project will feature a central dispatch software that provides users with a selection of transportation service providers based on an estimated time of pickup, available payment types, and physical limitations.	\$500,000
AZ	Valley Metro Rail, Inc.	Valley Metro Rail of Phoenix will receive funding for a <u>smart phone mobility platform</u> that integrates mobile ticketing and multimodal trip planning. The network will include a range of mobility providers, including ride-hailing, bike sharing, and car-sharing companies, allowing all levels of income, age and people with disabilities to have access to an integrated, connected multimodal transportation system.	\$1,001,000

NYC MOVIES UNDER THE STARS

OUTDOOR MOVIE NIGHTS AT RANDALL'S ISLAND PARK, FIELDS 81 AND 42

August 11: *Crazy Rich Asians* (2018), Field 42
 August 18: *Ralph Breaks the Internet* (2018), Field 81
 September 8: *Creed II* (2018), Field 42

FILMS ON THE GREEN, VARIOUS LOCATIONS

September 3: *Olivia* (1951), Columbia University, Manhattan

CINEMALIC, HUNTERS POINT PARK SOUTH, QUEENS

August 15: *Jaws* (1975)
 September 7: *Mary Poppins Returns* (2018)



COMMISSIONER'S CORNER

By Bill Heinzen

New Driver Assistance Center Coming

I'm excited to announce that the TLC is partnering with the Department of Consumer and Worker Protection's Office of Financial Empowerment to launch a new Driver Assistance Center. The center's mission will be to provide personalized financial counseling and advocacy by financial experts familiar with the unique challenges facing many drivers. The center will be open to all TLC-licensed drivers, and will offer specialized services for medallion owners, including advocacy to push lenders to modify and reduce medallion loans to make them more affordable. There will be financial counselors available to review each driver's finances one-on-one and discuss their available options to achieve greater financial success and stability. The Center's staff will also be trained to provide health service referrals and applications for benefits, available from the City's Human Resources Administration. The TLC and DCWP will be working hard together over the coming months to ensure drivers have access to these valuable services as soon as possible.

Hearing on new congestion rules

At the time of the writing of the column, the TLC was preparing for a July 23 hearing on our new congestion rules, which includes continuing the cap on for-hire vehicles. These rules will lead to less congestion on the road, which benefits all New Yorkers, but especially TLC-licensed drivers, who spend too much of their time stuck in traffic.

Before the cap, the TLC received more than 2,000 new for-hire vehicle applications a month for years. These new cars and the ever-increasing competition for passengers created a race to the bottom that significantly lowered driver income. Drivers know all too well they lose out when companies flood the streets with too many cars, and drivers can't get enough rides to make a living.

We are considering an extension of the cap on for-hire vehicles for another year, and limiting the amount of time that companies can have for-hire vehicles driving empty in Manhattan. The TLC will review the continued effectiveness, as well as any impacts of the cap, after one year and every six months thereafter. As before, new wheelchair accessible vehicles would be exempt from the cap, and the exemption would be extended to include battery-electric vehicles.

App company drivers spend over 40% of total work time cruising empty while they wait for a trip, and greenhouse gas emissions have increased by 62% from 2013 to 2018, according to a study conducted by the TLC and DOT in 2018 and 2019. We anticipate the cap on cruising will lead to a 21% drop in the number of vehicle hours traveled by for-hire vehicles in the Manhattan core, and that regulating new FHV licenses will also lead to a 4% decrease. This will have a significant impact on traffic, since for-hire vehicles now make up nearly 30% of all traffic below 96th Street in Manhattan.

We greatly appreciate the feedback we have heard so far – and want to share some facts to dispel some of the concerns we have heard.

One concern has been that the extension of the cap will create a medallion-like asset, and that TLC-plated vehicles will be leased at higher rates. The fact is the taxi and FHV industries are completely different. Taxis have been capped at 13,587 since 2014, and have only increased by about 11% since the 1940s. In stark contrast, the number of for-hire vehicles has grown rapidly until the licensing pause last year – from 58,295 in 2014 to more than 120,000 now.

Vehicle owners have not begun treating FHV licenses like medallions in the past year. This year, more than 8,000 FHV owners have voluntarily turned in their TLC vehicle licenses and left the road. And even a year into the licensing pause, one out of five owners up for renewal have voluntarily turned in their TLC vehicle licenses.

We are closely monitoring the impact of the licensing pause on lease rates and have reviewed the leasing rates for the most

Apertura de Nuevo Centro de Asistencia al Conductor

Me complace anunciar que la Comisión de Taxis y Limusinas (Taxi and Limousine Commission, TLC) se está asociando con la Oficina de Capacitación Financiera del Departamento de Protección al Consumidor y al Trabajador (DCWP) para lanzar un nuevo Centro de Asistencia al Conductor. La misión del centro será brindar asesoría financiera personalizada y defensa por parte de expertos financieros familiarizados con los problemas únicos que enfrentan muchos conductores. El centro estará abierto a todos los conductores con licencia de la TLC y ofrecerá servicios especializados para los propietarios de medallones, a la vez que presionará a los prestamistas a modificar y reducir los préstamos de medallón para hacerlos más asequibles. Habrá asesores financieros disponibles para revisar las finanzas de cada conductor y discutir sus opciones disponibles para lograr un mayor éxito financiero y estabilidad. El personal del Centro también estará capacitado para proporcionar remisiones de servicios de salud y solicitudes de beneficios disponibles en la Administración de Recursos Humanos de la Ciudad. La TLC y el DCWP trabajarán juntos durante los próximos meses para garantizar que los conductores tengan acceso a estos valiosos servicios lo antes posible.

Audiencia (Hearing) sobre nuevas reglas de congestión de tráfico

Al momento de escribir la columna, la TLC se estaba preparando para una audiencia del 23 de julio sobre nuestras nuevas normas de congestión, que incluye continuar con el límite en los vehículos de alquiler. Estas reglas conducirán a una menor congestión en las vías, lo que beneficiará a todas las personas de New York, pero especialmente a los conductores con licencia de la TLC, que pasan demasiado tiempo atrapados en el tráfico.

Antes del límite, la TLC recibió más de 2,000 nuevas solicitudes de vehículos de alquiler por mes durante años. Estos nuevos vehículos y la competencia cada vez mayor para los pasajeros crearon una carrera hasta el punto que redujo significativamente los ingresos del conductor. Los conductores saben muy bien que pierden cuando las compañías congestionan las calles con demasiados vehículos, y los conductores no pueden obtener suficientes viajes para ganarse la vida.

Estamos considerando una extensión del límite máximo de vehículos de alquiler para el otro año, y limitar la cantidad de tiempo que las empresas pueden tener vehículos de alquiler vacíos en Manhattan. La TLC revisará la efectividad continua, así como cualquier impacto del límite, después de un año y cada seis meses a partir de entonces. Al igual que antes, los vehículos nuevos con acceso para sillas de ruedas estarían exentos del límite y la exención se extendería para incluir vehículos con batería eléctrica.

Los conductores que trabajan con aplicaciones pasan más del 40% del tiempo total de trabajo transportándose vacíos mientras esperan un viaje, y las emisiones de gases de efecto invernadero han aumentado en un 62% entre 2013 y 2018, según un estudio realizado por la TLC y el Departamento de Transporte (Department of Transportation, DOT) en 2018 y 2019. Anticipamos que el límite en los transportes dará lugar a una reducción del 21% en el número de horas de viaje de los vehículos de alquiler en el centro de Manhattan y que la regulación de las nuevas licencias de los vehículos de alquiler (For-Hire Vehicle, FHV) también llevará a una disminución del 4%. Esto tendrá un impacto significativo en el tráfico, ya que los vehículos de

alquiler (For-Hire Vehicles) ahora representan casi el 30% de todo el tráfico debajo de la calle 96 en Manhattan.

Apreciamos enormemente los comentarios que hemos escuchado hasta ahora, y queremos compartir algunos datos para disipar algunas de las inquietudes que hemos escuchado.

Una preocupación ha sido que la extensión del límite creará un activo similar al medallón y que los vehículos con licencias de la TLC se arrendarán a tasas más altas. El hecho es que las industrias de taxi y los FHV son completamente diferentes. Los taxis han sido limitados a 13,587 desde 2014, y solo han aumentado en un 11% desde la década de 1940. En contraste absoluto, el número de vehículos de alquiler (FHV) ha crecido rápidamente hasta que la licencias se pararon el año pasado, de 58,295 en 2014 a más de 120,000 en la actualidad.

Los propietarios de vehículos no han comenzado a tratar las licencias de los FHV como licencias medallón en el último año. Este año, más de 8,000 propietarios de los vehículos de alquiler (FHV) han entregado voluntariamente sus licencias de vehículos de la TLC y han salido de circulación. E incluso un año después de la pausa en la concesión de licencias, uno de cada cinco propietarios que ya iban a renovar entregaron voluntariamente sus licencias de vehículos de la TLC.

Estamos supervisando exhaustivamente el impacto de la pausa de la licencia en las tasas de arrendamiento y las hemos revisado para las compañías de arrendamiento más populares de vehículos de alquiler

popular FHV leasing companies. The rates are still comparable to a year ago, but we have asked driver groups for documentation of leasing rates increasing. If you see lease rates going up, please share this information with us. If lease costs go up, we can change the driver pay formula to incorporate the higher expenses.

We have also heard repeatedly that the licensing pause will lead to less service in the outer boroughs, and wait times will soar. Yet daily app trips continue to grow in all parts of the city. In the most recent quarter from mid-February through mid-May 2019, trips increased 43% in the Bronx, 15% in Brooklyn, 21% in Manhattan above 96th Street, 29% in Queens, and 62% in Staten Island, when compared to the same period in 2018, before the pause. And wait times have decreased in almost every neighborhood in the city, on average 13% in between 2018 and 2019 – and decreased by 22% in Parkchester and St. George. This growth in trips without a continued increase in the number of new vehicles means more fares for drivers.

There was a media report that trips for Uber have decreased in New York City since TLC's driver pay protection rules went into effect earlier this year. However, our trip records show that there were almost 15,900,000 trips dispatched by the company in May 2019 – up from 13,579,992 in May 2018.

We look forward to updating you on the hearing in the next column and receiving more feedback on these proposed rules. They will be a critical step to both decreasing traffic congestion and improving driver well-being.

Have a safe and healthy summer.

(FHV). Las tarifas aún son comparables a las de hace un año, pero hemos solicitado a los grupos de conductores la documentación del incremento de las tasas de arrendamiento. Si detecta que aumentan las tasas de arrendamiento, comparta esta información con nosotros. Si los costos de arrendamiento aumentan, podemos cambiar la fórmula de pago del conductor para incorporar los gastos más altos.

También hemos escuchado repetidamente que la pausa en la concesión de licencias dará lugar a un menor servicio en los distritos externos y los tiempos de espera aumentarán. Sin embargo, los viajes diarios de aplicaciones continúan creciendo en todas partes de la ciudad. En el último trimestre, desde mediados de febrero hasta mediados de mayo de 2019, los viajes aumentaron en un 43% en el Bronx, en un 15% en Brooklyn, en un 21% en Manhattan por encima de la calle 96, en un 29% en Queens y en un 62% en Staten Island, en comparación con el mismo período de 2018, antes de la pausa. Y los tiempos de espera han disminuido en casi todos los barrios de la ciudad, con un promedio del 13% entre 2018 y 2019, y han disminuido en un 22% en Parkchester y St. George. Este aumento en viajes sin un aumento continuo en la cantidad de vehículos nuevos significa más tarifas para los conductores.

Hubo un informe de los medios de comunicación de que los viajes para Uber han disminuido en la ciudad de New York desde que las reglas de protección del pago del conductor de la TLC entraron en vigor a principios de este año. Sin embargo, nuestros registros de viaje muestran que hubo casi 15,900,000 viajes enviados por la compañía en mayo de 2019, frente a 13,579,992 en mayo de 2018.

Esperamos poder actualizarlo sobre la audiencia en la siguiente columna y recibir más comentarios sobre las normas propuestas. Serán un paso importante para disminuir la congestión del tráfico y mejorar el bienestar de los conductores.

Tengan un verano seguro y lleno de salud,

Tips for Safe Riding in New York City

- Using an app to take a ride? Check the vehicle license plates on your app – and don't get in unless they match.

You can also ask the app driver who he or she is picking up, and make sure the name matches yours.

- All app and livery cars are licensed, have commercial for-hire insurance, and checked for safety by the TLC. They have one TLC blue decal on the front windshield, and two on the side of the car.
- Professional, TLC-licensed drivers will not approach you on the street and ask if you need a ride. Never get in if this happens. When you ride with a TLC-licensed driver and vehicle, you have peace of mind that the driver has been drug tested, undergone a criminal background check, and completed a driver education course that includes customer service and traffic safety. The vehicle has full commercial for-hire insurance, and has been inspected.
- Want to hail a car on the street? Only taxis are licensed to pick up hails in New York City. Yellow taxis can be hailed anywhere, and green taxis can be hailed in upper Manhattan and the outer boroughs. Both have metered rates and offer a flat rate of \$52 between Manhattan and JFK Airport, in addition to surcharges and tolls.
- TLC-licensed commuter vans have one TLC blue decal on the front, two on the side, and one on the vehicle rear. When you get into an unlicensed van, the driver has not had a criminal background check or passed a drug test, and the van might not have insurance.

Consejos de seguridad

- ¿Usar una aplicación para un traslado? Verifique las placas del vehículo en su aplicación y no se suba si no coinciden. También puede preguntar al conductor de la aplicación a quién va a recoger y asegurarse de que el nombre coincida con el suyo.
- Todos los vehículos de la aplicación y de alquiler tienen licencia, tienen seguro comercial por alquiler y cuentan con controles de seguridad de parte de la Comisión de Taxis y Limusinas. Tienen una calcomanía azul de la Comisión de Taxis y Limusinas en el parabrisas delantero y dos en los laterales del vehículo.
- Los conductores con licencia de la TLC no se acercarán a usted en la calle para preguntarle si necesita un traslado. Nunca se suba al vehículo si esto sucede. Cuando usted se traslada con un conductor y en un vehículo con licencia de la TLC, puede tener la seguridad de que al conductor se le han realizado pruebas de detección de consumo de drogas, se han verificado sus antecedentes criminales y que asistió a un curso de instrucción para conductores que incluye atención al cliente y seguridad vial. El vehículo tiene seguro completo comercial por alquiler y se le han realizado inspecciones.
- ¿Desea parar un taxi en la calle? Solo los taxis tienen licencia para recoger pasajeros en la ciudad de Nueva York. Los taxis amarillos se pueden parar en cualquier lugar y los verdes se pueden parar en Alto Manhattan y en los suburbios. Las tarifas de ambos se miden con contadores y ofrecen una tarifa plana de \$52 entre Manhattan y el JFK Airport, aparte de los recargos y peajes.
- Las camionetas de pasajeros con licencia de la TLC tienen una calcomanía azul de la TLC al frente, dos a los lados y una en la parte de atrás. Cuando usted se sube en una camioneta sin licencia, al conductor no se le han verificado sus antecedentes criminales ni ha aprobado una prueba de detección de consumo de drogas y puede que la camioneta no tenga seguro.

READ TAXI & LIVERY TIMES ONLINE AT
WWW.TAXILIVERYTIMES.COM



THE FISHBOWL

SO MANY QUESTIONS, SO LITTLE TIME

BY LARRY FISHER

Last fall, New York's City Council announced the creation of a task force to study the NYC taxi industry. On July 19, 2019, they announced the 19 members of this group, which includes labor leaders, academics, politicians and some industry-interested parties, among others.

So, it only took City Council nine months to get started on this project. In that time, much consternation over bankruptcies, foreclosures, the devaluation of medallions and suicides has roiled the industry and the city to some extent. Talk of bailouts has reentered the conversation.

I have a few questions about how we got to this point: Did city government, through its regulatory entity (the Taxi and Limousine Commission), have an interest in decimating the medallion during the Bloomberg and de Blasio administrations? Why did the TLC take the rate of fare off the doors of yellow cabs? Why did Katrina Wyman, Professor of Law, perform a study on the medallion as problematic property in 2012? If the TLC knew that the medallion was significantly over-valued, as indicated by the "Roth Report," as far back as 2010, why didn't the TLC publicize it or notify interested industry partners? If the National Credit Union Administration also believed that medallions were in an asset bubble, why didn't they take stronger regulatory action? Why did the TLC post bogus "average medallion sales" as late as 2013? Why did the TLC insist that auction bidders include in their bid package a commitment letter from an approved lender of at least 80% of the bid amount? Did the city, via the TLC, take a position of willful neglect of the medallion in support of Uber and Lyft's efforts to supplant the medallion taxi? What were the results of the investigation of TLC employees going to work for Uber and Lyft? Why did the city agree to 50% of the taxi

medallion fleet becoming wheelchair accessible? Why did the TLC agree that 25% of the app fleet be wheelchair accessible? Why did the NY City Council put no limits on the expansion of Uber and Lyft between 2013-2018? Does it make sense that the medallion taxi industry cannot expand its fleet without an environmental impact study, but the livery or black car fleet can?

I have a few other questions about where we go from here. Does the city want a vibrant medallion system that regulates the supply of taxis to ensure that drivers can make a sufficient living in order to serve the public in a reasonable way and be able to repair and replace their vehicles as need be? Does the city want to have the support systems necessary to maintain a medallion industry, with fair and competitive insurance and lending products? Does the city have an interest in the future sales of medallions (yellow or green), as a way of serving an expanding population and raising revenue? Does the city have any ideas other than congestion pricing to combat the overwhelming chokehold that currently exists in Manhattan and surrounding areas? How would you assess the WAV program thus far? Are users being served better than with Access-A-Ride? Are drivers being incentivized sufficiently to maintain a level of service commensurate with its purpose? Is there really any enforcement against illegal street hails, especially at hotels, airports and restaurants? How does the city government feel about hedge funds and private equity buying up blocks of medallions in foreclosure sales and loans from legacy lenders? Is there really any difference in the service being provided by yellow taxi drivers, black car drivers and Uber drivers getting people from point A to point B? Why is it necessary to differentiate them? Do the members of this task force believe

that the lenders are the ones at fault for the crash of medallions, as the NY Times has theorized, or is the entree of app-based competition really the cause? Is the NY Daily News correct in estimating a 44% drop in yellow taxi driver revenue over the last five years? Does the TLC need to be reformed or eliminated? Is the taxi industry itself most responsible for turning the public against them for geographic and racial discrimination in picking and choosing fares? Is the same thing occurring with regular frequency with app-based providers? Have initiatives like pedestrian plazas and bike lanes made driving a taxi more difficult and more time consuming for passengers? What is the TLC's role in allowing the expansion of app-based drivers and the concomitant increase in accidents?

So many people have gotten hurt and financially destroyed in the last five years, and government's response has been lacking. If this task force is just a means to placate the interested parties with no action down the line, then the most important questions will have been answered. Does the city want a medallion system, and did the city actively pursue a policy to destroy it?

Larry Fisher entered the NYC transportation industry in 1982 as a yellow taxi driver, and has also worked as a black car driver. In 1987, he became a lender for Progressive Credit Union, then took the position of lending supervisor in 2003 for Melrose Credit Union – which he held until he retired in 2016. Currently, Mr. Fisher is a consultant for his own firm, LAF Consulting Services Corp. He can be reached at: lafisher292@gmail.com.

READ

**TAXI & LIVERY
TIMES**

An Insider's Look at Both NYC TLC Regulated Industries

ONLINE AT

WWW.TAXILIVERYTIMES.COM

DEFENSIVE DRIVING

REMEMBER: LABOR DAY IS EARLY NEXT MONTH, KIDS GO BACK TO SCHOOL

By BERTRAM MERLING

We know it seems a little early to bring up the end of summer, but early next month drivers in NYC will face the challenges presented by the Labor Day weekend, as well as kids returning to school. We also included some additional tips for your safety.

Labor Day Weekend

Labor Day is Monday, September 2, and the weekend leading up to it always has its challenges if you are driving in NYC

- During Labor Day Weekend, the number of fatal and catastrophic accidents increases due to more people Driving While Intoxicated (DWI). Use caution and be prepared to use your best defensive driving skills if you observe an apparent DWI driver.
- Please call 911 to report any apparent DWI drivers. You could be saving lives.
- Do not confront any DWI drivers.
- Traffic volume increases after Labor Day so be patient and be prepared to plan alternate routes to help your passengers arrive safely to their destinations in the timeliest manner.
- Be patient if you are delayed in police DWI checkpoints. You could have been the next victim of the drunk driver being removed from the road.
- If you are transporting an obviously intoxicated and potentially abusive passenger, please try to be patient. At least they had the sense not to drive.

Back-to-School Time Again

On September 5, NYC schools will reopen and children will return to class.

- Please keep your eyes on the road,

hands on the steering wheel and pay extra attention, particularly in school zones and during the first few weeks of September.

- Watch out for children standing or walking along side of the road and crossing the streets.
- Always STOP if you are approaching a school bus with a stop sign and/or flashing red lights, whether you are approaching from the front or behind. IT IS THE LAW!
- Make a mental note of all the schools, playgrounds and other locations frequented by children that you pass during your usual work shift. Be extra cautious.
- Watch out for children who are not paying attention to what's going on around them, and instead are focused on their hand-held devices.

Avoid Alcohol, Drugs and Nicotine

- Never consume alcohol, illegal drugs, or prescription drugs that can make you sleepy while operating a vehicle.
- Always carry a doctor's note if you require insulin for diabetes. Familiarize yourself with TLC prescription drug policies.
- Never consume beer (even on a hot day) with lunch, if you are driving. Even one beer can impair your judgment and could put your blood alcohol level over the legal limit.
- Take part in community efforts to strengthen laws against DWI repeat offenders, and always spread the message that help is available for people with addictions in need of counseling.
- Do not self-medicate as a means of treating fatigue or anxiety – both of

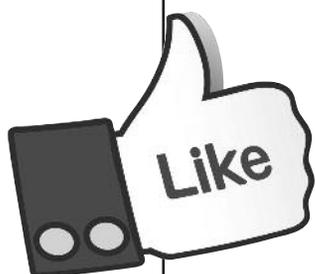
which are common among drivers operating black cars, medallion taxis or other vehicles for hire. Consult a physician for help instead.

- Nicotine is considered a drug by the National Safety Council. Studies have shown that nicotine use by drivers may cause anxiety, mood changes and the desire to speed up. Motorists craving nicotine may become irritable or impatient, and more likely to be involved in a road rage incident than a non-smoker.

Pedicabs

- Always anticipate unsafe maneuvers by a pedicab responding to a potential passenger.
- The number of pedicabs can be reduced by giving personalized service to your passengers. Talk to your passenger, if they want to engage in conversation. DO NOT talk on the phone; it is illegal anyway. Point out the sights of NYC to tourists. Show your passengers that you can be as helpful, courteous and charming as popular pedicab operators so they choose to ride in your vehicle, rather than a pedicab. An FHV is safer, more comfortable, and cheaper than a pedicab.
- Use special caution and be prepared to use defensive driving skills in areas frequented by pedicabs, such as Times Square, Central Park South and Central Park.
- Remember: You must treat pedicabs as you would pedestrians and bicycles, yielding to them at all times, regardless of the circumstances.

Bertram Merling is the Loss Control Coordinator for Hereford Insurance Company. He welcomes your questions and comments, and can be reached at 718.361.9191 ext. 7235, or via email at bmerling@herefordinsurance.com



An Insider's Look at Both NYC TLC Regulated Industries

FOR BREAKING NEWS!



TAXI AND FOR-HIRE VEHICLE RELIEF STANDS

Taxi and For-hire Vehicle relief stands allow drivers to park their vehicles for up to one hour. This affords drivers the opportunity to leave their vehicles and take care of personal needs. Taxi relief stands should not be confused with taxi stands, which are locations where drivers can wait in their cars to pick up passengers.

DOT is not responsible for regulating taxis. Taxis are regulated by the New York City Taxi and Limousine Commission. DOT regulates taxi relief stands.

The type column indicates if the relief stand is for taxis alone, or for both taxis and For-Hire Vehicles (FHVs).

Staten Island currently has no relief stands.

The following information was found at www.nyc.gov/html/dot/html/motorist/taxirelief.shtml (as of July 24, 2018). We recommend checking back periodically, in the event changes are made to these lists.

MANHATTAN

Type	Street	Cross Streets
Taxi/FHVs	10 Ave (E. side)	W 26 St & W 28 St
Taxi/FHVs	11 Ave (E. side)	W 45 St & W 46 St
Taxi/FHVs	3 Ave (W. side)	E 14 St & E 15 St
Taxi/FHVs	3 Ave (W. side)	E 15 St & E 14 St
Taxi/FHVs	6 Ave (E. side)	Thompson St & Grand St
Taxi/FHVs	6 Ave (W. side)	W 22 St & W 23 St
Taxi/FHVs	6 Ave (W. side)	W 38 St & W 39 St
Taxi/FHVs	6 Ave (W. side)	W 39 St & W 40 St
Taxi/FHVs	6 Ave (W. side)	W 55 St & W 56 St
Taxi/FHVs	8 Ave (W. side)	W 46 St & W 47 St
Taxi	9 Ave (E. side)	W 30 St & W 29 St
Taxi	Ave A (W. side)	E 2 St & E. Houston St
Taxi/FHVs	Church St *E Rdway (W. side)	Franklin St & White St
Taxi/FHVs	E 116 St (S. side)	3 Ave & 2 Ave
Taxi	E 15 St (N. side)	Irving Place & Union Square E
Taxi	E 23 St (N. side)	1 Ave & 2 Ave
Taxi	E 26 St (S. side)	3 Ave & 2 Ave
Taxi	E 27 St (S. side)	Park Ave S & Madison Ave
Taxi	E 28 St (N. side)	Park Ave S & Lexington Ave
Taxi/FHVs	E 29 St (S. side)	Madison Ave & 5 Ave
Taxi	E 32 St (N. side)	Madison Ave & Park Ave S
Taxi	E 77 St (S. side)	1 Ave & 2 Ave
Taxi	E 78 St (N. side)	Lexington Ave & 3 Ave
Taxi	E 78 St (S. side)	Lexington Ave & 3 Ave
Taxi	E 86 St (N. side)	Henderson Pl & York Ave
Taxi	E 87 St (S. side)	1 Ave & 2 Ave
Taxi/FHVs	Grand St (N. side)	Forsyth St & Chrystie St
Taxi/FHVs	Madison Ave (W. side)	E 26 St & E 27 St
Taxi/FHVs	Maiden Ln (S. side)	Front St & South St
Taxi	Park Row (E. side)	Ann St & Beekman St
Taxi/FHVs	South St (W. side)	Wall St & Gouverneur Ln
Taxi	University Pl (E. side)	E 13 St & E 14 St
Taxi	W 33 St (N. side)	9 Ave & 10 Ave
Taxi	W 39 St (S. side)	8 Ave & 9 Ave
Taxi	W 41 St (N. side)	10 Ave & 11 Ave
Taxi	W 55 St (S. side)	10 Ave & 11 Ave
Taxi/FHVs	W 181 St (S. side)	Pinehurst Ave & Fort Washington Ave
Taxi/FHVs	West St (E. side)	Laight St & Vestry St

QUEENS

Type	Street	Cross Streets
Taxi	31 St (W. side)	34 Ave & 35 Ave
Taxi	31 St (E. side)	37 Ave & 36 Ave
Taxi	31 St (E. side)	38 Ave & 37 Ave
Taxi	34 St (W. side)	37 Ave & 38 Ave
Taxi/FHVs	35 St (S. side)	Starr Ave & Bradley Ave
Taxi/FHVs	36 St (E. side)	Skillman Ave & 43 Ave
Taxi	43 Ave (N. side)	35 St & 36 St
Taxi/FHVs	43 Ave (N. side)	11 St & 12 St
Taxi	44 Rd (S. side)	21 St & 11 St
Taxi/FHVs	43 Ave (N. side)	36 St & 37 St
Taxi	49 St (W. side)	Newtown Rd & Northern Blvd
Taxi/FHVs	45 Ave (S. side)	Jackson Ave & 23 St
Taxi/FHVs	47 Ave (S. side)	11 St & Vernon Blvd
Taxi	55 St (E. side)	Queens Blvd & Roosevelt Ave
Taxi	64 St (W. side)	34 Ave & 35 Ave
Taxi/FHVs	61 St (E. side)	Roosevelt Ave & 39 Ave
Taxi	Queens Blvd (S. side)	50 St & 51 St
Taxi/FHVs	Pearson St (W. side)	Jackson Ave & DeadEnd
Taxi	Queens Blvd (N. side)	55 St & 54 St
Taxi	37 Ave (N. side)	32 St & 31 St
Taxi/FHVs	Van Dam St (W. side)	Queens Blvd & Skillman Ave

BRONX

Type	Street	Cross Streets
Taxi/FHVs	E 233 St (S. side)	Carpenter Ave & White Plains Rd
Taxi	Park Ave (E. side)	E 135 St & E 138 St
Taxi	Park Ave (W. side)	E 135 St & E 138 St
Taxi/FHVs	Pelham Pkwy S (S. side)	Wilson Ave & Eastchester Rd
Taxi/FHVs	W 231 St (N. side)	Albany Cr & Broadway
Taxi/FHVs	West Kingsbridge Rd (S. side)	Sedgwick Ave & Webb Ave

BROOKLYN

Type	Street	Cross Streets
Taxi	4 Ave (W. side)	3 St & 6 St
Taxi/FHVs	4 Ave (E. side)	Prospect Ave
Taxi	N 6 St (N. side)	Berry St & Wythe Ave
Taxi	New Utrecht Ave (N. side)	55 St & 13 Ave



NEWS

GROUP SEEKS JUSTICE IN BRUTAL BEATING OF LIVERY DRIVER

The New York State Federation of Taxi Drivers is seeking justice, after a Livery driver was attacked by two teens in Brooklyn, leaving him with a broken nose, swollen eye and a gash on his face. The two suspects in the attack – ages 13 and 15 – were taken into custody, said police.

Federation spokesperson Fernando Mateo said he was not satisfied with the police response to the attack on driver Hernando Rangel.

“While (Rangel) was in the trauma unit at Woodhull Hospital, these kids were being released back into the streets so they could continue their vicious attacks on New Yorkers,” Mateo said.

“Juvenile reports were prepared and both subjects were released to their parents,” ex-

plained Detective Denise Moroney.

Rangel said he received a call on July 17 at around 7:30pm to pick up seven teenage passengers at the corner of Pulaski St. and Marcy Ave. in Bedford-Stuyvesant. But soon after he rolled up, the driver said he got a weird feeling something wasn’t right and asked for payment up front.

The group agreed to fork over the money in advance but refused to give Rangel a drop off address. When the cabbie told the teens to get out of the car, he got a fist to the face from the young man in the front passenger seat.

“He grabbed the cord for my chargers and equipment,” Rangel said. “I tried to stop him... then he just started beating me.”

Rangel said he hit the accelerator but could not drive and simultaneously fend off the unre-

lenting teen. When he pulled over, another assailant got into the vehicle and started to pummel him.

Two cops on patrol spotted the commotion near the intersection of Marcy and Myrtle Aves., about five blocks from the pickup location.

Rangel, who has worked as a driver for 22 years, said he’s afraid to return to work.

“This was an emotional shock for me and my family,” he said. “You never recover from something like this. It’s been eight days from the punches I received. What happened to my face will heal. But the scars I have when I wake up in the middle of the night thinking of the kids beating me – that will take time. I don’t know how long it will take to recover.”

Source: Daily News

NYC CLEAN-AIR TAXI RULES ARE WORKING

Clean-air taxi rules in New York City increased cabs’ fuel efficiency and reduced air pollution, a new study says.

Legislation introduced in 2006 required at least 9% of new yellow Taxi medallions be set aside for hybrid or compressed natural gas vehicles. It also encouraged companies to purchase low-emission taxis. Between 2009 and 2015, the fuel efficiency of the Big Apple’s fleet of about 13,500 yellow cabs more than doubled – to 33.1 miles per gallon (8.5l/100km), from 15.7 (18l/100km). As a result, nitrous oxide emissions from the taxi fleet dropped 82% and particulate exhaust emissions fell 49%.

Even though the clean-air taxi law does

not apply to 100,000 other for-hire vehicles, the declines were associated with decreased air pollution in the city, according to the Columbia University and Drexel University researchers.

“The past decade has seen steady improvements in the quality of air in New York City, and clean-air taxis appear to be one contributing factor,” said study author Dustin Fry, a doctoral research fellow at Drexel University’s Dornsife School of Public Health in Philadelphia. “This is good news for New Yorkers’ health since we know air pollution raises the risks of low birth weight and asthma in children.”

Co-author Frederica Perera said the study

provides evidence that air pollution legislation can have real impact.

“Even though overall, yellow taxis account for a small proportion of vehicular miles traveled on New York City’s streets, in midtown they account for almost half,” said Perera, director of translational research at NYC’s Columbia Center for Children’s Environmental Health. “Similar regulations targeting other vehicles could make an even bigger difference.”

The study was published in the *Journal of Exposure Science and Environmental Epidemiology*.

Source: Health 24

DE BLASIO PULLS NOMINATION FOR NEW TLC CHAIR

Mayor Bill de Blasio, in July, withdrew the nomination of Jeff Roth to serve as Chair of the Taxi and Limousine Commission (TLC). A de Blasio spokesperson acknowledged it was due to a standoff between the City Council and the administration over the embattled industry.

During a confirmation hearing in July, Roth struggled to answer questions during an intense grilling from City Council members who wanted to know how he thought the city should regulate the medallion market and whether cabbies suffering as a result of artificially-inflated prices should receive restitution from the city. Roth’s failure to answer those questions and provide his thoughts on the package of council bills seeking to reform the industry caused City Council Speaker Corey Johnson to become visibly frustrated.

Taxi drivers, along with several City Council members, have urged the mayor to come up with some form of bailout for affected medallion owners, thousands of whom are still saddled with horrible debt. The mayor has said a bailout would be prohibitively expensive for the city.

Roth’s resume boasts a range of city jobs, including a stint at the TLC, where he served as deputy commissioner for policy and external affairs. The mayor is expected to resubmit Roth’s candidacy at a later date.

Source: Gothamist

COLLISION IN QUEENS PUTS WOMAN IN CRITICAL CONDITION

A 38-year-old woman was rushed to the hospital, after a head-on collision in Queens. A Livery vehicle and another car slammed into each other on Vernon Blvd. near 37th Ave. in Astoria, a block from the Roosevelt Island Bridge, on July 13, at about 3:30am, cops said.

The two vehicles were traveling in opposite directions on Vernon Blvd. when they collided, witnesses told police.

The woman, unconscious with grave injuries, was rushed to Weill-Cornell Medical Center in critical condition, officials said. Two other people involved in the crash were taken to Elmhurst Hospital with minor injuries. It was not immediately disclosed who was in each vehicle.

Source: Daily News

TAXI DRIVER CHASES TEEN ROBBER, GETS RUN OVER BY HIS OWN CAR

A 16-year-old boy was arrested for a robbery that led to the death of a Taxi driver in the Bronx. Authorities say 65-year-old Mohammad Zafrullah was robbed on the night of July 14, on Seward Avenue in the Soundview section. When the robber fled, Zafrullah gave chase, but apparently didn’t put his taxi in park. Police say the vehicle knocked him down and rolled over him before running into a parked car.

Zafrullah was rushed to the hospital, where he died from his injuries. The teenager has been charged with murder and robbery. Police said the incident was caught on video, but it had not been released as of mid-July.

Zafrullah came to the US from Bangladesh in hopes of a better life for his family. To support them, he drove a taxi, reportedly for 12 hours a day, six and sometimes seven days a week.

Source: WABC New York

NEWS

TWO BIG INSHUR PROMOS: BRIEF SURVEY OFFERS CHANCE TO WIN NEW IPHONE, DASHCAM PROGRAM SAVES DRIVERS \$\$\$

INSHUR, an insurance company specializing in NYC TLC-regulated drivers, is conducting a brief, simple survey offering drivers the chance to win one of two new iPhone XRs. Although the survey takes just a few minutes to complete, it's a limited-time offer, so drivers are urged to complete it TODAY!

Click on <https://forms.gle/8wXEwUL7Qp71U2Je6> to take the survey – created to give INSHUR a better understanding of customers' needs, enabling it to improve customer service and refine its menu of products.

INSHUR's new survey comes on the heels of another popular promotion that has saved thousands of drivers hundreds of dollars. Since the program's launch in February, more than

3,000 drivers have saved up to \$450 on their policies, simply by purchasing and installing a \$49 Nexar dashcam.

As an added BONUS, drivers who sign up in August receive a \$25 Amazon voucher, just by using the VIP Code "BCN" when signing up. Simply download or open the INSHUR app at www.inshur.com/nexar, select the "Dashcam" option, and choose and purchase a policy.

Easy to install, there are no monthly fees to enjoy the many features of the Nexar dashcam, which helps protect drivers against false claims, improves safety and can save drivers a significant amount of money on their insurance rates each year.

"We have all heard about accidents where

fault gets put on the professional driver, often unfairly," explains INSHUR's Paul Doran. "A Nexar dashcam solves these worries AND saves you money."

Founded in 2016, INSHUR is owned/managed by insurance specialists, mobile technical developers and TLC-regulated operators. The firm features specialized Driver Support & Operations teams in New York to better assist its local customers.

According to INSHUR: "Visiting and calling broker offices, filing paperwork and signing forms takes drivers off the road, which means lost wages." When you do things "the INSHUR way," drivers save time and money.

For more information, visit www.inshur.com.

MAYOR REJECTS TAXI DRIVER BAILOUT AS OTHERS KEEP PUSHING

In July, Mayor Bill de Blasio released the results of a 45-day review of the New York City Taxi industry, which is widely considered to be "in crisis." The review calls for more oversight and tighter rules but does not raise the idea of a bailout for cabbies still struggling.

"It's great to say, 'never again,' but it's not enough," said Mark D. Levine, one of 10 members of the City Council who, along with the city's comptroller, Scott M. Stringer, have said they support at least a partial bailout of affected drivers. "It's just incredibly frustrating that all of the response has been about trying to prevent further fraud and abuse going forward without doing anything about the fraud and abuse that has already occurred."

A *New York Times* investigation, published in May, claimed some taxi industry leaders had artificially inflated the prices of Taxi medallions, while others made millions directing drivers into risky loans they could not afford. Medallion prices soared to more than \$1 million

in 2014, from \$200,000 in 2002, before crashing, leaving thousands struggling. More than 950 medallion owners have filed for bankruptcy.

Industry leaders have denied wrongdoing and placed the blame on the city for allowing ride-hailing apps, such as Uber and Lyft, into the market with little regulation.

The report summary recommends that the city require brokers to disclose more information about themselves and their loans; translate documents into 10 languages; publish all future broker violations online; and create a city unit to more closely supervise industry leaders.

The mayor's office agreed to waive \$10 million in fees owed by taxi owners and approved a driver assistance center to give financial counseling and mental health services – but did not approve a direct bailout, which they estimated would cost about \$13 billion. Many say the formula the city used to arrive at that number is faulty and the actual number would be much lower. City Hall's estimate is based on paying

\$1 million to buy back each of the 13,587 medallions.

According some council members, the average borrower owes about \$500,000 on their medallion. Under one proposal, the city would provide about \$100,000 per medallion, with the driver keeping a debt of about \$200,000 and lenders being pressured to forgive the rest of the loan. Some councilmen, including Ydanis Rodriguez, the transportation committee chairman; Ritchie Torres, the oversight committee head; and Brad Lander, the deputy leader for policy, said a bailout would target only medallions owned by individual drivers, not fleets. There are between 4,000 and 6,000 driver-owners, they said.

Advocates for cab drivers say the city has an obligation to respond to the crisis because of its role in causing it. The city's own investigation found that city, state and federal regulators ignored warning signs.

Source: New York Times

"SUMMER STREETS" PROGRAM ANNOUNCED FOR AUGUST

The New York City Department of Transportation (DOT) announced its 12th annual Summer Streets program, which is set to take place on the following Saturdays: August 3rd, 10th and 17th, from 7:00am to 1:00pm, along Park Avenue, Lafayette and Centre Streets from Central Park to the Brooklyn Bridge. DOT will curate an expanded roster of fun and free activities along the route on those dates.

"Summer Streets' activations allow New Yorkers to see their streets in new and exciting ways," said DOT Commissioner Polly Trottenberg. "We encourage everyone to get out this year – and enjoy three weekends of Park Avenue blissfully free of cars and traffic."

Since 2008, the DOT has presented Summer Streets along nearly seven miles of streets made accessible to the public for outdoor recreation – walking, running, cycling, hearing music, working out, enjoying a meal and other activities for all ages. Last year, 300,000 people attended.

For more information about Summer Streets, including a route map, street closure information and list of this year's programming, visit www.nyc.gov/dot or www.nyc.gov/summerstreets.

NYC DRIVER PETITION BUILDS SUPPORT, PASSES 250 SIGNATURES

This summer, a petition to "reform the New York City Taxi & Limousine Commission (TLC)" received some additional prominent signatures, according to its author, Raul Rivera. Mr. Rivera, a TLC driver, says three members of City Council have now signed his petition – and in July, Jumaane D. Williams was added to the list.

Mr. Williams has been New York City's Public Advocate since 2019. He formerly served as a member of the New York City Council.

The online petition can be viewed here: https://www.thepetitionsite.com/628/798/656/reform-the-new-york-city-taxi-amp-limousine-commission-now/?taf_id=60486935&cid=fb_na#bbfb=901328175.

NYC Councilwoman Carlina Rivera signed the petition in June, according to Mr. Rivera. She was the first member of city council to sign it, he added.

Among the other signatories was a candidate running for president of the Dominican Republic, a politician running for congress and a representative from "Families for Safe Streets."

Mr. Rivera says he created the petition, to

help "all New York City taxi drivers."

"Reform must come from the drivers, standing up for themselves," says Mr. Rivera. "It's encouraging that we are finally getting the support of city council, but it's the drivers who will make a difference."



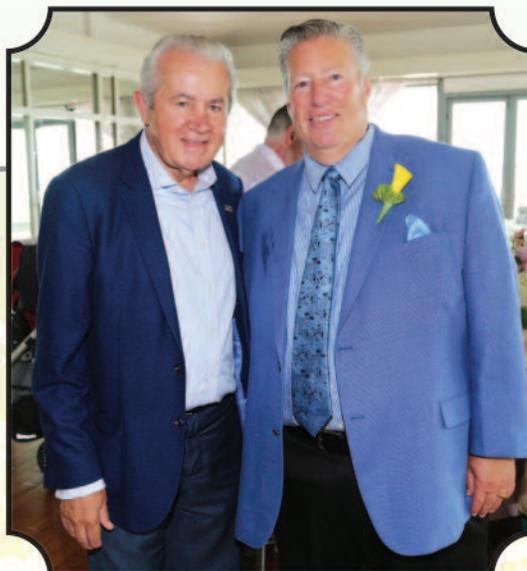
City Councilwoman Carlina Rivera signs the petition of TLC driver, Raul Rivera, which seeks to reform the TLC.

“Taxi” Dave & Claire Get Married

We would like to congratulate “Taxi” David and Claire Pollack on their wedding, which they celebrated on July 10 at the Battery Gardens Restaurant – a venue that features a spectacular view of the New York City Harbor and Statue of Liberty.



The Happy Couple



“Taxi” Dave Pollack, with owner of Battery Gardens, Paul Nicaj, who was on hand to make sure everything was perfect for the Pollack wedding. “The food is as impeccable as the view,” says “Taxi” Dave. “If anyone asks you for a restaurant recommendation, you can’t go wrong with Battery Gardens, Taxi Dave’s favorite!”

Save The Date And Join Us!

Wednesday, August 14, 2019

Sound Judgment

www.soundjudgmentband.com

@

Shrine – NYC

<https://www.shrinenyc.com/>

*2271 Adam Clayton Powell Jr. Blvd
New York, NY 10030*

Music from 9:00pm – 11:00pm

FEATURING:

SOUND JUDGMENT



Sound Judgment, is comprised of Matt “The Match” Daus, former (and still longest serving) TLC Chair on lead guitar; Nora Constance “Connie Cool” Marino, current NYC TLC Board Member/Commissioner on lead vocals; Jason “J-Rock” Mischel, former Commissioner of NYC Mayor’s Office of People with Disabilities on electric bass; and John “Johnny Stixx” Morris on drums.

UPCOMING SHOW

Thursday, September 5, 2019

Multiple Sets | 6:30pm – 10:00pm

Drom NYC | 85 Avenue A, New York, NY 10019

<https://www.dromnyc.com/>