

# TAXI

# INSIDER

VOL. 18, NO. 8

“The Voice of the NYC Transportation Industry.”

AUGUST 2017

## LETTERS TO THE EDITOR

Page 3, 6, 8 & 11

## INSIDER NEWS

Page 4, 12 & 18

## TAXI ATTORNEY

By Michael Spevack

Page 9

## PUZZLE

Page 9

## A LESSON ON HOW NOT TO PASS A HEALTH CARE BILL

By Jerry Kramer

Page 11

## DISRUPTED BY TECHNOLOGY & POLITICS!

By Matthew Daus, Esq.

Page 14

## COMMISSIONER'S CORNER

By Merrra Joshi

Page 15

## EVENING IN AMERICA

By Larry Fisher

Page 17

## THE TLC AND ITS CRAZY PRESUMPTION OF GUILT

By Dan Ackman

Page 23

## NYC ECONOMY

Page 29 and 30

## BOOK SIGNINGS

Page 31

## INSIDER DIRECTORY

Page 32

## BROADWAY SHOWS

Page 37

## EDITORIAL

By David Pollack

## BUYING A MEDALLION

There is no surprise in saying that Right Now is a perfect time to buy a medallion. Why? It is simple, because today you can get a bargain on the purchase price of medallion as compared with the prices in the past. What does a medallion get you, you might ask? It either gets you a job where hard work guarantees you an income, or, it gives you a return on your investment. Although recent statistics show medallion-meter income is down about 15%, one can still gross approximately \$35 per hour with hard work. It may be the perfect time for two working drivers to pool their financial assets to buy a medallion. Or, it may be the perfect time for investors to buy medallions either in bulk or singularly.



In my many years transferring medallions one

thing is for sure, you MUST use a TLC licensed professional “taxi broker.” You can also use an attorney, but ONLY if they have already participated in medallion sales. You see, closings at the Taxi & Limousine Commission in New York City do NOT require payment AT the closing. In fact, for decades, credit unions and banks funded newly purchased medallions only AFTER the transfer of the asset was completed and proof of such was submitted. Other reasons to use seasoned “brokers” and attorneys is to avoid those unknowing attorneys who mean well, but just don’t get it.

Let me give you a few examples of why dealing with experienced people in this industry is

*(Continued on Page 38)*

## OP-ED

By Matthew Daus Esq.

## The Real Story Of Taxi Medallions

### *There's Reason For Optimism About Yellow Cabs And The Market That Underpins Them*

While it might be hard to imagine New York City taxi medallions as better performing assets than housing or gold, they enjoyed a virtually uninterrupted upward value trajectory for three-

quarters of a century after their creation. Medallions were selling at \$2,500 in 1947, but in 2013 corporate medallion prices peaked at \$1.3 million and independent (driver-owned) medallions at \$1.1 million.

The medallion system was created in 1937 when the supply of taxis outstripped demand. The city limited the number of cabs, and established the taxicab owner's license (the medallion) as a personal property right that could be bought and sold between private parties.

Valuing taxi medallions today is difficult. As with any asset, the basis for valuation can be whatever someone is willing to pay for it on an open market or the cash flow it generates. Values can be influenced by many factors including labor supply, regulatory stability, interest rates, ridership

*(Continued on Page 24)*



**TAXI DAVE'S  
RADIO SHOW**  
WOR-710AM  
8:00 – 9:00 PM  
EVERY SUNDAY!

**BEST Prices in NYC!**  
**Come to US!**  
**NYC INTERBORO MGMT.**  
36-02 21st Street, Astoria  
**718 392-0520**

**YOGI TRANSMISSION SHOP, INC.**  
Mr. Surjit Singh  
21-10 39<sup>TH</sup> Avenue • Astoria, NY 11101  
Tel. (718)392-6320 • (800)609-6320  
Business Hours: Mon - Fri. 9 am till 7 pm •  
Sat. 9 am till 2 pm

**Taxi Drivers Wanted Day Night FT/PT**  
**In Chelsea Manhattan, Steps To Subway!**  
2015/2016 Prius Hybrids  
**YOU CAN BE A FILL IN AT DISCOUNTED RATES**  
No Deposit! Get 1st 10 day shifts at \$75  
Get 1st 10 Sun, Mon Tuesday nights \$80  
Low Daily Rates  
**Call 917-374-8538 Immediate Start Is OK!**

**Westway Medallion Sales**  
Your full service establishment for everything taxi  
657 10TH AVENUE, NEW YORK, NY 10036. (BETWEEN 46-47TH STREET)  
Tel: (212) 977-4590 | INFO@WESTWAYTAXI.COM  
ASK FOR RICHARD OR BRANDON



**Call Lee Komitor or**  
**Alex Chaoush**  
74-15 NORTHERN BLVD.  
QUEENS, NEW YORK  
**1-718-898-7800**  
Fax (718) 476-8207

**MYSTIC**  
Brokerage, Inc.  
330 McGUINESS BLVD.,  
BROOKLYN, NY 11222  
TEL: (718) 349-7610  
FAX: (718) 349-7615

**SPONSORSHIP OPPORTUNITY ON**  
**THE TAXI DAVE SHOW**  
**INCLUDES DAYTIME**  
**COMMERCIALS.**  
**CALL 718 706-8294**  
**FOR DETAILS!**

**ALL TAXI MANAGEMENT**  
— TLC License #: A0202 —  
41-25 36th Street, Long Island City, NY 11101 Phone: (718) 361-0055

**WWW.NYCTAXINEWS.COM**

**JTL**  
MANAGEMENT  
36-16 Skillman Avenue  
Long Island City, NY 11101  
(718) 392-7000 • Fax: (718) 472-0925

  
**TAXI DAVE'S**  
**RADIO SHOW**  
WOR-710AM  
**EVERY SUNDAY!**  
8:00 – 9:00 PM

**YOU CAN ADVERTISE**  
**HERE FOR \$100**  
Listen For Our Special\$ on  
The Taxi Dave Show!!

**DriveYellowCab.Com**  
**718-729-7777**  
**Lowest Shift Prices**  
FOR MORE INFORMATION SEE OUR AD ON PAGE 33



# LETTERS



## Prearranged Definition

Dear Taxi Dave,

I don't know who changed the definition of prearranged, but it was meant to mean a set time and date in the future not joining a club !!

Michael Simon

## TLC Licensed Vehicle Crashes

Dear Taxi Dave,

I just listened to your shows from July 9th. Thanks as always for the info and for making me laugh. Dave was wondering if crashes have gone up. Yes, bigly! I attached the TLC page that shows all the numbers. Here are some highlights. Nothing to laugh about here. Polly Trottenberg loves to talk about Vision Zero and how the death numbers are coming down. The problem is that anyone can mine data and find what they want to find. As I've told her. She says "People love Uber!"

I asked her how many for hire cars should we have, 200 thousand?

What's the limit? Her answer, "we're grappling with that." Problem is, while she's grappling cars are crashing.

July 2014 TLC licensed vehicles involved in a crash 2,865.

May 2017 TLC licensed vehicles involved in a crash 4,764

July 2014 TLC licensed vehicles involved in a crash causing severe injury 530

May 2017 TLC licensed vehicles involved in a crash causing severe injury 846

Does that look like an increase to you?

And yes, there are more for hire cars on the road now but they only do 5.9 trips a day as opposed to yellow cabs doing 20-25 trips per shift. You can imagine what an increase in crashes does to traffic not to mention people who are injured. These increases are NOT coming from yellow cabs! These passengers should for the most part be on a bus or the subway or a yellow cab. Not in an unlimited supply of gypsy black cars.

Carolyn Protz

## Uber Clout

Dear Taxi Dave,

How can the NYC yellow taxi industry compete with the likes of Uber and other well financed app hailing interlopers?

The investors on these businesses, hedge fund titans, Silicon Valley billionaires and rich Arabs aren't amateurs, so I'm of the opinion that they are here to stay for the long haul.

There is one thing these behemoths won't do is hire drivers as employees and that is something the yellow cab industry did for a long time and survived for years. So it is time the taxi industry change course and do the right thing and hire drivers as employees.

I know this is a tough decision but what is the alternative, go bankrupt. All the talk I hear is about saving the industry and the individuals who purchased the overpriced medallions, no mention of doing anything for the yellow cab drivers.

It is time for the yellow cab industry to band together, confront the powers that be, do away with cab leasing scheme "aka" horse hiring which was illegal back in the day and create real jobs with benefits. These app hailing companies got you guys beat in all

fronts, their drivers own their cars which are many times bigger and more comfortable, no handicap equipment requirements, no contributing to the MTA, work simultaneous with two app hailing companies and the police don't target them for tickets as much as they do yellow cabs. Fellows, the handwriting is on the wall, it is up to you guys to wake up to reality and change course pronto.

Virgilio Carballo  
Old timer

## Buying The Brooklyn Bridge

Dear Taxi Dave,

The day the Brooklyn Bridge opened May 24, 1883 people came from far and near to enjoy the "People's Day" as declared by the Brooklyn Mayor, Seth Low. Of course the President also attended. Having stayed at The Fifth Avenue Hotel at Madison Green where the hand and giant torch of the Statue of Liberty was placed after the Centennial Exhibition of 1876. France gave it as a 100 year birthday gift. Such was the innocence of the American crowd that the everlasting American folklore of someone buying the Brooklyn Bridge originated. There is a saying in NYC "if you believe this there is a bridge I can sell you!" Sounds like the political environment today. If only we can keep our feet on the ground can respectable citizens who believe in truth justice and the American way (yellow taxi drivers) be freed from the corruption UBER brings the yellow cab business district of Manhattan.

(Who Loves Ya Baby)  
Frank Canzanella

## What Do We Call It?

Dear Taxi Dave,

Since the street hail is considered by us to include EHail, what term should we use to describe the process when we street hail using our arm and hand.

What do we call it?

Mike

## Scott Stringer Yellow Cab

Dear Taxi Dave,

In regard to Scott Stringer's comment from 7/14/17 TLC's failed to collect \$\$ of dollars for their neglect for not putting enough wheelchair friendly cabs on the streets of NYC.. Hello, Scott. TLC doesn't pay for the cabs I have to spend the \$\$ for that; are you really that clueless obviously you are! How do you think I would pay for my new cab? We don't have money trees in our back yard!! NYC is losing money thanks to our clueless Mayor for not capping illegal uber when he had the chance! Who's paying the bill for me Scott, did you forget? You make me sick, you, exMayor Bloomberg, TLC commissioner Joshi, City council Ydanis Rodriguez, you should all be ashamed of yourselves! FYI, I'm not a cab driver but it doesn't take a rocket scientist to know they are all struggling! Hello!

Christine Grabowski

## Not That Fast, Doesn't Hold Water

Dear Dave,

As your guest commissioner Riccio proposed a \$15,000 fee to be imposed upon app companies such

(Continued on Page 6)

# TAXI INSIDER

## Publisher & Editor-in-Chief

David Pollack



## Columnists

Matthew Daus, Esq.

Larry Fisher

Nat Goldbetter

Ira Goldstein, Esq.

Abe Mittleman

Michael Spevack, Esq.

Jerry Kremer

## Layout & Graphics

Dragonfly Graphics LLC

## Taxi Insider

11 Edge Water lane

Haverstraw, NY 10927

Phone: (718) 706-TAXI(8294)

E-mail: [TaxiHail@aol.com](mailto:TaxiHail@aol.com)

Copyright © 2017 by TAXI INSIDER. All rights reserved. Neither this newspaper nor any part thereof may be reproduced, copied, or transmitted in any form, electronic or mechanical including photocopying, microfilming, recording or by any information retrieving system without the express written permission of the publishers. The copyright is extended to the design and text created for advertisements. This publication will not be 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 INSIDER.

This Publication reserves the right to limit or refuse advertising it deems objectionable.

TAXI INSIDER is published monthly at a subscription rate of \$48.00 per year.

# Insider News

## Illegal Cross-Dispatch

Since the end of 2014, cross-dispatches have been illegal and prohibited by the NYC Taxi and Limousine Commission. A cross-dispatch is when a Black Car Base sends a dispatch to a vehicle affiliated with a Livery base or when a Livery base sends a dispatch to a vehicle affiliated with a Black Car base. TLC Rule 59A-11(e) prohibits the vehicle owner from permitting such illegal cross dispatches to be performed by the vehicle operator and Rule 59B-17(d) prohibits Livery bases from sending dispatches to operators of Black Car vehicles.

## Loss of Workers' Comp Coverage

Cross-class dispatching places FHV drivers in danger of losing Workers' Compensation coverage in the event they are involved in an accident. Additionally, cross-class dispatching places FHV bases in danger of having no coverage. In other words, if a Livery Base dispatches to a vehicle affiliated with a Black Car base, neither the Livery Fund nor the Black Car Fund will cover the accident. This places the Livery base at risk of having no workers' comp coverage and potentially being held liable not only for lost wages and medical benefits, but also for the failure to have coverage for engaging in this type of illegal conduct.

## Basis For The Rule Against Cross-Dispatches

Per the TLC, Livery bases, historically, have served their local communities, while Black Car bases have provided contract services with a higher class of vehicle throughout New York City. While these distinctions may have blurred over time, the TLC believes the core principles behind these respective services continue to serve their respective passengers and communities. The Administrative Code and TLC Rules have consistently reflected the importance of this division, placing differing requirements on the bases, vehicles, and services provided by the Black Car industry and the Livery industry.

## NEW YORK CITY TAXI AND LIMOUSINE COMMISSION Notice of Promulgation of Rules

Notice is hereby given in accordance with section 1043(b) of the Charter of the City of New York ("Charter") that the Taxi and Limousine Commission ("TLC") promulgates rules to amend existing rules relating to the dispatch of for-hire vehicles ("FHVs") and the collection of trip records.

These rules are promulgated pursuant to sections 1043 and 2303(b) of the Charter and section 19-503 of the Administrative Code of the City of New York.

On October 16, 2014, a public hearing was held by the TLC at the TLC's offices at 33 Beaver St., 19th Floor, New York, New York. These rules were approved at a TLC Commission Meeting on November 20, 2014 at the TLC's offices at 33 Beaver St., 19th Floor, New York, New York. These rules will take effect 30 days after publication.

### Statement of Basis and Purpose of Rule

In response to changing industry dispatching practices resulting from the introduction of smart phones, the TLC is promulgates new rules that will:

- require FHV bases to submit trip records to the TLC,
- prohibit dispatching a vehicle affiliated with a base with a different type of base license, i.e. a Livery base dispatching to a vehicle affiliated with Black Car base,
- require Bases that are members of the Black Car Fund to bill and collect the surcharge for that Fund for every trip they dispatch in accordance with the rules of the Fund,
- require bases dispatching vehicles from a different base to provide the customer with the name and license number of the base with which the dispatched car is affiliated,
- establish a violation for failing to comply with certain portions of the new rule, and
- make a dispatching base liable for dispatching an uninspected vehicle or a vehicle without the proper identifications.

**Background** - Current Taxi and Limousine Commission (TLC) rules allow a For-Hire Vehicle (FHV) base (Livery, Black Car or Luxury Limousine) to dispatch a for-hire vehicle affiliated with another base when the passenger is told that this is the case at the time the passenger requests the ride. Until recently, the industry practice, though not required by current TLC rules, has been to dispatch vehicles affiliated with another base with the affiliated base's knowledge. In addition, the industry practice has been to dispatch only vehicles of the same vehicle class; e.g. a Livery base would not dispatch a Black Car.

Recently, bases that dispatch using only smartphone applications began dis-

patching vehicles affiliated with other bases without their knowledge with great frequency, including bases of other classes. These new practices have given rise to problems not addressed in the TLC's rules:

- First, the current rules do not provide a way for the TLC to identify the driver of a dispatched vehicle, whose name and license number are needed to ensure safety and consumer protection regulations.
- Second, the current rules do not specify with what information the customer must be provided.
- Third, cross-class dispatches undermine important regulatory class distinctions.

To assess the extent of these problems and find solutions, TLC met or spoke with FHV base owners and drivers, the Black Car Fund, the Livery Fund, the New York State Workers' Compensation Board, smartphone app companies, insurance providers, driver organizations, and passenger groups. The TLC also conducted field tests using various smartphone apps used by bases to dispatch vehicles, and spoke with drivers receiving dispatches through the apps. At a public hearing held on October 16, 2014, the TLC heard testimony from a cross-section of the entire industry. Representatives from all sectors of the for-hire transportation industry, including drivers who spoke for and against the rules, testified at the hearing. This rule incorporates information collected and knowledge gathered from these meetings, field tests, written comments received on the rules, and testimony received at the public hearing.

**Identifying Drivers** - There are currently over 70,000 licensed FHV drivers and 50,000 licensed for-hire vehicles compared to just over 50,000 licensed Yellow Taxi drivers, 13,698 Yellow Taxis, and 5,496 Street Hail Liveries. While TLC can identify and hold accountable Yellow Taxis and Street Hail Liveries and their drivers through electronic trip records that are automatically captured and transmitted to the TLC, no such mechanism exists for this larger section of the for-hire transportation industry. Without a record of every trip, TLC does not have a way to fairly enforce its rules against drivers across service types, which leaves a wide accountability gap between drivers of Yellow Taxis and drivers of FHVs. Additionally, without obtaining trip records, TLC does not know the number of trips the FHV industry is dispatching as a whole. With trip records, TLC will have more accountability of FHV vehicles and drivers, to better ensure that people who want rides can get them safely and reliably.

TLC needs to be able to identify the driver in each trip of one of its licensed vehicles, particularly if a vehicle is involved in a crash or if there is a service complaint against the driver. For vehicles with required in-vehicle technology (Yellow Taxis and Street Hail Liveries), TLC identifies the driver through electronic trip records that are automatically captured and transmitted to the TLC, which include the driver license number associated with each trip. For FHVs, which are currently not required to have in-vehicle technology, TLC can identify the driver by requesting dispatch records from the vehicle's affiliated base. Each FHV must affiliate with one and only one base, and all FHV bases are required to maintain a record for each trip they dispatch, which must include the driver's For-Hire license number, the date and time of the dispatch, and the passenger pick up location. If the TLC has the license plate number of a vehicle, the TLC can determine what base that vehicle is affiliated with, and contact that base for the dispatch record, which will identify the driver of that vehicle. However, if the base with which this vehicle is affiliated (the "home base") does not know about or have a record of the trip because the trip was dispatched by another base, as is currently the case, the TLC is not able to identify the driver for that particular trip by contacting that vehicle's home base. In these cases where the TLC only has information about the vehicle's license plate, the TLC cannot identify the driver. The base that dispatched the trip, and which is currently required to keep a record of it, is unknown to both TLC and the vehicle's home base.

This lack of information poses a serious difficulty for TLC's Vision Zero goal of ensuring that its licensed drivers are the safest on the road. To achieve this goal, the agency is carrying out a wide range of initiatives, from outreach and education to incentives and enforcement. For example, TLC is focusing on issuing summonses for speeding — the leading cause of traffic fatalities in New York City — and running red lights. To do so, TLC needs to be able to identify the driver who committed the offense. When the home base does not have the dispatch record for the trip during which the offense took place, because the vehicle was dispatched without the home base's knowledge, there is no way for TLC to identify the offending driver.

Also important is protecting the rights of consumers who file complaints that a driver violated the law, such as by overcharging, driving recklessly, or failing to comply with TLC prohibitions on service refusals. Often, the passenger does not have the driver's name or license number, but does have the vehicle's license plate or the home base name/number displayed on the side of the car. If the driver cannot be identified because the vehicle was dispatched by a base other than its home base, it is difficult for TLC to issue summonses for viola-

(Continued on Page 12)





# NEW YORK RENAISSANCE FAIRE



CELEBRATING  
**40**  
YEARS!

SATURDAYS, SUNDAYS & LABOR DAY • 10AM TO 7PM

## AUG. 5 - OCT. 1

600 ROUTE 17A, TUXEDO, NY 10987 • 845.351.5171 • OPEN RAIN OR SHINE • [RENAIR.COM](http://RENAIR.COM)    

Print and present coupon at Faire Box Office to receive one of the following:

### OPENING WEEKEND SAVINGS

**One Adult Ticket - \$21**

Offer and ticket valid Saturday or Sunday  
August 5 or 6, 2017 only.

TAXI AUG

### 2ND WEEKEND

**CHILDREN ADMITTED FREE\***

\*When accompanied with one adult ticket purchase. Ages 12 & Under. No coupon necessary.

Offer and ticket valid Saturday or Sunday,  
August 12 or 13, 2017 only.

TAXI AUG

### SPECIAL SAVINGS

**\$200 OFF** One full priced  
Adult Ticket

Offer and ticket valid Saturdays or Sundays  
August 5 - Oct. 1, 2017 only.

TAXI AUG

### LABOR DAY SAVINGS

**One Adult Ticket - \$21**

Offer and ticket valid Labor Day Monday,  
September 4, 2017 only.

TAXI AUG

Regular Adult Ticket Price is \$25. Limit one coupon per person. Print more coupons at [Renfair.com](http://Renfair.com). Children 4 & under always admitted free. Not valid with any other offer. Not valid with online ticket sales. No pets or smoking, please.





# LETTERS



(Continued from Page 3)

as Uber, Lyft, Via and others, it doesn't hold water. His plan can easily be contested and defeated by Uber's lawyers for the following reasons:

A) with millions of dollars at their disposal, Uber's lawyers can easily "buy" the politicians in Albany and NYC in the form of "campaign finance", to throw the plan into a garbage can.

B) Commissioner added and said if the app companies operate in the outer boroughs he doesn't have any problems with that. Meaning, app companies won't have to pay the above fee if they work outside Manhattan. Here is the catch:

An Uber driver brings a passenger from Brooklyn into Manhattan. Before he goes back to Brooklyn he gets a fare inside Manhattan. Would Commissioner Riccio charge this particular Uber driver a \$15000 yearly fee for a single ride he accomplished inside Manhattan? Non sense. Doesn't hold water.

C) Why Commissioner Riccio didn't specify in details how he would impose the \$15,000 fee on app companies?

## My plan:

The Green Cabs rule be imposed upon app companies (Uber, Lyft, etc ....).

Meaning no pick ups allowed from both airports and below 96th street in Manhattan. Or, congestion pricing to be introduced, yellow cabs to be exempt. This is how you can bring down two birds with one bullet. Congestion reduced and app companies curtailed.

*Ghodratolah Hakimi*

## White Stuff On License Plates

*Dear Taxi Dave,*

I'm seeing a lot of stuff smeared on license plates. Do people think they will beat paying cashless tolls and red light cameras by doing this?

*Stephen Wasserman*

## Thanks For Having Me On

*Dear Taxi Dave,*

Thank you for having me on the show!

I strongly believe we need a City Environmental Quality Review for these black cars.

I thought you might find this De Blasio testimony from 2015 interesting, this is from before the alleged "Cap 'Study'"; from the Mayor's mouth:

"Uber is a multi-billion dollar corporation, which is looking out for its own interests and its own profitability. You know, let's not kid ourselves about their motivations. ...

That's a fact that has been lost very quickly in this discussion – in part because of the misinformation that Uber has spread, backed up by millions and millions of dollars and lots of lobbyists. They're going to be a presence. They do bring value added. But there's real issues.

How are we going to make sure that disabled New Yorkers have access?

How are we going to address the congestion problem, which obviously Uber contributes toward?

And that's why the study is so important. What about the MTA tax, which right now Uber doesn't pay, but we need for the future of the MTA?

These are serious issues that government has to deal with. And boy, I'll tell you one thing, I know plenty of companies that would love to have no rules put on them – believe that the free market should decide everything. And if that was a reality, life within this city would be a lot worse – and that would be true in this country as well. So there will be rules – I don't care how much money they have – there will be rules.

When we went to them and said let's talk about trying to mirror the accessibility opportunity that we're doing through the yellow taxis – you know, half of all yellow taxis will be accessible under our current plan – how do we do something like that with Uber? How do we address the revenue for the MTA? We have pointed out the obvious facts about congestion. People are experiencing it and there's facts to back it up. Midtown in particular is more congested. The speed of cars traveling in Midtown is going down – it's getting slower and slower. Something's going on here"

FROM: <http://www1.nyc.gov/office-of-the-mayor/news/510-15/transcript-mayor-de-blasio-department-transportation-commencing-work-100-million>

"...It starts with congestion, because this is what we saw and we were surprised by – that so many more vehicles – and, again, imagine that a few years ago, no one had ever heard of Uber, and now suddenly it has more vehicles than we have yellow taxis in all of New York City. Obviously, that's had an impact on congestion in the city, particularly in midtown. Therefore, it also has an impact on pollution. It is clear that the growth has been consistent and if it weren't addressed, that congestion problem would just grow and grow."

FROM: <http://www1.nyc.gov/office-of-the-mayor/news/501-15/transcript-mayor-de-blasio-holds-press-conference-extreme-heat>

*Thank you,*

*Gabriel Salem ESQ*

## Speed Cameras

*Dear Taxi Dave,*

On the way to Brooklyn where prospect expressway becomes ocean parkway, there is a speed camera. Now, it is very tricky. They expect the motorists to slow down suddenly from 45 to 25 within 100 yards. Many people fall for it. This is an example of acting as a thief.

*Ghodratolah Hakimi*

## City Council

*Dear Taxi Dave,*

I sent this to the City Council on July 6, 2017.

*Dear Councilmen and Councilwomen,*

The Taxi and Limousine Commission believes that it would require a mandate for app based dispatchers such as Uber, Via, or Lyft to become wheelchair accessible. But isn't that what they've asked of us in the taxi industry.

A mandate for medallion taxis and all the consequences of such a forceful action! Why should taxis be subjected to such a powerful objective that shakes up an industry, and possibly destroys it, why not our competitors as well? We need fairness to survive.

Because drivers do not want to drive wheelchair accessible taxis, drivers move to black cars where there is no such requirement.

*M. Simon*

## My Health Care Rant!

*Dear Taxi Dave,*

I've been listening ad-nauseum to the disgusting 'health care debate' that is plastered all over the so-called 'news.'

One question - WHY is this a 'debate' ??

ALL legal Americans of ALL ages & genders and ALL medical histories...DESERVE some sort of basic health care - NOW !! - GUARANTEED !!

First - we have the new 'Trump versus the world' scenario where up is down... left is right... and right is wrong. What about the poor slob drivin' a cab who gets a headache, or a fever, or a broken arm and needs IMMEDIATE medical help - NOW! Or gets a massive toothache or infection and needs to see a dentist - NOW !! Will that cabbie get these medical needs addressed, or simply keep driving a cab till he passes out - or drops dead ?? In the words of a great limo driver...

'Whoa, whoa, whoa... STOP THE CLOCK !!'

The ACA (Affordable Health Care) plan - loosely known as Obamacare - adversarial prospect on the horizon. It has sadly degenerated into left versus right, with folks wanting to get rid of it before it fails or - even 'worse' before it SUCCEEDS !!

First - as a NYC taxi driver who voted for Trump and has seasonal asthma - I can see both sides of NEEDS versus COSTS.

However, the ONE side that I've personally experienced FIRST HAND is how many BILLIONS of dollars have actually been SAVED now that working poor can get pre-screening and diagnostic health care - versus going into the doctor BEFORE an arm or jaw falls off from a needless infection !! TWO taxi cases in point - First, my buddy A. is ALIVE TODAY because he was PRE-SCREENED for colon cancer - which UNKNOWN TO HIM... he had ! After surgery, he is alive and well THANKS TO A PRE-SCREEN. I have another cabbie pal, E., found out he had diabetes and is getting medication. BOTH taxi drivers are alive today because they were not 'afraid' of the COSTS involved of getting checked out !! - and HUNDREDS OF THOUSANDS OF DOLLARS were saved because THEY were saved EARLY !! Ironically, MANY conservative hard-liners now have literally ZERO plan or apparent concern for the folks who are in the health care jackpot... WHAT ABOUT THEM ?? THESE ARE REAL PEOPLE !! - and MANY Trump supporters are small business owners or self-employed folks who could NEVER afford a \$2,000 / mo. family plan (...that may or may not cover pre-existing conditions!) AND - the small-business, self-employed 'deplorables' who VOTED FOR TRUMP are the SILENT MAJORITY of people who want to KEEP Obamacare !!...and I am DISGUSTED at seeing the mall grannies ONCE AGAIN in fluorescent sales vests working there ONLY because they're being held hostage by health care coverage needs !! THAT IS ONE thing I noticed a few years ago BEFORE 'Obamacare' - and they were working in the malls selling cheap foreign goods, being made in slave-labor countries... by CHILDREN!

How f'd up is THAT ??!

So - the CONCRETE FOUNDATION for 'making America Great Again' is the solid footing of GUARANTEED, QUALITY HEALTH CARE for ALL American workers !!

It...is... TIME!!

*Michael Higgins*

## Drivers Should Return To Yellows

*Dear Taxi Dave,*

Drivers ought to realize that strengthening the yellow position is better than strengthening Apps. Yellows are fixed in number whereas FHV's are not. With lease caps, owner percentages are fixed and taxi driver income has a far better chance of moving up. Percentages are not capped for app based companies,

(Continued on Page 8)

# MYSTIC Brokerage, Inc.

330 McGUINNESS BLVD.,  
BROOKLYN, NY 11222  
TEL: (718) 349-7610  
FAX: (718) 349-7615

**PRIVATE & COMMERCIAL INSURANCE AVAILABLE**

**MEDALLION SALES  
BUYERS & SELLERS WANTED**

**RENEW YOUR REGISTRATION  
IN 5 MINUTES**

**TAXI &  
LIMOUSINE  
SPECIALIST**

**ONE STOP  
SHOPPING FOR  
ALL YOUR  
INSURANCE  
NEEDS**

**LET US SAVE YOU  
\$\$\$\$\$\$  
ON TAXI MEDALLION,  
BLACK CARS, LIVERY:**

*Liability Insurance*

*Physical Damage*

*Workers Compensation*

- Flexible Payment Plan
- Claims Handling
- Private Home & Auto,
- Businesses,
- Commercial Property



**HELP  
WANTED  
EXPERIENCE  
UNDERWRITER  
must be bilingual  
in SPANISH  
Contact 646-529-7920  
or e-mail: barbarak@  
mysticbrokerage.com**



# LETTERS



(Continued from Page 6)

so income in the future is likely to go down. App companies can choose whatever percentage they want from their drivers. Drivers by not driving for app companies can decrease the number of app vehicles, so business can flow back to yellow. Why commit to an app that is likely to provide decreased earnings in the future? Taxi drivers in solidarity can achieve far greater income in they commit to an industry that is controlled and regulated in many ways for their benefit.

Michael

## Old Timer 8 Wishes

Dear Taxi Dave,

1- To Have the voice of the yellow cab drivers, The Taxi Dave Show be there until the last yellow cab disappears from the streets of NYC.

2- To have the members of the Metropolitan Taxicab Board of Trade get their act together, unite and confront the powers that be to fight for the survival of the industry and everyone who depends on it.

3- To have politicians with a spine to ban together and fight the app interlopers that are bent on destroying the yellow cab industry. If our politicians don't know how to do it, ask the French, they did it!

4- To have people appointed to run agencies that have to do with transportation to surround themselves with people that at one time or another made a living driving in this city.

5- To someday see all yellow cabs be able to use bus lanes and make left or right turns 24/7 as long as they have a passenger, to alleviate a bit the stress of yellow cab drivers. That can be accomplish at no cost.

6- To have the yellow cab industry hire the drivers as employees, something the app behemoths will never do, you guys have been there before. And don't worry, with the new technology drivers can't cheat.

7- To have the handful of yellow cab drivers that refuse non threatening passengers be barred from ever driving a yellow cab.

8- To have the politicians in this state and city pass laws that will require any autonomous vehicle going through its streets, highways and roads be overseen by a licensed human being for that particular vehicle.

I was going to include flying saucers, but our politicians don't look that far ahead.

Virgilio Carballo  
First tour '67-'71  
Second tour '86 to present

## Public Awareness/ Heavy Advertising

Dear Taxi Dave,

Dave, the video that I shared with you in respect to Uber's overcharging, a \$214 trip turned into \$898, should be played in every yellow cab's passenger information monitor (by CMT and Verifone) for public awareness.

Moreover, an announcement must be made as follows:

Uber supporters, if yellow cabs disappear from New York's streets, Uber would rub your valet by X2, X3, X4 and 5 times the normal yellow cab ride.

Don't cry and say we didn't warn you. Support the yellow cabs with your ridership.

In addition, the above statement must be advertised on subway stations and on city buses as well

If possible, replay the video on the show tonight.

Thanx.

Ghodratolah Hakimi

## What People Are Doing!

Dear Taxi Dave,

They go to the street, press for Uber and put their hand in the air. If they get a cab before the allotted couple of minutes they cancel the Uber, if their 2 minutes are up and they still didn't get yellow, they wait for black!

MS

## Quick Payment

Dear Taxi Dave,

The yellow cab industry has to find a way to consolidate its payment system to make it convenient for passengers to pay the taxi fare. The swiping of the credit card seems outdated compared to the way the hailing app folks handle the transactions.

Virgilio Carballo

## A Letter To Taxi Drivers

Dear Taxi Dave,

I've seen driver income up and down, mostly down. This is what I know.

Right before Uber, your income was very high, higher than it's been since and much higher than it is now. In business more 40 years I've lived thru it.

Right before Uber, drivers for the first time had comparable jobs to carpenter's, mechanics, plumbers, city workers. The job didn't have benefits but you could come to work when you chose and take off for long periods of time without a problem.

Drivers working my medallions were buying their own houses, sometimes more than one.

In some ways you were doing better than medallion owners because you had no responsibility. You got your way!

So what happened?

Along came something new and you all jumped on board. Now there is uncertainty about the future and driver incomes will be at the mercy of big corporations.

If you work hard, you'll make a decent buck, but you won't survive. Whether you have your own car or not, sitting for 12 hours is no good for your health. Good money is what we want. Good money for taxi drivers was here but you lost it.

Michael Simon

## Illegal Activity (Doorman Hilton Hotel) 53rd Street & 6th Ave

Hello Commissioner,

I dropped off passengers approximately 12:30pm in front of the Hilton hotel between 53rd Street & 54th Street Ave of Americas. During my drop-off I noticed hotel guests coming out of the hotel with suitcases requesting for a cab to JFK airport. The doorman grab there suitcases and escorted the hotel guest to a nearby black car parked on 54th street & 6th Ave on the west side of the street corner. I exited my vehicle to speak to the doorman in question to explain that his actions are illegal. The doorman placed the hotel guest suitcase in the trunk of the black car. I reached in the trunk of the car and removed the suitcase out of the car and told him that the hotel guest never requested for this car so why are you placing the suitcase in the car? I explained to him that the passengers should go

(Continued on Page 11)

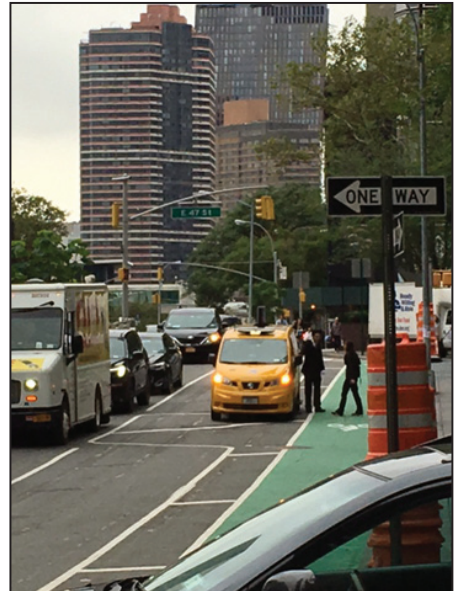
## Traffic Life In NYC

By Michael Simon



## Trump Tower

By M. Simon



## City View

By Cabbie Mike





# The Taxi Attorney

Hello everybody, I hope that you are working hard and making good money. This month I want to talk about eight topics.



First, there is a lot of talk about what to do if you own a medallion and a lending institution has contacted you about foreclosure or other loan type issues. I am happy to discuss this situation with you in private at my office in Rego Park, Queens (97-77 Queens

Blvd., Suite 1120, Rego Park, NY 11375 212.754.1011). I have helped numerous owners with this issue and I welcome the opportunity to talk to you about your situation. Sometimes bankruptcy is an option. Other times there are other remedies available.

Second, if you are arrested and you possess a TLC license, it is imperative that you hire the best criminal attorney that you can afford. This is so because TLC will hold your license until the criminal case is finished and the TLC will take it permanently from you if the criminal matters is NOT resolved to the TLC's satisfaction. I work with a very high quality criminal attorney who can, in many cases, speed up criminal matters and obtains excellent results, so please call me at 212.754.1011 if you get arrested.

Third, please be careful not to talk on your cell phone in your taxi or even have any electronic device touch you when the car is in operation. At DMV court in the City, it is extremely difficult to get a cell phone/electronic device ticket dismissed. Judges are hesitant to dismiss such tickets because they are so serious. If you are found guilty by a judge of an electronic device or cell phone ticket then you will receive a whopping 5 points on your DMV license. Be careful. Cell phone and electronic device tickets also carry points at TLC. It is vital that you contact me at 212.754.1011 if you receive such a ticket at TLC. I can save you the points in a plea bargain with TLC in many instances.

Fourth, please listen to the Taxi Dave radio show on 710 am WOR, on Sunday evenings between 8pm and 9pm. David Pollack is the host. He is smart, entertaining, informative, and best of all, knows the truth about what is happening in your Industry. Moreover, he has the highest rated talk show on radio in his time slot in the NYC Metro area! So, please tune in to listen.

Fifth, remember to bring me your DMV and TLC tickets. It is important to fight all your DMV (issued by NYPD) and TLC tickets. Be careful. Don't skimp on the lawyer only to lose your license later. Please fight every yellow or pink ticket you receive from NYPD and every TLC ticket you receive. If you are uncer-

tain whether to use an attorney for a particular ticket, please come see me and I will tell you, no charge, if the ticket has points and you do or do not need an attorney or representative for a particular summons.

Sixth, please take the defensive driver course every 18 months. Do not wait three years to take the DDC class that takes points off of your NYS driver's license. Please take the course every 18 months so if TLC sends you a letter to suspend or revoke your Hack or TLC license you will have taken the class before you get such TLC letter. Now TLC is allowing you to take a course which takes 3 points off your DMV record according to TLC calculations after you get a letter from TLC saying you have a suspension or revocation coming to you. Also, if you get found guilty of a DMV summons it may be best to take a DDC course AFTER the guilty finding at TVB or in other NYS traffic court. Moreover, there is a persistent violator course available to reduce TLC points which are now being combined with DMV points and can result in your losing your TLC license very quickly if you speed or talk on your cell phone while driving. Basically, any moving violation now puts you in jeopardy. Call me at 212.754.1011 if you want to discuss your DMV or TLC tickets. Also, please note that I will do my best to fight for you to keep your license and job at a fair and reasonable price. I have been doing this business for over 20 years now and really know what I am doing. Please call me at 212.754.1011 or 866.LAW.MIKE to discuss your DMV or TLC problem.

Seventh, summertime is peak time for driving vacations. That means that a lot of folks will be driving in unfamiliar territory this summer including in NYC. Be aware that the police and tourist drivers can make driving in the five boroughs and the surrounding area tough this summer. Vision Zero is a tough initiative and drivers are feeling the pinch. Be careful and alert and enjoy the summer.

Eighth, if you receive a pink summons, please call me at 212.754.1011 to discuss it. Sometimes it makes sense to use a lawyer to help you fight a pink summons, which is a criminal summons with ramifications beyond DMV points, and sometimes you can simply pay such a summons without any negative consequences. My fee is reasonable to go to court for you for pink summonses, and you most often do not need to go to court and I can obtain zero points for you. But, please call me at 212.754.1011 to discuss this with me and don't wait for the day before court to call me. Thank you for reading this article. Call me at

# August Taxi Driver Puzzle

Do you know the stories behind each word? You would if you listened to Taxi Dave's Radio Show, Sunday's at 8:00 PM on WOR710. Brought to you by Melrose Credit Union. You will also understand the puzzle better if you read our articles.

R S P E E D C A M E R A S  
 O A N C I N G U V H T N N  
 F N V X A T A T E I J S O  
 S I E 4 X N T O N C R F I  
 N R S C O M P N C L I E S  
 G E L I E N E I I E X T E  
 I K R T A S N M N S D I R  
 S R E F O D C O E H R B F  
 G O D P R I U U Q A R E R  
 N W N A R R Y S U C M T O  
 I O A S G B G T A T A R K  
 N R L S N Y S A L I O C E  
 R R H G I H E X I Y N S R  
 A O M O T F O I S T A N D  
 W A S S E T I S I E N A S

Find the following words/acronyms in the puzzle above

- AUCTIONS • FINANCING •
- LICENSED BROKER • TRANSFER •
- MTA TAX • TAXI OF TOMORROW • RAV4
- SIENNA • HIGHLANDER • PASSING •
- TAXI STANDS • AUTONOMOUS TAXIS •
- WARNING SIGNS FOR SPEED CAMERAS •
- HYBRID • PRIUS • WORKERS COMPENSATION •
- VEHICLE INEQUALITY • EXTENSIONS •
- RIDE SHARE • TIF • TAXES •
- LIENS • DOF • ASSET • CMT • CURB •

212.754.1011 for all your legal needs. Until next month, be well.

Mr. Spevack thanks you for reading this article which is for entertainment purposes only and does not constitute legal advice. For legal

advice, contact Mr. Spevack. <http://www.trafficticketnyc.com>.

See his advertisement on page 20 of this issue.

This article does not reflect the opinion of the publisher.

## Ford Brings Chariot Commuter Service To New York To Alleviate City's Transportation Woes

Commuter train tracks at Penn Station are closed for repair. Roadways are crumbling and congested. Massive subway delays threaten to tear the city's delicate social fabric apart at the seams.

In New York, we have come to know these warm months of 2017 as the Summer of Hell.

However, as the city roils with dysfunction, a would-be savior has arisen on the horizon, riding in on a chariot. Wait, scratch that, our hopeful heroine is Chariot, the Ford Motor Company-owned new mobility service.

Starting next month, the company will be dispatching vans, each outfitted

with 14 seats and Wi-Fi capabilities, to parts of the city that are underserved by today's network of public transit. A single ride costs \$4 and everyone who books a ride on the app gets a seat, so no more strap-hanging.

Founded in San Francisco in 2014, Chariot is a shuttle service that collects data from users to create optimal routes for its gray and teal vehicles. With operations in Seattle and Austin, the company's goal is to serve so-called "transit deserts" while unburdening the overtaxed infrastructure in America's fastest-growing big cities.

"Our goal is to make the world's first (Continued on Page 11)

**MANHATTAN POLICE PRECINCTS**

Precinct	Address	Direct line
<u>1 Precinct</u>	16 Ericsson Place	1-212-334-0611
<u>5 Precinct</u>	19 Elizabeth Street	1-212-334-0711
<u>6 Precinct</u>	233 West 10 Street	1-212-741-4811
<u>7 Precinct</u>	19 1/2 Pitt Street	1-212-477-7311
<u>9 Precinct</u>	321 East 5th Street	1-212-477-7811
<u>10 Precinct</u>	230 West 20th Street	1-212-741-8211
<u>13 Precinct</u>	230 East 21st Street	1-212-477-7411

**Midtown South Precinct**

MSP	357 West 35th Street	1-212-239-9811
<u>17 Precinct</u>	167 East 51st Street	1-212-826-3211

**Midtown North Precinct**

MNP	306 West 54th Street	1-212-767-8400
<u>19 Precinct</u>	153 East 67th Street	1-212-452-0600
<u>20 Precinct</u>	120 West 82nd Street	1-212-580-6411

**Central Park Precinct**

	86th St & Transverse Road	1-212-570-4820
<u>23 Precinct</u>	162 East 102nd Street	1-212-860-6411
<u>24 Precinct</u>	151 West 100th Street	1-212-678-1811
<u>25 Precinct</u>	120 East 119th Street	1-212-860-6511
<u>26 Precinct</u>	520 West 126th Street	1-212-678-1311
<u>28 Precinct</u>	2271-89 8th Avenue	1-212-678-1611
<u>30 Precinct</u>	451 West 151st Street	1-212-690-8811
<u>32 Precinct</u>	250 West 135th Street	1-212-690-6311
<u>33 Precinct</u>	2207 Amsterdam Avenue	1-212-927-3200
<u>34 Precinct</u>	4295 Broadway	1-212-927-9711

**BRONX POLICE PRECINCTS**

Precinct	Address	Direct line
<u>40 Precinct</u>	257 Alexander Avenue	1-718-402-2270
<u>41 Precinct</u>	1035 Longwood Avenue	1-718-542-4771
<u>42 Precinct</u>	830 Washington Avenue	1-718-402-3887
<u>43 Precinct</u>	900 Fteley Avenue	1-718-542-0888
<u>44 Precinct</u>	2 East 289th Street	1-718-590-5511
<u>45 Precinct</u>	2877 Barkley Avenue	1-718-822-5411
<u>46 Precinct</u>	2120 Ryer Avenue	1-718-220-5211
<u>47 Precinct</u>	4111 Laconia Avenue	1-718-920-1211
<u>48 Precinct</u>	450 Cross Bronx Expressway	1-718-299-3900
<u>49 Precinct</u>	2121 Eastchester Road	1-718-918-2000
<u>50 Precinct</u>	3450 Kingsbridge Avenue	1-718-543-5700
<u>52 Precinct</u>	3016 Webster Avenue	1-718-220-5811

**BROOKLYN POLICE PRECINCTS**

Precinct	Address	Direct line
<u>60 Precinct</u>	2951 West 8th Street	1-718-946-3311
<u>61 Precinct</u>	2575 Coney Island Avenue	1-718-627-6611
<u>62 Precinct</u>	1925 Bath Avenue	1-718-236-2611
<u>63 Precinct</u>	1844 Brooklyn Avenue	1-718-258-4411
<u>66 Precinct</u>	5822 16th Avenue	1-718-851-5611
<u>67 Precinct</u>	2820 Snyder Avenue	1-718-287-3211
<u>68 Precinct</u>	333 65th Street	1-718-439-4211
<u>69 Precinct</u>	9720 Foster Avenue	1-718-257-6211
<u>70 Precinct</u>	154 Lawrence Avenue	1-718-851-5511



<u>71 Precinct</u>	421 Empire Boulevard	1-718-735-0511
<u>72 Precinct</u>	830 4th Avenue	1-718-965-6311
<u>73 Precinct</u>	1470 East New York Avenue	1-718-495-5411
<u>75 Precinct</u>	1000 Sutter Avenue	1-718-827-3511
<u>76 Precinct</u>	191 Union Street	1-718-834-3211
<u>77 Precinct</u>	127 Utica Avenue	1-718-735-0611
<u>78 Precinct</u>	65 6th Avenue	1-718-636-6411
<u>79 Precinct</u>	263 Tompkins Avenue	1-718-636-6611
<u>81 Precinct</u>	30 Ralph Avenue	1-718-574-0411
<u>83 Precinct</u>	480 Knickerbocker Avenue	1-718-574-1605
<u>84 Precinct</u>	301 Gold Street	1-718-875-6811
<u>88 Precinct</u>	298 Classon Avenue	1-718-636-6511
<u>90 Precinct</u>	211 Union Avenue	1-718-963-5311
<u>94 Precinct</u>	100 Meserole Avenue	1-718-383-3879

**QUEENS POLICE PRECINCTS**

Precinct	Address	Direct line
<u>100 Precinct</u>	92-24 Rockaway Beach Blvd.	1-718-318-4200
<u>101 Precinct</u>	16-12 Mott Avenue	1-718-868-3400
<u>102 Precinct</u>	87-34 118th Street	1-718-805-3200
<u>103 Precinct</u>	168-02 P.O. Edwaard Byrne Ave.	1-718-657-8181
<u>104 Precinct</u>	64-02 Catalpa Avenue	1-718-386-3004
<u>105 Precinct</u>	92-08 222nd Street	1-718-776-9090
<u>106 Precinct</u>	103-53 101st Street	1-718-845-2211
<u>107 Precinct</u>	71-01 Parsons Boulevard	1-718-969-5100
<u>108 Precinct</u>	5-47 50th Avenue	1-718-784-5411
<u>109 Precinct</u>	37-05 Union Street	1-718-321-2250
<u>110 Precinct</u>	94-41 43rd Avenue	1-718-476-9311
<u>111 Precinct</u>	45-06 215th Street	1-718-279-5200
<u>112 Precinct</u>	68-40 Austin Street	1-718-520-9311
<u>113 Precinct</u>	167-02 Baisley Boulevard	1-718-712-7733
<u>114 Precinct</u>	34-16 Astoria Boulevard	1-718-626-9311
<u>115 Precinct</u>	92-15 Northern Boulevard	1-718-533-2002

**STATEN ISLAND POLICE PRECINCTS**

Precinct	Address	Direct line
<u>120 Precinct</u>	78 Richmond Terrace	1-718-876-8500
<u>122 Precinct</u>	2320 Hylan Boulevard	1-718-667-2211
<u>123 Precinct</u>	116 Main Street	1-718-948-9311

**Questions? Comments?**  
**E-Mail Taxi Insider at**  
**taxihail@aol.com**



# LETTERS

(Continued from Page 8)

to yellow cabs. They should only be directed to black cars if there was an app request or a reservation. He told me that I need to mind my business. I said to him that this is my business and what you're doing is wrong. He continued to proceed with his action by issuing the black car the fare even after I spoke to him. I went inside the hotel to speak to his supervisor and his supervisor stated that he gets complaints like this all the time. I requested to write a grievance or a complaint but the supervisor said there wasn't anything he could give me. So I called the police to see if I can file a report. The police said to make a complaint with TLC and the better Business Bureau for a resolution. The Doorman name is Danny Mecando. I will follow up with the police officers advice.

John Leon

## Bent License Plates

Dear Taxi Dave,

Y do drivers insist on bending their plates? One it's illegal and 2 it won't stop the cameras.

Tommy Nakos

## Ford Brings

(Continued from Page 9)

fully sustainable mass transit system," Chariot chief executive Ali Vahabzadeh said. "Not only environmentally by taking cars off the road and consolidating travel, but also sustainable economically because it's 100 percent self-funded, not a single dollar of taxpayer funding is used."

Through the Chariot app, users enter where their commute begins and ends then, once enough people request a similar route, Chariot generates a route and dispatches a vehicle to start working it, typically within a week.

"If there are 50 riders who want to go from Red Hook, Brooklyn to Williamsburg, once that demand is reached Chariot immediately informs the customers that a route is being created," Vahabzadeh said.

The New York program will launch with two routes, one that connects the East Village to Midtown and the other running between DUMBO and Greenpoint in Brooklyn.

In addition to the \$4 per ride flat rate, users can also package a bundle of 25 rides for \$95, delivering a savings of \$5, or an unlimited monthly pass for \$119. Because it qualifies as mass transit, riders can use employer-provided commuter flex spending accounts to purchase Chariot credits with pre-tax dollars, dropping the average ride cost to nearly \$2.50.

Along with the commuter service, Chariot also has an enterprise service, through which businesses can shuttle

## I'm a Franchise

Dear Taxi Dave,

I just realized that owning a taxi medallion is like a franchise. I'm not like a company. If the franchisor does not adequately take care of its franchisees, they cannot survive. New York City is my franchisor.

A Long Time Driver

## Love Your Guest

Dear Taxi Dave,

Yellow Cab Industry is on the verge of collapse. To save it, it is necessary to save it with \$30 congestion price, yellows to be exempt.

Ghodratolah Hakimi

## 50% Off

Dear Taxi Dave,

It's funny how there is a sign saying trucks are receiving 50% off to use midtown tunnel sun-fri 10pm-6am but:

1. Us regular folk don't get such discount &
2. THEY AREN'T ALLOWING TRUCKS TO USE THE TUNNEL DURING CONSTRUCTION! What garbage discount are they advertising!

Tommy

employees to and from public transit stations or between campuses. It also offers private charter services for outings and special occasions.

With comfortable interiors, air conditioning and Internet connectivity, Vahabzadeh said Chariot vans, which are based on a Ford's Transit XL Passenger Wagon, provide a work-conducive space for more productive commutes. He added that the drivers, all of whom are licensed and trained, keep rides pleasant and professional.

"Unlike drivers for some other companies, they actually know what they're doing," he said, throwing a bit of shade at ride-sharing services that rely on amateur contractors, such as Uber and Lyft.

The company plans to have 60 vehicles on the road by this fall.

Ford acquired Chariot roughly nine months ago to add the company to its portfolio of new mobility solutions, Jessica Robinson, director of Ford City Solutions, said.

After spending the better part of the last century trying to get as many cars on the road as possible, the automaker has released that it is no longer sustainable, particularly in big cities.

"The way people get around in cities has changed and will continue to change because people want choice," Robinson said. "New York leads the nation in trips not taken in a car but still half of all trips are done in a car and our infrastructure can't take that number of people driving."

During the average weekday, 5.7 million people ride the New York City subway and more than 1.7 billion rides

# A Lesson In How Not To Pass A Health Care Bill

By Jerry Kremer

Everybody knew that passing a federal health care reform bill would be tough. Just call former Presidents Clinton and Obama, and they'll vouch for the fact that getting a consensus in Congress can be an impossible dream. Clinton failed, but Obama managed to get the Affordable Care Act passed after many months of hearings and amendments.

The only people in Washington who didn't learn from the past were President Trump, Senate Majority Leader Mitch McConnell and House Speaker Paul Ryan.

I like to mention the words Affordable Care Act because the poll numbers from six months ago showed that the public was in favor of the ACA and opposed to Obamacare. Six months later, the public had figured out that Obamacare and the ACA were one and the same, and to no one's surprise, they now favor both names for the same plan.

With no public hearings, and opposition from many of his own members, Ryan rammed through a bill to replace the ACA by the smallest of margins. He caved in to the conservative wing of the party, which wants to destroy not only Medicaid, but, if given a chance, Medicare and Social Security as well. Many current House members are philosophical descendants of former members who hated any form of government compassion.

Once the bill now known as Trumpcare passed the House, there were predictions that McConnell, a legendary dealmaker, would work his magic, and within weeks, the Senate would adopt the House bill. McConnell formed an all-male task force, which foolishly consulted only with conservative senators, ignoring moderates, many of whom are women.

Trump assigned the lobbying responsibilities to Vice President Mike Pence, assuming that Pence could deliver the votes. Pence doesn't talk to Democrats, and only speaks to a small handful of senators who are as right-wing as he is. McConnell made some changes in the legislation, mainly to appease the conservatives, but didn't confer with anyone else in the Senate.

Within hours after McConnell announced his plans for a quick vote, a number of things happened. A large group of Republican governors vigorously opposed the bill, and asked their senators to do the same. Given that senators have to

are taken each year. Those who have to drive instead know that the congestion there is just as bad and quite costly, with tolls for the George Washington Bridge, Lincoln Tunnel and Holland Tunnel all climbing to \$15 just to enter the city.

For now, Chariot will focus its efforts on the city proper but moving forward it will remain open the possibility of expanding to the greater metro area, to help



run for re-election and governors often run for the Senate, the threats put a great deal of pressure on those senators, who were not eager to defy their state leaders.

As the hour for a vote approached, the insurance industry, doctors, senior citizens and almost any other group you could name vigorously attacked the bill, and warned that it would devastate Middle America, which includes many of the

people who voted for Trump. Then along came the Congressional Budget Office, an independent arm of the government, which predicted that as many as 32 million people would lose their coverage.

Trump may be the author of "The Art of the Deal," but when it comes to legislating, he doesn't have the slightest clue what to do next in a situation like this one. He spent no political capital trying to get votes for the bill that failed, primarily because he's unfamiliar with how the process works. In a typical real estate deal, a builder tries to get the most concessions from the other side. In Washington or Albany, deals are made with promises of sweeteners to get the other side to give in. Just sending Pence to a bunch of meetings with conservative legislators doesn't work, and neglecting all the Republican women senators is a recipe for disaster.

To add insult to injury, rather than cajoling the senators to support the health care bill, Trump threatened to find opponents to challenge certain senators in next year's election. Votes in Congress used to be partially about loyalty to the White House and the party. It's hard to cultivate any loyalty among the current members when the president demands a vote and attacks them as disloyal.

Yes, health care is a very difficult issue to deal with. It requires real leaders to support bills that can pass, and requires the president to do what previous presidents did, which was reach out to members of Congress and make a sincere effort to win them over. Things are so bad in Washington that Republican leaders may even have to talk to the Democrats to get a bill passed.

Jerry Kremer was a state assemblyman for 23 years, and chaired the Assembly's Ways and Means Committee for 12 years. He now heads Empire Government Strategies, a business development and legislative strategy firm.

people in Long Island, New Jersey and the northern suburbs connect to transit.

"There's no silver bullet for these issues that we're all trying to solve," Robinson said. "We've talked to many cities about things that can be done and, for us, it's exciting for us to have one more flag in the ground."

Reprinted with permission from The Daily News.

# Insider News

(Continued from Page 4)

tions of its consumer protection rules and provide passengers with the redress to which they are entitled. Trip records are also useful to enable passengers to locate lost property, to assist with investigations into possible criminal activity, and to ensure all FHV's and FHV drivers have a valid TLC license.

Receiving uniform trip records in regularly scheduled intervals will also enable the TLC to better develop informed policies governing FHV service. The information in the trip records will allow TLC to understand where trips occur and where demand for trips arises. Amongst the many policy objectives that will be aided by collecting trip records, understanding trip demand will enable TLC to identify areas where there are shortages of for-hire service, evaluate the spread of accessible vehicles and their pick up patterns, and determine how many for-hire vehicles are actually active, as opposed to just licensed by the TLC. Additionally, understanding trip volumes in different parts of the City will enable TLC to assist other agencies, such as the Department of Transportation, in developing comprehensive transportation policy.

To address enforcement and policy concerns, the rule in essence automates existing requirements by requiring all FHV bases to submit to the TLC at regular intervals information about every trip that they are currently required to maintain pursuant to chapter §59B-19 of the TLC Rules. TLC takes its fiduciary responsibility seriously as the guardian of all the data it collects. TLC will maintain these records, and disclose these records pursuant to the Freedom of Information Law, in the same careful and considered manner it currently maintains and discloses the numerous other types of sensitive records it currently collects.

**Cross-Class Dispatching** - The recent proliferation of cross-class dispatching has brought to light several problems inherent in the practice which are addressed by the rule that prohibits cross-class vehicle dispatch. Principally, cross-class dispatching erodes the distinction between Livery service and Black Car service. Livery bases, historically, have served their local communities, while Black Car bases have provided contract services with a higher class of vehicle throughout New York City. While these distinctions may have blurred over time, the core principles behind the services continue to serve their respective passengers and communities. The Administrative Code and TLC Rules have consistently reflected the importance of this division, placing differing requirements on the bases, vehicles, and services provided by the Black Car industry and the Livery industry.

Livery service, above all else, provides passengers with a binding fare quote for all trips. So important is this provision of Livery service that the City Council amended the New York City Administrative Code to require all Livery vehicles to display a Passengers' Bill of Rights, which must include a statement that the passenger has the right to pay a pre-approved fare quoted by the dispatcher. However, a cross-class dispatched Black Car will not display this Passengers' Bill of Rights, even though the passenger has requested Livery service, contravening the very intent of the Administrative Code. Additionally, Passengers getting into cross-class dispatched Livery vehicles will, likewise, be presented with a Passengers' Bill of Rights stating they are entitled to a binding fare quote, when in fact they are not because Black Car Bases are not required to provide price certainty. As such, cross-class dispatching allows a Black Car base to shirk the duty of fare certainty that has historically attached to service provided by a Livery vehicle.

Beyond the binding fare quote required by TLC Rules, the New York City Administrative Code clearly and repeatedly delineates between the two classifications of services. To reflect the fact that Livery bases serve their surrounding communities, the Administrative Code sets extensive requirements for bases that can dispatch Livery vehicles, and Black Car bases do not meet these requirements. For example, the Administrative Code requires bases that dispatch Livery vehicles to maintain off-street parking and affiliate a minimum number of vehicles. These requirements were meant to ensure that a Livery base serving a community had enough vehicles to provide the needed service and enough parking available for these vehicles as not to encumber the community's ability to find street parking of its own. Black Car bases do not meet these requirements and allowing them to dispatch Livery vehicles subverts the intent of the Administrative Code.

The Administrative Code and TLC Rules also solidify another important contrast between the two classes that reflects often times stark differences between the types of passenger they serve. Section 19-502(u) of the Administrative Code requires that a Black Car Base's business be 90% non cash thereby reserving the cash market, which has also traditionally been the community market, to the Livery base. In conformity with the Administrative Code, Section 59B-03(c) also requires at least 90% of a Black Car Base's business be on a payment basis other than direct cash payment by the customer.

In addition, cross-class dispatching may also put FHV drivers in danger of losing Workers' Compensation coverage, which is determined by the dispatching base type; i.e. if a trip is dispatched by a Livery base, regardless of the type of base the vehicle is affiliated with, the Livery Workers' Compensation Fund (the

"Livery Fund") rules govern the coverage. As such, if a Livery base dispatched a vehicle affiliated with a Black Car base, the Black Car Fund will not cover the driver. Similarly, a Livery driver dispatched by a Black Car Fund member base would not be covered by the Livery Fund. The rules eliminate cross-class dispatching, which will align TLC Rules with the intent of the Administrative Code and protect the important distinctions between Black Car and Livery services.

## Information Given to Passengers

Current TLC Rules require a base to notify a passenger when the base dispatches a vehicle affiliated with another base but are silent on what information must be included in this notification. The current notification excludes information a customer may need for filing consumer complaints, finding lost property, or confidently knowing that they are getting into the car they requested.

The rule requires that when a base dispatches a vehicle from another base it must provide the customer with the name and TLC license number of the base with which the vehicle is affiliated. This will ensure that customers have the information they need to file consumer complaints, find lost property, and confidently enter dispatched vehicles.

These rules are authorized by Section 2303 of the Charter and Sections 19-503 of the Administrative Code of the City of New York.

New material is underlined.

[Deleted material is in brackets.]

Section 1. Paragraph (3) of subdivision (e) of section 59A-11 of Title 35 of the Rules of the City of New York is amended to read as follows:

(e) Affiliation with Licensed Base. A For-Hire Vehicle Owner must not dispatch or permit another person to dispatch Owner's Vehicle unless:

- (1) It is affiliated with a Validly Licensed Base
- (2) The base dispatching the Vehicle is Validly Licensed
- (3) The Vehicle is being dispatched from its affiliated Base, unless:
  - (i) The Vehicle is an Accessible Vehicle being dispatched to transport a Person with a Disability pursuant to a contract executed under section 59B-17(c) of these Rules, or

(ii) The dispatching Base informs the customer that the Vehicle is from another Base by providing the customer with the name and license number of both the affiliated Base and the dispatching Base (clearly identifying which Base is the affiliated Base and which Base is the dispatching Base) in all communications with the customer and any materials or receipts provided to the customer and the affiliated Base is a Base of the same License type (that is, a Black Car Base or Livery Base) as the Base dispatching the Vehicle.

§59A-11(e) - Fine: \$400 - Appearance NOT REQUIRED

Section 2. Paragraph (3) of subdivision (b) of section 59B-12 of the Rules of the City of New York is amended to read as follows:

(3) Bill and Collect Surcharge. Every Black Car Base and Luxury Limousine Base member of the Black Car Fund must [add], for every trip dispatched from that Base, bill and collect the surcharge established by the Black Car Fund and required by State law in the manner prescribed by the Black Car Fund and State law. [to each invoice and billing for services and to each credit payment of services performed by a Vehicle affiliated with the Base for every trip:

(i) Originating from a centralized dispatch facility located within the State of New York

(ii) Originating from a point within the State of New York]

Section 3. Subdivision (d) of section 59B-17 of Title 35 of the Rules of the City of New York is amended to read as follows:

(d) Must Dispatch Own Vehicles. A Base Owner must not dispatch a Vehicle that is not affiliated with the Base Owner's Base, unless:

(1) The Vehicle is affiliated with another Base of the same License type as the Base Owner's Base (i.e., a Black Car Base may only dispatch a Vehicle affiliated with another Black Car Base; a Livery Base may only dispatch a Vehicle affiliated with another Livery Base[.] and the Owner [informs] provides the customer with the name and license number of both the affiliated Base and the dispatching Base (clearly identifying which Base is the affiliated Base and which Base is the dispatching Base) in all communications with the customer and any materials or receipts provided to the customer, or

(2) The Base is dispatching an Accessible Vehicle from a Base it has contracted with to provide accessible transportation pursuant to Section 59B-17(c) of these Rules.

§59B-17(d) - Fine: \$150 - Appearance NOT REQUIRED

Section 4. Subdivisions (a) of section 59B-19 of Title 35 of the Rules of the City of New York is amended to read as follows:

(a) Required Information. A Base Owner must make sure that the following records are collected and transmitted to the Commission in a format, layout, procedure, and frequency prescribed by the Commission:

(1) With respect to all dispatched calls:

(i) The date, the time, and the location of the Passenger to be picked up

(Continued on Page 18)

# Hereford Insurance Company



Established 1982 • Licensed by the New York State Insurance Department



36-01 43<sup>rd</sup> Avenue, LIC, NY 11101 • Tel: 718-361-9191 • Fax: 718-361-6243

## BICYCLE ACCIDENTS

- Always be prepared to take defensive, evasive actions if you observe a bicycle in your area.
- Bicyclists must obey the same traffic laws as a motorist. The number of accidents involving bicyclists has increased with the increase cost of fuel. Many people are now using bicycles as their primary source of transportation.
- Always respect bicycle lanes and a bicyclists right to the same streets you travel on.
- Bicyclists often pass through red lights, stop signs, travel the wrong way on one way streets, make sudden unsafe turns, pass vehicles on the right side unsafely, and commit numerous unsafe and illegal acts. Always anticipate one of the aforementioned acts by a bicyclist.
- Always check your side view mirrors prior to unloading or loading a passenger, for bicyclists attempting to pass in a narrow area.
- Black cars, medallion taxis, and vehicles for hire may be targeted for fraudulent claims by bicyclists.
- Always call the police and make a report if you are involved in an incident or an accident with a bicyclist. Do not leave the scene or you can be arrested for leaving the scene of an accident, even if you know that your vehicle did not make contact with the bicyclist.
- Always anticipate an unsafe action by a pedicab, (pedicabs frequent bus lanes, and often ignore traffic signals).
- If you are involved in an accident with a bicyclist, working as a delivery person, please obtain the name of the bicyclist's employer.

## INTERSECTION TRAFFIC

- When you are approaching an intersection always look in all directions regardless of the traffic signals and or traffic devices.
- Always slow down and anticipate jaywalkers.
- Watch out for cars and bicycles who may disregard a traffic signal or

## DEFENSIVE DRIVING COURSE SCHEDULE

Classes will be offered the following Saturdays:

**August 26 2017**

All Hereford insured will receive the course at no cost:

Classes will be held in the third floor event room at:

**HEREFORD INSURANCE COMPANY**

**36-01 43RD AVENUE, LIC, NEW YORK 11101**

Our classes are recognized by:

- Taxi and Limousine Commission for required license renewals.
- Department of Motor Vehicles for the Point Reduction.
- Insurance carriers for rate reduction.

**ALL CLASSES BEGIN AT 9:00A.M., AND END AT 3:00P.M.**

*Reservations Are Necessary.*

All drivers must provide proof of Insurance.

For additional information please contact:

**BERTRAM MERLING - Loss Control Coordinator**

**718-361-9191 EXT. 7235**

[bmerling@herefordinsurance.com](mailto:bmerling@herefordinsurance.com)

stop sign.

- Regardless of who has the right of way you are expected to take evasive defensive driving actions designed to prevent accidents at all times.
- Always control and adjust your speed according to road and weather conditions.

# HEREFORD INSURANCE COMPANY

36-01 43rd Avenue • LIC, NY 11101

Phone (718) 361-9191 • Fax: (718) 361-8114

**THE MOST COMPETITIVE PRICES**

**Before You Pay Your Next Premium, Check With Us !!!!**

## Workers Compensation & Liability

*Specialists for New York City Transportation Industry*

Medallions • Black Cars • Car Services • Ambulettes



**REPORT FRAUD TO OUR SPECIAL INVESTIGATIONS UNIT !!!**

## Disrupted by Technology and Politics! The Future of the Taxi Medallion System & For-Hire Ground Transportation Industry

By Matthew W. Daus, Esq.

On June 27, 2017, I organized and moderated a forum entitled “Disrupted by Technology and Politics: The Future of the Taxi Medallion System & For-Hire Ground Transportation Industry.” The forum was hosted by the University Transportation Research Center (“UTRC”) of the City University of New York, at New York Institute of Technology (“NYIT”). This is UTRC’s second summit on this topic; the first one was held almost exactly two years ago. The program this year focused on the state of the NYC taxicab and For Hire Vehicle (“FHV”) industries, and included sessions on medallion values and market trends, technological enhancements and equity. A link to the full series of all videos, photos and the program can be accessed at <http://www.utrc2.org/events/second-summit-taxi-medallion-system>.



The opening keynote speech was delivered by NYC Council Member Ydanis Rodriguez, Transportation Committee Chair. The Chair’s speech set forth a blueprint of action items that expressed his desire to level the playing field for the taxicab industry, including the following highlights:

- A mandate for a fixed percentage of FHV’s to be wheelchair-accessible;
- Legislation requiring environ-

mental impact studies to be carried out before additional FHV licenses are issued;

- Hiring more enforcement agents to curb illegal street hails;
- A hearing to discuss the “Taxi of Tomorrow” and other vehicle improvement plans to be scheduled in Fall 2017;
- Explore the feasibility of taxi drivers using Toyota Camry hybrid vehicles -- similar to FHV drivers; and
- Forming a “Blue Ribbon” commission composed of industry experts and economists to review the medallion’s lost value and to issue recommendations by the end of this summer.

The first forum panel, entitled “The Future of the NYC Medallion System,” discussed concerns surrounding the current state of the taxicab industry. According to David Pollack (“Taxi Dave”), President of the Taxicab Service Association, one of the reasons cab drivers are leaving the industry is due to vehicle inequality: they need to comply with the NYC TLC’s 50% accessibility mandate and yet are not allowed to drive hybrid vehicles which will save fuel. “Taxi Dave” Pollack also added that congestion in NYC is becoming an ever-present problem with 30%

(Continued on Page 15)



Hon. Ydanis Rodriguez, NYC Council Member & Transportation Committee Chair, delivered the opening keynote address at the UTRC Taxi/FHV forum.



Professor Matthew Daus (moderator, far left), leads a panel on “The Future of the NYC Medallion System” with (left to right), David Pollack (President, Taxicab Service Association), Tom O’Shea (CEO, Aspire Federal Credit Union) and Robert Familant (CEO, Progressive Credit Union).



Professor Matthew Daus leads a panel on “Medallion Industry Technology & Service Enhancements” with (left to right), Jason Gross (VP, Global Head of Product and Marketing at Verifone Taxi Systems) and Alex LaVoie (General Manager, Via).



NYC TLC Commissioner Nora Constance Marino (Board Member, Queens) delivers the closing keynote speech at the UTRC forum.



Brad Gerstman, a lobbyist from Gotham, co-sponsor of the forum with Windels Marx, UTRC, and NYIT, leads a panel on “Let’s Hear from the Drivers & Independent Medallion Owners!” with (left to right), Sergio Cabrera, Marcelino Hervias and Surjit Gill.



Former TLC Commissioner/Chair Matthew Daus moderates a panel on “Leveling the Playing Field - Equity, Accessibility & Labor Issues” with (left to right), Hon. Patricia Gatling (Former NYC Human Rights Commissioner & Deputy Secretary for Civil Rights to NY State Governor), Jim Conigliaro, Jr. (Founder, Independent Drivers Guild, General Counsel, Machinists Union, District 15, AFL-CIO) and Edith Prentiss (Chair, Taxis For All Campaign, President, 504 Democratic Club).

## Commissioner's Corner

By Meera Joshi



### CITYWIDE ACCESSIBLE DISPATCH

We are proud of the success of our Accessible Dispatch Program in offering New Yorkers and visitors alike greater mobility in their travels, and look forward to soon expanding it citywide. We anticipate trips originating in the boroughs outside of Manhattan launching by the year's end. The program will enable passengers who use wheelchairs and other mobil-

ity aids to request both on-demand and reservation-based taxi trips anywhere in the five boroughs.

Taxi drivers in both yellow and green wheelchair-accessible vehicles (WAV) will be important partners in delivering this service citywide. All WAV-trained drivers will be eligible to take Accessible Dispatch when they drive a yellow or green WAV, and to receive a dispatch fee for each trip. Medical Transportation Management (MTM) is one of the largest and most experienced transportation management companies in the country, and is the vendor that the TLC selected to manage this program.

We are deep in the process of getting ready to expand, and everything is going smoothly. We look forward to making passengers' travels in New York City more convenient, and opening up parts of the City to people that may not have been as easy for them to access in the past.

### TLC UP

We highlighted this new feature in last month's corner, but want to keep

spreading the good word about TLC UP. If you are applying for a new TLC Driver or Vehicle license, you can now upload your required documents with a mobile device or computer at [www.nyc.gov/tlcup](http://www.nyc.gov/tlcup). Applicants can take a photo of a document or scan it, and then upload it. You no longer need to mail or email documents to the TLC, saving you time and offering greater convenience.

TLC UP also allows applicants to easily check their application's status, learn if any requirements are missing, and confirm if their documents have been accepted by the TLC. If you need further help, you can watch a video tutorial about TLC UP on the TLC's YouTube Channel. Almost 1,000 applicants have already used this tool, and we look forward to seeing this time- and effort-saving feature become even more popular in the months ahead.

### TIPPING HEARING

I am very pleased to report that the TLC's proposed tipping option rules were approved by the TLC's board of commissioners unanimously at the latest public meeting on July 13. In brief, the rules, which will be in effect sometime around mid- to late August, will require that all For-Hire Vehicle (FHV) bases offering passengers the ability to pay for their rides with credit cards through an app also offer those passengers the ability to tip through their credit card. If you would like a closer look at these rules, just visit our website.

### FHV ACCESSIBILITY

As you can see, it has been a particularly busy month at the TLC, and I am likewise pleased to report that we have published proposed rules that would integrate wheelchair accessibility into the FHV industry in a way that we believe is thoughtful and practical for everyone concerned. Because this is such a significant innovation, we are building-in plenty of time for discussing this with all of the many individual and group stakeholders by scheduling the public hearing for Thursday, September 28 at 10 a.m. You can find the proposed rules themselves on our Proposed Rules page.

### SUMMERTIME...

And the living isn't always as easy as the song says! One thing that will make the season go more smoothly is if your vehicle is properly "summerized." Don't ignore any tell-tale signs that something is wrong with your car's A/C -- it's not cool for you or your passengers if your air conditioner needs to be repaired. Check your radiator and hoses for leaks as well, to make sure that your car engine does not overheat.

Also, as we have said before, children are out of school and enjoying the warm weather outdoors. Stay vigilant, and be on the lookout for children crossing or playing in the street. We appreciate you being a watchful steward of our streets.

As always, drive like your family lives here!

## Disrupted By

(Continued from Page 14)

less space on some streets due to the unchecked growth of FHV's. Thomas O'Shea, CEO of Aspire Federal Credit Union, added that the vast majority of the medallion owners are working hard to make their loan payments, even in light of a revenue decline of 10-15%. The key challenge, though, is for them to find a second driver, especially if the taxi is wheelchair accessible. O'Shea believes that a universal taxi app may bring back many of the consumers who have switched to app-based services, and that drivers should not lose sight of lowering the cost of operation, i.e. the use of hybrids, credit card processing, meter management, etc. On app-based companies, O'Shea commented that New York City should impose the same vehicle inspection and safety standards that exist for yellow cabs. Robert Familant, CEO of Progressive Credit Union, emphasized that the collapse of the taxi driver pool is the main cause of the cash flow loss. Regulatory changes are therefore required to curb the exodus of taxi drivers to ride-sourcing competitors. The numbers alone paint a clear picture: there are roughly 100,000 TLC-licensed vehicles, but only 13,500 are yellow taxis today. Simply put, the government has failed to protect the franchise it helped to create, according to Familant.

In the second panel session, entitled "Medallion Industry Technology & Service Enhancements," Jason Gross, VP and Global Head of Product and Marketing at Verifone Taxi Systems and Alex LaVoie, General Manager of Via, discussed their latest collaboration to enable ride-sharing for yellow cabs. According

to LaVoie, it is a win-win scenario: cabs benefit from more customers while Via benefits from the \$1.95 service fee. On the e-hail mechanism of the ridesharing, Gross explained that Curb app users are matched exclusively to yellow cabs, but Via app users can be matched to either a cab or a Via vehicle. Via's technology is currently deployed in over 65 cities in the U.S., and LaVoie is hoping that Via will be granted access to areas in airports and bus lanes in the near future.

The third panel, entitled "Leveling the Playing Field - Equity, Accessibility & Labor Issues," discussed several important topics such as equity, accessibility, and sustainability. The common consensus is that the NYC TLC budget is not enough to properly regulate the industry and provide adequate enforcement. According to Jim Conigliaro, Jr., the Founder of the Independent Drivers Guild (an organization representing drivers that signed an agreement with Uber to provide basic worker protections), there is an estimated 750 new FHV drivers each week, which is clear evidence of the high turnover rate of the industry. Also, Uber's recent mishap of under-paying their drivers is a big problem and it was suggested that the government should ensure that Uber is now paying the drivers back appropriately. On issues pertaining to accessibility, Edith Prentiss, the Chair of the Taxis for All Campaign, highlighted many problems with the Access-a-Ride program and the inability of accessible vehicles to fit more than one additional passenger. Patricia Gatling, the former NYC Human Rights Commissioner & Deputy Secretary for Civil Rights to

(Continued on Page 17)

## NYS DMV Point System

### Speeding (mph over posted limit)

1 to 10 . . . 3 points

11 to 20 . . 4 points

21 to 30 . . 6 points

31 to 40 . . 8 points

More than 40 . . 11 points

### Reckless Driving . . . 5 points

Failure to stop for a School Bus . 5 points

Following too closely (tailgating) 4 points

Inadequate Brakes . . 4 points

(while driving employer's vehicle) 2 points

Failing to Yield Right-Of-Way . . 3 points

Violation Involving Traffic Signal,

Stop Sign, or Yield Sign . . . 3 points

Railroad Crossing Violation 3 points

Improper Passing or Lane Use . . 3 points

Leaving scene of an incident involving property

damage or injury to an animal . . . 3 points

Safety restraint violation involving person

under 16 . 3 points

Any other moving violation 2 points

**Note: Speeding when speed not indicated is 3 points**



*Your Medallion Headquarters !*

# LOMTO Generation Brokerage, Inc.

*TAXI and BLACK CAR INSURANCE SPECIALISTS*

— And —

## Medallion Transfer, Inc.

Licensed TLC Broker #R0018

- Insuring the For Hire Industry - Taxi & Black Car
- Providing You Service the Way It Should Be - FAST & COURTEOUS
- Convenient Mid-Town Location - Hack Stand In Front of Office
- Medallion Sales, Leasing, and Financing
- Over 25 Years of Industry Experience

435 West 45<sup>th</sup> Street (Between 9<sup>th</sup> & 10<sup>th</sup> Avenues)  
New York, N.Y. 10036

Phone: 212 582-5721 Fax: 212 582-5722

Lou Bakalar

Jon Goldbetter

### TLC Marks 500th Vision Zero Driver Outreach Meeting La Nueva Quisqueya Car Service Hosts Milestone Safety Forum

The New York City Taxi and Limousine Commission (TLC) today reached the milestone of 500 Vision Zero driver outreach meetings at licensed for-hire vehicle bases and taxi garages throughout the city. The landmark visit was hosted by La Nueva Quisqueya Car Service in Jamaica, Queens, a popular livery service that boasts over 170 affiliated vehicles. TLC Commissioner and Chair Meera Joshi delivered a welcome message, and staff members gave a detailed safety presentation. The visit featured the participation of more than 100 of the base's professional drivers and management staff.

One of the core tenets of the TLC's Vision Zero efforts is improving and broadening driver training and outreach. Driver outreach meetings highlight important safety information, such as new road designs like protected bike lanes, high-risk driving behavior that can lead to crashes, and the crucial role that professional drivers play in promoting a culture of safe driving. At the end of each visit, participating drivers sign the TLC Safe Driver Pledge.

500 Driver Outreach Meetings by the Numbers:

- More than 100 visits in Spanish
- 209 Vision Zero base visits in

- Queens
- 177 Vision Zero base visits in Brooklyn
- 56 Vision Zero base visits in Manhattan
- 40 Vision Zero base visits in the Bronx
- 18 Vision Zero base visits in Staten Island

"Today's milestone visit highlights the TLC's commitment to working and connecting directly with drivers and businesses about street safety, and sharing resources and tools that can help professional drivers make our streets safer for all," said TLC Commissioner Joshi. "Driver outreach meetings allow us to share practical safety information that can prevent crashes, and help drivers to understand the crucial role they play in Vision Zero."

The TLC began its driver outreach meetings in 2014, with staff members sharing the important messages of Vision Zero with drivers one-on-one, as well as in both large and small groups. "We are grateful for the professionalism of TLC-licensed drivers and bases in setting the tone for a culture of safe driving in New York City," added Commissioner Joshi.

The TLC also honored more than



375 drivers last year at its third annual Vision Zero Safety Honor Roll event. The drivers honored had no crashes involving a fatality or injury, traffic violations, or violations of TLC safety-related rules for four or more years. We look forward to recognizing more drivers for their stellar safety records later this year.





## Evening In America

By Larry Fisher

In 1984, Ronald Reagan's reelection advertising campaign was centered on the theme of rebirth in our country. Scenes of people going to work, businesses being opened, houses being bought filled our TV screens as the announcer told us that it is "Morning in America."



Democrats are worse?

The rumors persist of allegations that Trump's modeling agency was involved in illegal immigration from Eastern Europe and sex trafficking including that of underage girls. And that Trump himself has been involved in situations that could easily

compromise him. One might guess that Bill Clinton has some "splaining" to do as well, as both men had some type of relationship with Jeffrey Epstein, a man accused of activities involving prostitution and underage girls. The mainstream media hasn't picked up on this aspect as yet. The Steele Dossier has not been refuted containing explosive allegations of improprieties and perversions.

The apparent chaos sown by the close advisors and the President himself seems to be counter-productive. The travel ban, which in reality was more a Muslim travel ban, illustrates the ham-handed incompetence and resulting chaos it caused. Large numbers of people were stuck in airports around the world due to this administration's incompetence. The near daily tweets, stepping on their own message, resignations and firings of key personnel, so early in the administration, plus their willingness to break the law, leads me to believe that this is intentional. It doesn't serve the administration well, but may serve one man well, and that is Vladimir Putin, who is quite content with the chaos and uncertainty surrounding the USA and its allies. The contradictory messaging also appears to be intentionally executed. This way they take both sides of an issue and are half right. And since they lie so freely, they easily deny that they made the argument that is incorrect.

But, are they as incompetent as they appear? Is it possible that Jared Kushner could not fill out his security clearance forms correctly, and had to make three separate revisions? And even when conducting themselves in a criminally indictable fashion, are they really so dumb to think that we wouldn't find out that Trump has applied for and been granted licenses and patents in China for his multiple business interests, a clear violation of the emoluments clause of the 2nd amendment of the constitution. But, then again, there have been so many clear violations of that clause that picking one out seems trivial.

What has been seen thus far is ugliness, chaos, and incompetence. Encouraging police brutality is merely an extension of Trump's campaign rhetoric. Beating up on protesters, who, in the view of Trump supporters, were as deserving of a beat down as common criminals was a not infrequent occasion along the Trump campaign. Today, on one of the Sunday news shows, I heard a Cincinnati radio host describe Middle Americans who support Trump as "real Americans." Real Americans being the ones who get up and go to work every day. "Real Americans" is code for white America (as was the phrase "Silent Majority" in 1968) and this term of art is as offensive to me as "flyover country" is to them. The continued polarization encouraged by this administration is not helping Trump's legislative agenda as little has been accomplished, and nothing in health care as yet. Although the extremes in both political parties are currently holding sway within their parties, the middle has not been hollowed out completely, and as a result Susan Collins, Lisa Murkowski, and John McCain stopped the runaway train that conservative Republicans were intent on hijacking in the health insurance debate.

The appointment of Anthony Scaramucci represents a new low for this regime. The "family values" contingent of the religious right can't possibly be okay with this vulgar little man. Still, I haven't heard a word of protest from the likes of Pat Robertson or others of his ilk. Aside from Scaramucci's usage of colorful descriptive language, which I have never been loathe to employ, he is being sued for divorce by his wife who just delivered their child. The "family values" conservatives haven't had enough of these people yet? The

militarization of the federal government beyond the current situation. Further, there are those who firmly believe that our basic freedoms are at risk. The constant harping at the press is but one manifestation of this well-founded fear.

It is "Evening in America" right now. Like in the taxi business, we need heroes to step up, and take a

risk that country is more important than party, that winning elections is an empty victory if the result is the destruction of many of the things we hold sacred. McCain, Collins and Murkowski fired the first shot. Historian Thomas Fuller said, "the darkest hour is just before the dawn." If that is indeed the case, we have a long night ahead.

## Disrupted By

(Continued from Page 15)

NY State Governor, stressed that the ride-sourcing business model does not provide adequate service to low-income minority, rural, unbanked and technologically-deprived communities. On environmental issues, Commissioner Gatling disclosed the latest estimated carbon emissions from FHV's – up by 2.6 times from last year. These points, along with other seminal findings, can be found in a university report entitled The Expanding Transportation Network Company Equity Gap (<http://www.utrc2.org/sites/default/files/Equity-Report-FINAL-11232642.pdf>). I suggested a solution that everyone agreed with, including the panelists and audience, to solve the accessibility problem in the short term. First, eliminate any passenger fare-funded subsidies and have the MTA subsidize all vehicle retrofits, driver wages, and insurance costs with the many millions of dollars in savings resulting from Access-A-Ride using

all wheelchair-accessible taxicabs, green borough cabs, and liveries/seudans as part of one system, instead of multi-passenger vans. For example, the average taxi fare ranges from \$15-20 per ride versus the current \$60 per passenger subsidy for Access-A-Ride vans. This unified system would use one on-demand smartphone app and one prearranged phone number and all passengers would pay the NYC bus and subway fare, not the metered fare.

A fourth panel heard from independent medallion owners/drivers, directly addressing many of the concerns expressed by the prior panelists, validating firsthand the impact that the uneven playing field has had on their livelihoods. Finally, for the closing remarks, Nora Constance Marino, a Commissioner from the TLC Board, assured the audience that she is in agreement concerning the need for equity in regulation. Specifically, both taxicabs and FHV's should be subject to the same standard of environmentally-friendly cars and

(Continued on Page 23)

**Dragonfly Graphics LLC.**

- Design and Print media experts.
- Over 25 years experience in Graphics.
- Certified Union Printers.

4 Court Square  
Long Island City, NY 11101  
(718) 392-3460  
Fax (718) 786-5931  
[www.dragonflygraphics.info](http://www.dragonflygraphics.info)  
e-mail: [dragonflygraphicsny@gmail.com](mailto:dragonflygraphicsny@gmail.com)

# Driving Around Town

By Karen Friedman Esq.

Karen Friedman is an attorney specializing in traffic and criminally related traffic problems throughout New York State.

Receiving a ticket outside of New York City is different from getting one in town. In Upstate New York and on Long Island, there is plea bargaining. This means that with the assistance of an attorney, you can save points on your driver's license, TLC record and the cost of driver assessment fees as well as increased insurance premiums and higher fines.

This week, I represented a man in Ulster County. The charge was speeding 87 in a 65 mph zone, a six point ticket. The summons was reduced to a parking ticket (no points) and a \$200 fine. My client did not come to court. I then drove to Sullivan County where my client's ticket of speeding 92 in a

65 mph zone, equal to six points, was reduced to a two point traffic device. This plea bargain saved my client four points, the \$300 driver assessment fee, and the penalties from the TLC. A motorist may also represent himself; however, it is unlikely that he will be as successful as with an attorney.

My legal practice takes me all over New York State. I represent drivers who are charged with driving while intoxicated, speeding, reckless driving and many other criminal and traffic charges.

If you need assistance, please feel free to contact me at:

Karen Friedman  
30 E. 33rd St. 4th Fl.  
New York, N.Y. 10016  
(212) 213-2145  
K.friedman@msn.com  
www.newyorktrafficlawyer.com

Section 5. Subdivision (a) of Section 59B-26 of Title 35 of the Rules of the City of New York is amended to read as follows:

(a) Tri-Annual Inspection Required. For-Hire Vehicles must be inspected three times a year at least once every four months and a Base must not dispatch a Vehicle that has missed an inspection until the Vehicle passes inspection.

Section 6. Subdivision (b) of Section 59B-28 of Title 35 of the Rules of the City of New York is amended to read as follows:

(b) Proper Vehicle Identification Required. A Base Owner must not dispatch a Vehicle unless the Vehicle complies with the following requirements:

Section 7. The introductory paragraph of Section 59B-29 of Title 35 of the Rules of the City of New York is amended to read as follows:

### §59B-29 Vehicles – Markings & Advertising

A Base Owner must not dispatch a Vehicle [from its Base] unless the Vehicle complies with the following requirements.

Section 8. Separability. If any clause, sentence, paragraph, section or part of this rule shall be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, section or part of this rule that was adjudged to be invalid.

## Gas Pump Skimmer Sends Card Data Via Text

Skimming devices that crooks install inside fuel station gas pumps frequently rely on an embedded Bluetooth component allowing thieves to collect stolen credit card data from the pumps wirelessly with any mobile device. The downside of this approach is that Bluetooth-based skimmers can be detected by anyone else with a mobile device. Now, investigators in the New York say they are starting to see pump skimmers that use cannibalized cell phone components to send stolen card data via text message.

Skimmers that transmit stolen card data wirelessly via GSM text messages and other mobile-based communications methods are not new; they have been present — if not prevalent — in ATM skimming devices for ages.

But this is the first instance KrebsOnSecurity is aware of in which such SMS skimmers have been found inside gas pumps, and that matches the experience of several states hardest hit by pump skimming activity.

The beauty of the GSM-based skimmer is that it can transmit stolen card data wirelessly via text message, meaning thieves can receive real-time transmissions of the card data anywhere in the world — never needing to return to the scene of the crime. That data can then be turned into counterfeit physical copies of the cards.

Here's a look at a new skimmer pulled from compromised gas pumps at three different filling stations in New York this month. Like other pump skimmers, this device was hooked up to the pump's internal power, allowing it to operate indefinitely without relying on batteries.

It may be difficult to see from the picture above, but the skimmer includes a GSM-based device with a SIM card produced by cellular operator T-Mobile.

It's not clear what type of mobile device was used in this skimmer, and the police officer who shared these images with KrebsOnSecurity said the forensic analysis of the device was ongoing.

The officer, who shared these photos on condition of anonymity, said this was thought to be the first time fraud investigators in New York had

ever encountered a GSM-based pump skimmer.

Skimmers used at all three New York filling stations impacted by the scheme included T-Mobile SIM cards, but the investigator said analysis so far showed the cards held no other data other than the SIM's card's unique serial number (ICCID).

KrebsOnSecurity reached out to weights and measures officials in several states most heavily hit by pump skimming activity, including Arizona, California and Florida.

Officials in all three states said they've yet to find a GSM-based skimmer attached to any of their pumps.

Skimmers at the pump are most often the work of organized crime rings that traffic in everything from stolen credit and debit cards to the wholesale theft and commercial resale of fuel — in some cases from (and back to) the very fuel stations that have been compromised with the gang's skimming devices.

Investigators say skimming gangs typically gain access to station pumps by using a handful of master keys that still open a great many pumps in use today. In a common scenario, one person will distract the station attendant as fuel thieves pull up alongside the pump in a van with doors that obscure the machine on both sides. For an in-depth look at the work on one fuel-theft gang working out of San Diego, check out this piece.

There are generally no outward signs when a pump has been compromised by a skimmer, but a study KrebsOnSecurity published last year about a surge in pump skimming activity in Arizona suggests that skimmer gangs can spot the signs of a good mark.

Fraud patterns show fuel theft gangs tend to target stations that are close to major highway arteries; those with older pumps; and those without security cameras, and/or a regular schedule for inspecting security tape placed on the pumps.

Many filling stations are upgrading their pumps to include more physical security — such as custom locks and security cameras. In addition, newer pumps can accommodate more secure

(Continued on Page 24)

## Insider News

(Continued from Page 12)

- (ii) The Driver's For-Hire License number
  - (iii) The dispatched Vehicle's License number
  - (iv) The TLC License number of the For-Hire Base that dispatched the Vehicle
  - (v) The TLC License number of the For-Hire Base affiliated to the dispatched Vehicle
- §59B-19(a)  
Fine: \$100 if plead guilty before a hearing; \$150 if found guilty following a hearing and suspension until compliance.  
Appearance NOT REQUIRED

**KAREN A. FRIEDMAN**  
ATTORNEY AT LAW  
**(212) 213-2145**  
**ALL MOVING VIOLATIONS**  
**THROUGHOUT**  
**NEW YORK STATE**  
**Speeding; Red Lights; Traffic Signs**  
**SUSPENSIONS & WARRANTS LIFTED**  
**CRIMINALLY RELATED MATTERS**  
*Driving While Intoxicated (DWI);*  
*Reckless Driving;*  
*Aggravated Unlicensed Operation*  
**SAFETY HEARINGS**  
30 East 33<sup>RD</sup> Street  
4<sup>TH</sup> Floor  
New York, NY 10016  
EMAIL: K.Friedman@msn.com  
WEBSITE: www.NewYorkTrafficLawyer.com

— We Accept Credit Cards —  
Fluent in French and Spanish

PRESIDENT  
Association of  
Motor Vehicle Trial  
Attorneys  
FLUENT IN  
FRENCH

ATTORNEYS  
IN OFFICE  
WHO PRACTICE:  
PERSONAL INJURY  
MATRIMONIAL  
REAL ESTATE LAW  
COMMERCIAL  
IMMIGRATION



**MELROSE**  
CREDIT UNION

You Can Get There From Here<sup>SM</sup>

# A refreshing backseat driver

Helping your money work overtime

- EZ Checking with Online Web Access
- Direct Deposit
- Local Lending Experts with 80+ Years Experience
- Low-Rate Mortgage and Home Equity Loans
- Friendly, Professional Financial Partner
- Free Onsite Parking

Call or visit  
Melrose CU today!

718-658-9800  
[www.melrosecu.org](http://www.melrosecu.org)

**Members  
Are Like Family**  
All are welcome  
to join, including  
the Taxi Medallion  
Industry



139-30 Queens Boulevard | Briarwood, NY 11435  
718-658-9800 | [www.melrosecu.org](http://www.melrosecu.org)



**INSURANCE**

A Melrose Credit Union  
Service Organization

P (718) 523-1300 | F (718) 526-1205

[Memberbrokerage.com](http://Memberbrokerage.com)



## We Have Your Back



With More Than Just TLC Insurance

MBS Insurance is the right source for all your insurance needs.

And we're backed by people with industry cred, the lowest insurance rates and the quickest claims service.

### TLC Insurance\*

- Flexible Payment Options
- No Broker Fees
- No Claims Fees
- Experienced Agents

### Individual, Family & Business Member Insurance\*

- Home
- Auto
- Life & Health
- Business & Commercial

**STOP  
Paying Too Much**  
Call us to chat about  
how much we can  
save you!

\*Insurance Products may involve the risk of loss and are not NCUA Insured

# DMV & TLC Summonses



**Michael Spevack**

*Attorney-At-Law*



**You Can Receive the Finest Representation At Reasonable Fees !**

## All TLC & DMV Problems

*Customer Complaints • Moving Violations • Wills • House Closings  
Buying Or Selling A Business • Personal Injury Cases & Other Legal Work*

**212-754-1011**

All Bankruptcy Matters Handled  
Including Chapter 11, 13 And 7.  
Call For Free Initial Consultation.

97-77 Queens Blvd. • Suite 1120

Rego Park, NY 11374

[www.traffic-summons.com](http://www.traffic-summons.com)

If you have been arrested,  
I can help you with TLC  
and in Criminal Court.

**DON'T DELAY!**

Call me now for the best representation.  
I work with a top notch Criminal Law Firm  
to help you get out of trouble.

# Hereford Insurance Company

Insurance Fraud is a **CRIME** punishable  
by **FINE** and **JAIL**



To Report Insurance Fraud Call  
**1-866-HEREFORD**



### A Reminder from Hereford Insurance Company Special Investigation Unit (SIU)

“Any person who knowingly and with intent to defraud any insurance company or other person files an application for insurance or statement of claim containing any materially false information, or conceals for the purpose of misleading, information concerning any material thereto, commits a fraudulent insurance act, which is a crime and shall be subject to a civil penalty not to exceed five thousand dollars and the stated value of the claim for each violation.”

IF YOU WANT TO SELL YOUR MINI CORP. . . . TALK TO ME. . . . TOP DOLLAR \$\$ PAID!

# MEDALLIONS WANTED

IF NOBODY WANTS YOUR  
MEDALLION CALL US!!

WE WILL PAY \$1800 PER MONTH FOR YOUR MEDALLION!!



**DRIVERS WANTED . . .  
PART TIME, FULL TIME,  
ANY TIME!!!**

**24 HOUR MECHANIC & BODY SHOP  
AVAILABLE SPECIALIZING  
IN ALL TLC VEHICLES!**

**HYBRID MECHANIC  
ON DUTY!**

**4 WHEEL LASER  
ALIGNMENT!**

**IF YOU CAN'T COME TO US WE CAN COME TO YOU!!**

**NYC INTERBORO MANAGEMENT INC**

**36-02 21 STREET (36 AVE), ASTORIA NY 11106**

**718-392-0250 • 917-741-1139 • ASK FOR TJ**

# TAXI, LIVERY & BLACK CAR SPECIALIST



WE CAN DROP OFF OR SHIP ANYWHERE IN THE USA  
WITH OUR UNBEATABLE, PERSONALIZED  
SERVICE, COMMUNICATION AND  
CREDIBILITY TO OWNERS AND DRIVERS

THE NUMBER ONE  
VOLUME TOYOTA DEALER  
FOR TAXI, LIVERY AND  
LIMO REQUIREMENTS FOR  
THE PAST 8 YEARS

HUDSON WILL HELP YOU GET A REVOLVING LINE OF CREDIT WITH  
A BANK THAT SPECIALIZES IN TAXI, BLACK CAR & LIVERY

## ALL VEHICLES AVAILABLE FOR IMMEDIATE DELIVERY



2017 TOYOTA  
**RAV4** HYBRID  
LE AWD



HYBRID  
SYNERGY  
DRIVE

2017 TOYOTA

**PRIUS V** HYBRID



2016 TOYOTA  
**SIENNA**  
WITH  
WHEELCHAIR  
CONVERSION

# Call: 732-216-7094

Email John Himmelman at [jhimmelman@penskeautomotive.com](mailto:jhimmelman@penskeautomotive.com)

## FOR ALL YOUR LIMO & TAXI NEEDS!

HUDSON TOYOTA

JERSEY CITY ROUTE 440 EXIT 15E OFF NJ TURNPIKE

2 Mi from Holland Tunnel ■ 3 Mi from Newark Airport ■ 2 Mi from Bayonne Bridge ■ 5 Mi from Lincoln Tunnel

A **PENSKE** AUTOMOTIVE DEALERSHIP

# The TLC And Its Crazy Presumption Of Guilt

By Dan Ackman

Everyone knows that the Presumption of Innocence is a bedrock principle of American law. In order for the government to punish one of its citizens, it generally must prove him guilty of some offense. This principle is mostly applied to criminal law, as opposed to civil cases or administrative hearings. But for a government agency to presume that someone is guilty is extraordinary. Even more extraordinary, the Taxi and Limousine Commission applies this presumption of guilt on a daily basis.

For many years, the TLC has had

a policy of suspending the license of any taxi or for-hire vehicle driver who is arrested for a crime. It does not suspend for all arrests, but it does so for any felony arrest and even for a long list of misdemeanors.

In theory, the suspension is brief and the driver has a right to challenge it at a hearing. In reality, no one has succeeded in having his suspension lifted for many years. I believe this policy is unconstitutional and have been fighting it in court for a long time. That fight is ongoing.

In ordering the suspension, the

## Disrupted By

(Continued from Page 17)

wheelchair accessibility along with proper background checks for drivers. Commissioner Marino echoed the trepidation that all of the panelists from the fourth session have expressed: that they were sold on a false promise that the TLC would properly regulate and protect the taxi industry. Commissioner Marino felt that that the promise has not been kept even though the TLC Chair has made several regulatory changes over the years. Commissioner Marino went on to explain her history of protecting the taxi industry as a lone dissenter on the Commission, including her sole vote against approving the Nissan NV200 as the Taxi of Tomorrow. In parting, Commissioner Marino expressed that she would be willing to hear any proposals or solutions people have to protect the taxicab industry and requested anyone with concerns to reach out to her directly.

The goal of this forum was to bring together stakeholders, including the representatives of interest groups and individual drivers, with government officials, banks/credit unions, and

academic researchers, to identify practical solutions to be presented to policymakers. The forum clearly identified the need to act on old ideas and new solutions for consideration, and even had a major announcement on concrete NYC policy plans and legislation by Transportation Chair Rodriguez. Not only during the pendency of this forum did Uber change its policy on allowing passengers to tip drivers, but the TLC announced it was taking action on the tipping rules immediately, with a public hearing scheduled for July 13, 2017 ([http://www.nyc.gov/html/tlc/downloads/pdf/proposed\\_tipping\\_rule\\_promulgated.pdf](http://www.nyc.gov/html/tlc/downloads/pdf/proposed_tipping_rule_promulgated.pdf)); and another hearing on proposed FHV accessibility rules scheduled for September 21, 2017 ([http://www.nyc.gov/html/tlc/downloads/pdf/proposed\\_req\\_wheelchair\\_accessibility\\_6\\_30\\_17.pdf](http://www.nyc.gov/html/tlc/downloads/pdf/proposed_req_wheelchair_accessibility_6_30_17.pdf)). This is going to affect everyone in the industry, so it is quite unfortunate that Uber and Lyft declined to participate at the forum. In any case, continue to have your voices heard, stay involved and keep thinking about how we can continue to keep the NYC taxicab and for-hire vehicle industry the best in the world!

Photo by David Pollack



TLC ignores what seem to be obvious factors like the circumstances of the alleged crime, whether it is a first offense and the driver's overall record. The TLC's excuse is that when it learns of the arrest, it knows nothing else. It then holds a hearing where the hearing judge can learn more and make a real assessment. But the kicker is: The TLC insists that the judge presume that the driver is guilty, not innocent. It also demands that the judge ignore everything else. Thus so long as the criminal charge is pending, the suspension must continue. That's the TLC way. The judge may disagree—that happens. But the judge can only recommend that a suspension be lifted.

That recommendation goes back to the TLC, specifically its chairperson. The chairperson always rejects any recommendation that favors the driver and always accepts any recommendation that favors the TLC. There is so much wrong with this system that I cannot list them all here. But applying an un rebuttable presumption of guilt is a fundamental problem.

While we have not won our fight against the policy, we believe we will ultimately. And we have recently gotten an assist from nothing less than the United States Supreme Court.

At the end of its last term, the Supreme Court decided a case called *Nelson v. Colorado*. The case was about the state of Colorado's law that allowed it to refuse to return fines and fees paid by convicted defendants even after their convictions were overturned on

appeal. The Supreme Court concluded that this law is unconstitutional.

The state of Colorado had required the newly exonerated defendant to prove he was in fact innocent in order to have his fines and fees refunded. But the Supreme Court held that after their convictions were overturned, they must be presumed innocent (even if they won an appeal on a technicality). If they were presumed innocent, Colorado could not consider them "guilty enough" to keep the money that they were required to pay when they were found guilty.

The TLC system seems like an even more direct assault on the presumption of innocence. The drivers who the TLC suspends have never been convicted of anything. Experience shows that the vast majority never will be convicted of anything. But the TLC considers them "guilty enough" to rob them of their licenses. And it does this without any other proof these drivers pose a real threat to passengers. That is outrageous!

We encourage any driver suspended based on an arrest to contest that suspension. The TLC, the hearing judge, even your own lawyer may tell you cannot win. But we believe that, especially with this new Supreme Court decision, that if you fight the system and take the TLC to a higher court, you can win. And you will.

*Dan Ackman is a lawyer who specializes in the civil rights of taxi drivers. He can be reached at Dan@danackmanlaw.com or through his website <http://danackmanlaw.com/>*

## Was Your TLC License Suspended? Maybe We Can Help!



Call Or E-Mail....

The Law Office of  
Dan Ackman

Tel: 917-282-8178

E-Mail: [Dan@danackmanlaw.com](mailto:Dan@danackmanlaw.com)

[www.danackmanlaw.com](http://www.danackmanlaw.com)

222 Broadway, NYC NY 10038

## TAXI AND FOR-HIRE VEHICLE RELIEF STANDS

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

Taxi 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.

The type column indicates if the relief stand is for taxis alone, or both taxis and For-Hire Vehicles (FHVs). Staten Island currently has no relief stands.

### BRONX

TYPE	LOCATION	CROSS STREET
Taxi	Jerome Ave. (E. Side)	Eliot Pl. & E. 170th St.
Taxi	Metropolitan Ave. (N. Side)	Purdy St. & Red Oak Dr.

### MANHATTAN EAST SIDE ABOVE 23RD STREET

Taxis	E. 77th St. (N. Side)	First & Second Aves.
Taxis	E. 86th St. (N. Side)	Henderson Pl. & York Ave.
Taxis	E. 78th Street (N. Side)	Lexington & Third Ave.
Taxis	E. 78th St. (S. Side)	Lexington & Third Ave.
Taxis & FHVs	E. 29th St. (S. Side)	Madison & Fifth Ave.
Taxis	E. 27th St. (N. Side)	Park Ave. S. & Madison Ave.
Taxis & FHVs	E. 28th St. (N. Side)	Park Av. S. & Lexington Ave.
Taxis & FHVs	Madison Ave. (W. Side)	E. 26th & 27th St.
Taxis	E. 26th Street (S. Side)	Third & Second Aves.

### MANHATTAN WEST SIDE ABOVE 23RD STREET

Taxis	W. 55th St. (S. Side)	Tenth & Eleventh Aves.
Taxis & FHVs	Sixth Ave. (W. Side)	W. 55th & 56th Sts.
Taxis & FHVs	Eighth Ave. (E. Side)	W. 52nd & 53rd Sts.
Taxis	Broadway (E. Side)	W. 48th & 47th Sts.
Taxis	Eighth Ave. (W. Side)	W. 46th & 47th Sts.
Taxis & FHVs	Sixth Ave. (W. Side)	W. 39th & 40th Sts.
Taxis & FHVs	Sixth Ave. (W. Side)	W. 38th & 39th Sts.
Taxis	Broadway (E. Side)	W. 43rd & 42nd Sts.
Taxis	Ninth Ave. (E. Side)	W. 42nd & 41st Sts.
Taxis	West 39th St. (S. Side)	Eighth & Ninth Aves.
Taxis	Ninth Ave. (E. Side)	W. 30th & 29th Sts.

### MANHATTAN BELOW 23RD STREET

Taxis	E. 23rd St.	First & Second Aves.
Taxis & FHVs	Sixth Ave. (W. Side)	W. 22nd & 23rd Sts.
Taxis	Third Ave. (W. Side)	E. 14th & 15th Sts.
Taxis & FHVs	Third Ave. (W. Side)	E. 15th & 14th Sts.
Taxis & FHVs	Sixth Ave. (W. Side)	W. 13th & 14th Sts.
Taxis	Sixth Ave. (W. Side)	Thompson & Grand Sts.
Taxis & FHVs	Canal St. (N. Side)	E. Broadway & Essex St.
Taxis	Park Row (SE. Side)	Ann & Beekman Sts.
Taxis & FHVs	Fulton St. (S. Side)	Broadway & Church St.
Taxis & FHVs	South St. (N. Side)	Old Slip & Broad St.
Taxis & FHVs	Water St. (W. Side)	Whitehall & Broad Sts.
Taxis	Whitehall St. (W. Side)	South & State Sts., NE Corner
Taxi	Avenue A & First Street	

### BROOKLYN

Taxis	N. Sixth St. (N. Side)	Berry St. & Wythe Ave.
Taxis	Fourth Ave. (W. Side)	Third & Sixth Sts.

### QUEENS

Taxis & FHVs	43rd Ave. (N. side)	11th & 12th Sts.
Taxis	44th Rd. (N. Side)	21st & 11th Sts.
Taxis & FHVs	Hunterspoint Ave.	27th & 30th Sts.
Taxis	31st St. (W. Side)	34th & 35th Aves.
Taxis & FHVs	43rd Ave.	36th & 37th Sts.
Taxis	34th St. (W. Side)	37th & 38th Aves.
Taxis	Skillman Ave.	37th & 36th Sts.
Taxis	Queens Blvd. (S. Side)	50th & 51st Sts.
Taxis	Queens Blvd.	55th & 54th Sts.
Taxis & FHVs	45th Ave. (S. side)	Jackson Ave. & 23rd St.
Taxis & FHVs	Pearson St. (W. Side)	Jackson Ave. & dead end Newtown Rd & Northern Blvd.
Taxis	49th St.	Queens Blvd & Roosevelt Ave.
Taxis	55th St.	Queens Blvd & Skillman Ave.
Taxis	Van Dam St.	Skillman & 43rd Aves.
Taxis & FHVs	36th St.	

**Don't risk a summons trying to find a Relief Stand on the list that the TLC web site provides. Texting or searching on-line while in your cab is against the law. Keep this list in your taxi for future use!**

## Apps In The City

(Continued from Page 18)

chip-based payment cards that are already in use by all other G20 nations.

But these upgrades are disruptive and expensive, and some stations are taking advantage of recent moves by Visa to delay adding much-needed security improvements, such as chip-capable readers.

Until late 2016, fuel station owners in the United States had until October 1, 2017 to install chip-capable readers at their pumps. Under previous Visa rules, station owners that didn't have chip-ready readers in place by then would have been on the hook to absorb 100 percent of the costs of fraud associated with transactions in which the customer presented a chip-based card yet was not asked or able to dip the chip (currently, card-issuing banks and consumers eat most of the fraud

## Op-Ed

(Continued from Page 11)

and farebox revenue.

The largest medallion value increases took place from the mid-1990s to the late 2000s. Prices more than tripled. More than 3,000 medallions were sold at competitive auctions—a “highest bid” process mostly responsible for driving values through the roof.

Then Uber entered the New York City market, increasing its fleet size to 46,000 vehicles by 2017 (more than triple the 13,587 yellow cabs). This unchecked growth contributed to the industry's greenhouse gas emissions reaching an estimated 2.5 million tons per day and coincided with a sharp increase in black cars' share of all TLC-regulated vehicle crashes, from 20% in 2014 to 65% in the first five months of 2017.

Starting in late 2014, media coverage of Uber contributed to stagnation of the medallion market. Investors were hesitant to make moves. The market was reduced to “non-arms-length” transactions, such as estate sales, foreclosures and stock transfers. Today there is simply not enough negotiated deal activity to re-establish a market.

While it might be hard to imagine New York City taxi medallions as better performing assets than housing or gold, they enjoyed a virtually uninterrupted upward value trajectory for three-quarters of a century after their creation. Medallions were selling at \$2,500 in 1947, but in 2013 corporate medallion prices peaked at \$1.3 million and independent (driver-owned) medallions at \$1.1 million.

The medallion system was created in 1937 when the supply of taxis outstripped demand. The city limited the number of cabs, and established the taxicab owner's license (the medallion) as a personal property right that could be bought and sold between private parties.

Valuing taxi medallions today is difficult. As with any asset, the

costs from fuel skimming).

But in December 2016, Visa delayed the requirements, saying fuel station owners would now have until October 1, 2020 to meet the liability shift deadline.

The best advice one can give to avoid pump skimmers is to frequent stations that appear to place an emphasis on physical security. More importantly, some pump skimming devices are capable of stealing debit card PINs as well, so it's good idea to avoid paying with a debit card at the pump.

Armed with your PIN and debit card data, thieves can clone the card and pull money out of your account at an ATM. Having your checking account emptied of cash while your bank sorts out the situation can be a huge hassle and create secondary problems (bounced checks, for instance).

*Reprinted with permission from Krebs on Security.*

basis for valuation can be whatever someone is willing to pay for it on an open market or the cash flow it generates. Values can be influenced by many factors including labor supply, regulatory stability, interest rates, ridership and farebox revenue.

The largest medallion value increases took place from the mid-1990s to the late 2000s. Prices more than tripled. More than 3,000 medallions were sold at competitive auctions—a “highest bid” process mostly responsible for driving values through the roof.

Then Uber entered the New York City market, increasing its fleet size to 46,000 vehicles by 2017 (more than triple the 13,587 yellow cabs). This unchecked growth contributed to the industry's greenhouse gas emissions reaching an estimated 2.5 million tons per day and coincided with a sharp increase in black cars' share of all TLC-regulated vehicle crashes, from 20% in 2014 to 65% in the first five months of 2017.

Starting in late 2014, media coverage of Uber contributed to stagnation of the medallion market. Investors were hesitant to make moves. The market was reduced to “non-arms-length” transactions, such as estate sales, foreclosures and stock transfers. Today there is simply not enough negotiated deal activity to re-establish a market.

The perceived rapid medallion value drop does not correlate with the more modest and gradual decline in revenue from medallions. Average annual medallion sale prices have dropped by 70% since 2014. In contrast, total fares dipped by 7.5% in 2015, 8.8% in 2016 and 14.5% since 2016. While total fares have decreased, the fares per on-duty hour have stayed relatively constant—in the \$20-to-\$25 range over the past two years. Also, an underreported trend is that 2016 was one of the highest years for total aggregate tips (\$254.7 million). Although Uber has damaged the taxi industry, most cab owners

(Continued on Page 28)



# YOUR ACCESSIBLE VEHICLE HEADQUARTERS

NISSAN Commercial Vehicles



JUST MINUTES FROM ANY BOROUGH

New & Improved 2016 Wheelchair Accessible Vehicles in Stock & Ready for Immediate Delivery

# NV200

THE FIRST DEDICATED TAXI SINCE THE CHECKER!



Passenger Step-Rail



Passenger Control Panel



Wheelchair Access



Passenger USB Chargers

- ▶ Designed & Tested On New York City Roads
- ▶ Koeppel Dedicated 24 Hour Drop Off Service
- ▶ Koeppel Auto Group Flatbed Service
- ▶ Dedicated Experienced Taxi Sales Staff
- ▶ Located 5 Minutes From Any Borough
- ▶ A+ Rating With The Better Business Bureau



"Where Customer Satisfaction Is Standard Equipment" *Lee Komitor*



Lee Komitor

Call Lee Komitor or Alex Chaoush

74-15 NORTHERN BLVD. QUEENS, NEW YORK

1-718-898-7800

Fax (718) 476-8207

KOEPPELNISSAN.COM

\*Tax & MV Fees are additional  
NYS DMV 7068638, NYS DCA 0997779

# TAXI INSIDER MANHATTAN HOTEL LIST !!!

## Dear Readers of Taxi Insider,

*Drivers always tell me that they cannot know the location of every hotel in Manhattan. A lot of work went into the list of Manhattan Hotels below. Drivers, please send Taxi Insider any corrections or additional hotels not mentioned. Also, when you are finished reading this issue of Taxi Insider, do not throw this newspaper in the garbage, give it to another taxi driver! Thankyou!*

60 Thompson Street Between Broome and Spring Streets	between 6th & 7th Avenues	157 W 47th Street between 6th & 7th Avenues	between 7th & 8th Avenues	between 6th & 7th Avenues
Algonquin Hotel 59 W 44th Street between 5th & 6th Avenues	Comfort Inn New York Hotel 442 W 36th Street between 10th & Dyer Avenues	Hampton Inn Times Square Hotel 851 8th Avenue at 51st Street	Manhattan Seaport Suites Hotel 219 Front Street between Pine & Wall Streets	Radisson Lexington Hotel 511 Lexington Avenue at 49th Street
Americana Inn Hotel 69 W 38th Street between 5th & 6th Avenues	Courtyard Manhattan 5th Avenue 3 E 40th Street between Madison & 5th Avenues	Hampton Inn SoHo 54 Watts St (near Varick St)	Maritime Hotel 363 W 16th Street at 9th Avenue	Ramada New Yorker Hotel 481 8th Avenue at 34th Street
Ameritania Hotel 230 W 54th Street at Broadway	Courtyard Midtown East Hotel 866 3rd Avenue between 51st & 52nd Streets	Helmsley Carlton House Hotel 680 Madison Ave between 61st & 62nd Sts.	Marriott Financial Center Hotel 85 West Street between Albany & Carlisle Streets	Renaissance Hotel 714 7th Avenue at 48th Street
Amsterdam Inn Hotel 340 Amsterdam Avenue at W 76th St.	Courtyard Times Square Hotel 114 W 40th Street between 6th & 7th Avenues	Helmsley Middletowne Hotel 148 E 48th Street between Lexington & Park Aves.	Marriott East Side Hotel 525 Lexington Avenue between 48th & 49th Street	Regency Hotel 540 Park Avenue at 61st Street
Beacon Hotel 2130 Broadway at 75th Street	Crowne Plaza Times Square Hotel 1605 Broadway between 49th & 50th Streets	Helmsley Park Lane Hotel 36 Central Park South between 5th & 6th Avenues	Marriott Marquis Hotel 1535 Broadway at 44th Street	Roger Smith Hotel 501 Lexington Avenue at 47th Street
Belvedere Hotel 319 W 48th Street between 8th & 9th Avenues	Crowne Plaza UN Hotel 304 E 42nd Street between 1st & 2nd Avenues	Hilton Garden Inn Time Square 790 8th Avenue between 48th & 49th Streets	Mayfair Hotel 242 W 49th Street between 7th & 8th Avenues	Roger Williams Hotel 131 Madison Avenue at 31st Street
Benjamin Hotel 125 E 50th Street at York Avenue	Doubletree Times Square Hotel 1568 Broadway between 47th & 48th Streets	Hilton New York Hotel 1335 6th Avenue between 53rd & 54th Streets	Metro Hotel 45 W 35th Street between 5th & 6th Avenues	Roosevelt Hotel 45 E 45th Street at Madison Avenue
Bentley Hotel 500 E 62nd Street at York Avenue	Edison Hotel 228 W 47th Street between 7th & 8th Avenues	Hilton Times Square Hotel 234 W 42nd Street between 7th & 8th Avenues	Doubletree Metropolitan Hotel 569 Lexington Avenue at 51st Street	Salisbury Hotel 123 W 57th Street between 6th & 7th Avenues
Best Western Convention Center Hotel 522 W 38th Street between 10th & 11th Avenues	Elysee Hotel 60 E 54th Street between Park & Madison Avenues	Holiday Inn Downtown Hotel 138 Lafayette Street between Howard & Canal Streets	Michelangelo Hotel 152 W 51st Street between 6th & 7th Avenues	San Carlos Hotel 150 E 50th Street between 3rd & Lexington Avenues
Best Western Hospitality House 145 E 49th Street between 3rd & Lexington Avenues	Embassy Suites Hotel 102 North End Ave.	Holiday Inn Martinique Hotel Broadway & W 32nd Street	Millford Plaza Hotel 270 W 45th Street at 8th Avenue	Sheraton Manhattan Hotel 790 Seventh Avenue between 51st & 52nd Streets
Best Western President Hotel 234 W 48th Street between 7th & 8th Avenues	Fairfield Inn & Suites Chelsea- 116 W. 28th St (near 6th Ave)	Holiday Inn Midtown Hotel 440 W 57th Street between 9th & 10th Avenues	Millenium Hilton Hotel 55 Church Street between Fulton & Day Streets	Sheraton New York Hotel 811 Seventh Avenue between 52nd & 53rd Streets
Best Western Seaport Inn Hotel 33 Peck Slip at Front Street	Four Points Manhattan SoHo- 66 Charlton St. (near Spring St)	Holiday Inn Wall Street Hotel 15 Gold Street at Platt Street	Millennium Broadway Hotel 145 W 44th Street between 6th & 7th Aves	Sheraton Russell Hotel 45 Park Avenue at 37th Street
Bryant Park Hotel 40 W 40th Street between 5th & 6th Avenues	Fairfield Inn & Suites Times Square 330 W. 40th St (near 9th Ave)	Hudson Hotel 356 W 58th Street Between 8th & 9th Avenues	Millennium UN Plaza Hotel 1 United Nations Plaza at 1st Avenue & 44th Street	Sherry Netherland Hotel 781 5th Avenue at 59th Street
Carlyle Hotel 35 E 76th Street between Madison & 5th Avenues	Fairfield Inn & Suites Fifth Avenue 21 W. 37th St	Inter-Continental Barclay Hotel 111 E 48th Street between Lexington Park Avenues	Murray Hill East Suites Hotel 149 E 39th Street between 3rd & Lexington Avenues	Shoreham Hotel 33 W 55th Street between 5th & 6th Avenues
Carnegie Suites Hotel 229 W 58th Street between 7th & 8th Avenues	Four Points Sheraton Chelsea Hotel 160 W. 25th Street between 6th & 7th Avenues	Iroquois Hotel 49 W 44th Street between 5th & 6th Avenues	Murray Hill Inn Hotel 143 E 30th Street between Lexington & Park Avenues	Skyline Hotel 725 Tenth Avenue at 49th Street
Casablanca Hotel 147 W 43rd Street between 6th & 7th Avenues	Four Points Midtown Times Square 326 W. 40th St (near 9th Ave)	JW Marriott Millennium 160 Central Park South between 6th & 7th Avenues.	Muse Hotel 130 W 46th Street between 6th & 7th Aves.	Sofitel Hotel 45 W 44th Street between 5th & 6th Avenues
Chelsea Hotel 222 W 23rd Street between 7th & 8th Avenues	Four Seasons Hotel 57 E 57th Street between Park & Madison Aves.	Kitano Hotel 66 Park Avenue at 37th Street	Palace Hotel 455 Madison Avenue between 50th & 51st Streets	SoHo Grand Hotel 310 W Broadway between Canal & Grand Streets
Chelsea Savoy Hotel 204 W 23rd Street between 7th & 8th Avenues	Flatotel International Hotel 135 W 52nd Street between 6th & 7th Avenues	La Quinta Manhattan Hotel 17 W 32nd Street between 5th & 6th Avenues	Novotel Hotel 226 W 52nd Street between 7th & 8th Avenues	Solita SoHo Hotel 159 Grand St
Chelsea Star Hotel 300 W 30th Street at 8th Avenue	Gramercy Park Hotel 2 Lexington Avenue at 21st Street	Le Parker Meridien Hotel 118 W 57th Street between 6th & 7th Avenues	Paramount Hotel 235 W 46th Street between 7th & 8th Avenues	St. Regis Hotel 2 E 55th Street at 5th Avenue
Comfort Inn Central Park Hotel 31 W 71st Street between Central Park West & Columbus Ave.	Grand Hyatt New York Hotel Park Avenue & 42nd street	Lucerne Hotel 201 W 79th Street at Amsterdam Avenue	Park Central Hotel 870 7th Avenue at 56th Street	Travel Inn Hotel 515 W 42nd Street between 7th & 8th Avenues
Comfort Inn Manhattan Hotel 42 W 35th Street between 5th & 6th Avenue	Grand Union Hotel 34 E 32nd Street between Park & Madison Avenues	Manhattan Broadway Hotel 273 W 38th Street	Park Savoy Hotel 158 E 58th Street between 6th & 7th Avenues	TriBeCa Grand Hotel 2 6th Avenue between White & Walker Streets
Comfort Inn Midtown Hotel 129 W 46th Street	(Hampshire Hotel) Quality Times Square Hotel		Peninsula Hotel 700 5th Avenue at 55th Street	Trump International Hotel 1 Central Park West at Columbus Circle
			Pennsylvania Hotel 401 7th Avenue between 32nd & 33rd Streets	W Court Hotel 130 E 39th Street between Lexington & Park Avenues
			Pierre Hotel 2 E 61st Street at 5th Avenue	W New York Hotel 541 Lexington Avenue at 49th Street
			Plaza Hotel 768 5th Avenue at Central Park South	Waldorf Astoria Hotel 301 Park Avenue between 49th & 50th Streets
			Plaza Athenee Hotel 37 E 64th Street between Madison & 5th Avenues	Warwick Hotel 65 W 54th Street at 6th Avenue
			Radio City Suites Hotel 142 W 49th Street	Westin NEW York Grand Central 212 E 42nd Street between 2nd & 3rd Avenues

**TAXI**

# **DRIVERS WANTED**

**COME IN,  
NAME YOUR PRICE,  
LEAVE WITH A CAR!**

**HYBRID FLEET**

**(718) 253-3501**

**NYC TAXI GROUP**

**876 McDonald Ave (Corner Ave F)**

**Brooklyn, NY 11218**

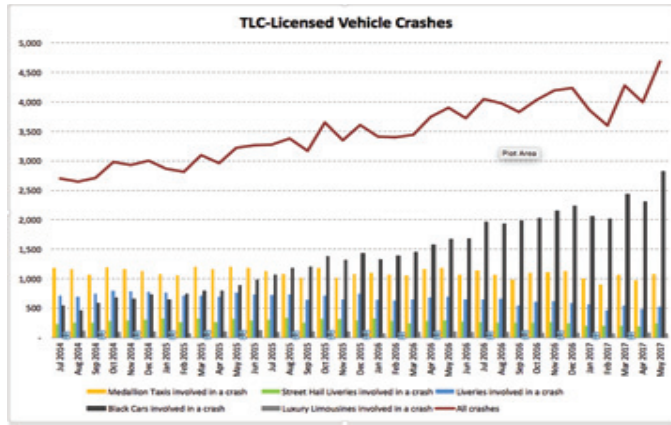
*TLC Lic. #A0329*

**Op-Ed**

(Continued from Page 24)  
are still making timely payments on their medallion loans.

**See Chart on Right**

If ridership and revenue stabilizes, trading will eventually start to re-establish the market somewhere within the range of the discounted cash-flow analysis accepted by courts and banking regulators. For now, that would be around \$500,000 for both independent and corporate medallions. Eventually, the values will stabilize or increase. Of course, if the city were to cap the growth of Uber and for-hire vehicles, and allow flexible fares and surge pricing for



taxicabs, a very robust medallion market might develop. Time will tell.

Matthew W. Daus is a partner at Windels Marx, a law firm whose clients include taxi industry lenders and regulators. He is a distinguished lecturer, U.S. Dept. of Transportation Research Center, The City University of New York; and a former NYC Taxi and Limousine Commission chairman and general counsel.

**Police Tow With No Record**

Democratic Mayoral candidate Sal Albanese thought his car vanished Saturday after he attended a campaign stop in Long Island City/Astoria.

It had actually been towed by the NYPD nearby. Albanese, who was in the neighborhood to speak at Family Day at the Queensbridge Houses, parked his car on 41st Ave., between 21st Street and 12th Street, around 1 p.m. He said that he parked in a legal spot along with about 60 other vehicles. After speaking at the event, he said he walked to where he thought he parked his car, but another vehicle was in its place. "I thought maybe I didn't park there," Albanese said. So he returned to the event and asked the police about the car. They said that since it was his wife's Honda 2007 Fit, she needed to report it to the 114th Precinct. Albanese and his wife called the precinct several times and it did not help, he said. He then contacted 311, which has a record of every car towed in the city, but it had nothing on file. He called 311 a couple hours later, yet it still had nothing. At this point, he did not know if it had been stolen or towed.

On Sunday, while holding a press conference at Penn Station for firefighters, he received a call from the NYPD saying his car had been towed to Vernon Blvd., four blocks from where he parked on Saturday. When he found the car there was no ticket and 311 still had no record of the tow. "I'm trying to find out why my car was the only one towed on that street," Albanese said. Albanese noted that he may call the department of investigations about the incident. "If I wasn't running for mayor I wouldn't have found the vehicle," he said, claiming that extra effort was made by the NYPD to locate it given his profile. "Why my car was selected to be towed is still a big mystery."

**PEARLAND BROKERAGE INC.**  
Taxi & Limousine Specialists

Owned and Operated by  
the Greenbaum Family for 50 Years

Register at: [www.PearlandNY.com](http://www.PearlandNY.com)

*"Because Life is Too Short To Waste Time and Lose \$"*

**SAVE TIME & \$ by Using Your Cell Phone, Tablet, or Computer to:**

- View your current bill
- Pay by credit or debit card
- Pay by E-check/ACH for FREE!
- Request Policy Changes to Change Drivers or Change Address, etc.
- View your documents
- Even set up recurring payments



**Main Office (LIC)**  
36-01 43rd Avenue • Long Island City, NY 11101  
Tel: (718) 361-0033 • Fax: (718) 361-2549

**Manhattan Office**  
4861 Broadway (at 204 St.)  
New York, NY 10034  
Tel: (212) 567-4100  
Fax: (212) 567-4134

**39 St Brooklyn Office**  
1446 39th Street  
Brooklyn, NY 11218  
Tel: (718) 853-0002  
Fax: (718) 853-1051

**Bronx Office**  
805 Melrose Avenue  
Bronx, NY 10451  
Tel: (718) 665-4750  
Fax: (718) 402-0030

**CIA Brooklyn Office**  
1043 Coney Island Avenue  
Brooklyn, NY 11230  
Tel: (718) 421-6677  
Fax: (718) 421-6688

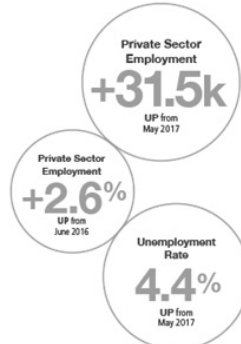
**Flushing Office**  
135-23 Northern Blvd. 2nd Floor  
Flushing, NY 11354  
Tel: (718) 888-9555  
Fax: (718) 461-9666



# NYC ECONOMY

## EMPLOYMENT

Private sector employment rose sharply for the second consecutive month in June 2017. After growing by 30,800 jobs in May, the City's private sector added 31,500 in June. More than a quarter of net gains in June were in Educational Services—a historically volatile sector—which added 8,700 jobs. Professional Services and Accommodation and Food Services each added more than 6,000 jobs, a record high for both sectors. Gains were not seen in the Trade and Transportation sectors, with Retail, Wholesale, and Transportation, and Warehousing each shedding jobs in June. The Trade sector employment is down by 1.7% from last year.



The percentage of unemployed City residents rose for the third consecutive month, reaching 4.4%, up from 4.3% in May. The City's unemployment rate matches the national rate and is slightly lower than New York State's 4.5%. At the same time last year, the City's unemployment rate was at 5.3%. Labor force participation, meanwhile, rose for the sixth consecutive month as more New Yorkers began searching for jobs, up 0.1 percentage point to 61.7%.

Hourly wages increased from the previous month to \$34.85, up 3.1% from last year (after adjusting for inflation). Average weekly earnings in June also rose 2.5% from a year prior, the strongest increase since April. The increase in hourly wages was dulled slightly by continued declines in hours worked. The average earner worked 34.0 hours in June, down 0.2 hours from last year.

Note: Monthly employment data are seasonally adjusted by OMB.

Sources: New York State Department of Labor; US Bureau of Labor Statistics 1 May 2017 private sector gains were revised up from an initial estimate of 29,800 by the New York State Department of Labor.

### NEW YORK CITY EMPLOYMENT BY INDUSTRY

INDUSTRY	EMPLOYMENT (# thousands)			
	June 2017	May 2017	Recent Month Change	Year-Over-Year Change
<b>FIRE</b>	473	471	0.2%	1.1%
Finance & Insurance	337	337	0.2%	-0.3%
Securities	170	177	0.7%	0.4%
Banking	99	99	0.2%	-0.8%
Other	60	60	-1.1%	-2.1%
Real Estate/Rental/Leasing	135	135	0.3%	5.0%
<b>SERVICES</b>	2,568	2,536	1.3%	4.1%
Information	192	193	-0.3%	0.0%
Professional/Business Services	753	742	1.4%	4.4%
Professional/Scientific/Technical Services	430	423	1.0%	4.7%
Management of Companies & Enterprises	71	70	1.4%	2.4%
Administrative Services	252	250	1.0%	4.4%
Educational Services	290	251	3.5%	4.9%
Health Care/Social Assistance	714	708	0.8%	4.8%
Arts/Entertainment/Recreation	92	89	3.2%	7.8%
Accommodation/Food	385	388	1.8%	3.7%
Other	192	193	-0.1%	2.8%
<b>TRADE</b>	487	490	-0.6%	-1.7%
Retail Trade	346	349	-0.6%	-0.7%
Wholesale	140	141	-0.3%	-4.0%
<b>MANUFACTURING</b>	73	74	-1.0%	-3.9%
<b>TRANSPORTATION AND UTILITIES</b>	134	136	-0.8%	-0.6%
<b>CONSTRUCTION</b>	152	149	1.0%	3.5%
<b>PRIVATE</b>	3,886	3,854	0.8%	2.8%
<b>GOVERNMENT</b>	553	554	8.0%	0.2%
<b>TOTAL</b>	4,439	4,408	0.7%	2.3%

Source: New York State Department of Labor.

## Average Gas Prices As of August 3, 2017

	Regular	Mid	Premium	Diesel
New York				
Current	\$2.466	\$2.722	\$2.926	\$2.684
Week Ago	\$2.439	\$2.701	\$2.907	\$2.655
Month Ago	\$2.425	\$2.696	\$2.906	\$2.648
Year Ago	\$2.325	\$2.585	\$2.792	\$2.513

## FINANCE

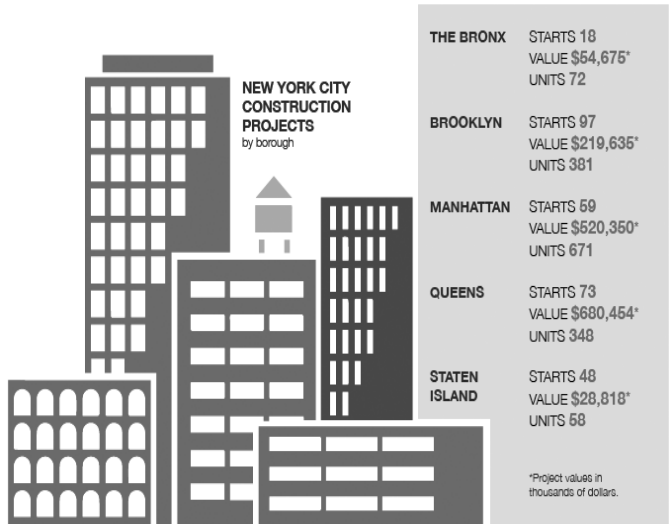
The gross city product expresses the total value of goods and services produced in New York City. Gross city product grew at an annual pace of 2.1% in the last quarter of 2016, reaching \$683.2 billion, the fastest annualized rate of quarterly growth since the third quarter of 2014. This follows five consecutive quarters of accelerating economic growth. Moody's Analytics projects New York City's economy to grow at about this rate through the end of 2018. The recent uptick in economic growth has been led by Manhattan, a reversal from the last two years when Brooklyn led the growth.



Source: Moody's Analytics.

## CONSTRUCTION

New York City's construction slowdown continued in June. The number and value of construction units that started in June were 50.1% and 43.7% lower, respectively, than the twelve-month averages ending in May. This is the fifth consecutive month that has fallen short of prior-year averages, which were driven up by strong construction activity from the fourth quarter of 2016 through January 2017. The decline in residential construction was modest by comparison, with the number of units starting construction in June down 17.3% from the prior-year average. Declines were seen broadly across the City, with Manhattan leading the decreasing value of new construction projects.

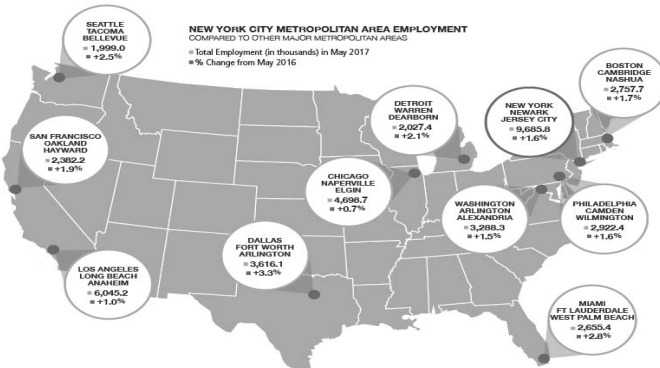


STARTS: All construction projects (including residential, non-residential, and infrastructure) that began construction in that month. VALUE: The total dollar value of all project starts. UNITS: Number of residential units contained in the month's construction starts.

## Housing

Residential rents in New York City continued to modestly decline in June. Median monthly rents in the City were \$2,330, down 0.4% from June 2016. This rate of decline is unchanged from the previous month and is the eighth consecutive month that rents have not risen from prior-year levels. Median sales prices, however, have continued to accelerate. In June, average home values rose 16.4% from the previous year, hitting \$685,000 – the fastest rate of growth in over a decade. Home prices and rents have been moving in opposing directions for twelve months. The Manhattan office market appeared to soften in June. Average asking rents for Class A buildings fell 3.1% from last year, while vacancy rates rose 0.5 percentage points to 9.2%. Despite this weakness, leasing activity increased to the highest levels in two years, reaching 7.8 million square feet in the second quarter. This uptick in leasing activity was led by new spaces and redevelopments on the West Side near Hudson Yards.

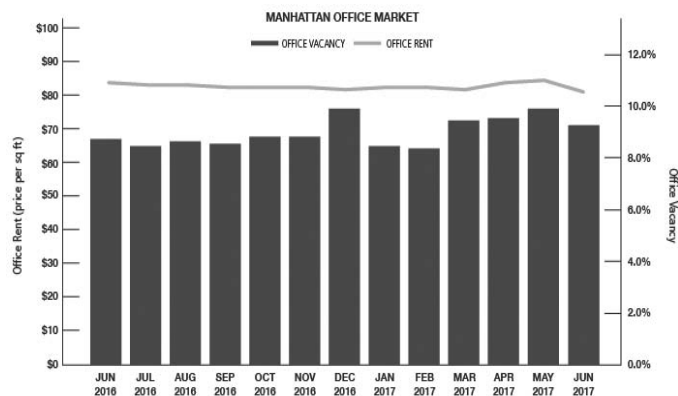
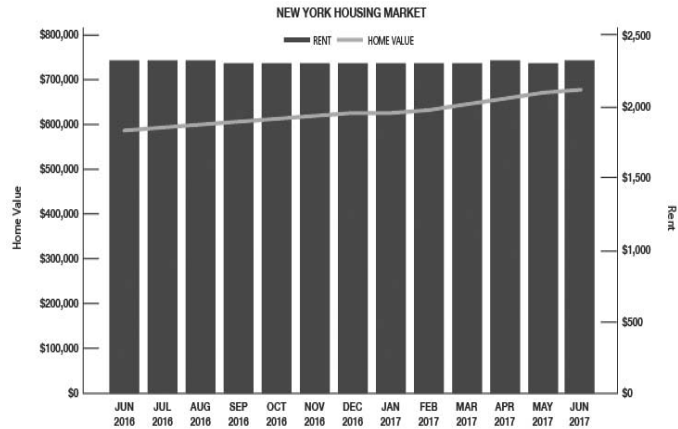
(Continued on Page 30)



Source: U.S. Bureau of Labor Statistics.

# NYC ECONOMY

(Continued from Page 29)

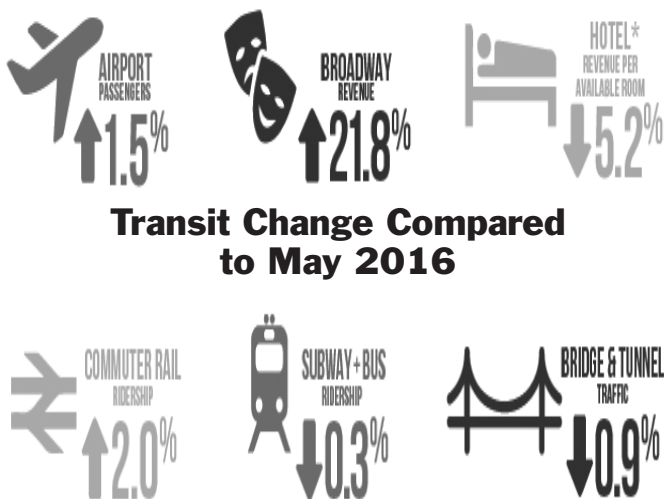


Sources: Zillow; Cushman & Wakefield.

## TRANSIT & TOURISM

Ridership on public transit systems stabilized in May 2017. Ridership on commuter rail lines rose for the first time since January 2017, increasing by 2.0% from last year. Subway ridership leveled out after three months of steep declines. Falling bus ridership, however, pushed New York City public transit ridership slightly lower than May 2016 totals. Twelve-month average ridership on public transit remains at multi-year lows.

### Transit Change Compared to May 2016



\*Note: Airport and Broadway data are reported for May 2017. Hotel data is reported for March 2017.

## AMERICAN CAR SALES vs FOREIGN CARS

Ford Motor Co. and General Motors Co. said sales dropped 5 percent last month, while Fiat Chrysler Automobiles had a 7 percent decline. The JEEP brand lost 11%. JEEP is problematic because Americans keep buying record number of SUVs (Notice the traffic caused by large SUVs in Manhattan anybody?).

Through the first half of the year, two of the six models Jeep currently sells — the Renegade and Grand Cherokee — have posted higher sales figures. Sales of the Jeep Cherokee have fallen 19 percent. Sales of the Toledo-built Wrangler, were down 6 percent in June. Brandwide, first half sales are 13 percent lower this year than they were last year. **SELL CHRYSLER STOCK!**

Subaru sales are UP 9% so far this year. Other big automakers that were up last month were Toyota and Nissan, which both had a 2 percent increase in sales. Honda was up 1 percent. Volkswagen was up 15 percent, while Subaru was up 12 percent.

However, Hyundai, Mazda, and Kia all reported double-digit sales declines. All together, total U.S. new

car sales were down 3 percent in June, according to AutoData Corp.

“It’s not as if there was a steep decline. We’re off a few percentage points from last year and I think what we’ve seen in recent years is the second half is quite strong,” said Jessica Caldwell, an analyst with Edmunds.com. “Even with the decline we’re still at a pretty high historical sales pace.”

“U.S. total sales are moderating due to an industry-wide pull-back in daily rental sales, but key U.S. economic fundamentals clearly remain positive,” Mustafa Mohatarem, a GM chief economist, said in a statement. “Under the current economic conditions, we anticipate U.S. retail vehicle sales will remain strong for the foreseeable future.”

With low unemployment, a strong stock market, and good consumer confidence, most experts agree.

“Even if overall volume is down a bit, it’s still a profitable business to be in with consumer preference for trucks and SUVs where they are,” said Alec Gutierrez, a Kelley Blue Book analyst.

## INDUSTRY NOTICE #17-09

Taxi and Street Hail Livery (SHL) Improvement Surcharge Payment Dates Established

Improvement Surcharge amounts owed for the first quarter of 2017 are now available on TLC’s License Applications, Renewals & Summonses system (LARS). The Improvement Surcharge amounts owed are for trips completed between April 1 and June 30, 2017.

To view and pay the amount you owe, please visit LARS.

The timeline for payment of the second quarter of 2017 Improvement Surcharge is as follows:

August 7, 2017 - Challenge Period begins. Owners and Agents should direct all questions or challenges to:

- For Taxicab Improvement Fund related issues: [tifcollections@tlc.nyc.gov](mailto:tifcollections@tlc.nyc.gov)
- For Street Hail Livery Improvement Fund related issues: [shlifcollections@tlc.nyc.gov](mailto:shlifcollections@tlc.nyc.gov)

August 18, 2017 - Challenge Period ends. Amounts finalized.

September 1, 2017 - Full payment is due to the TLC at <https://www1.nyc.gov/lars/>. Failure to submit full payment will result in fines and/or possible suspension of your license.

## Are New York Taxis Such a Bad Investment?

I recently attended a private-equity conference where a speaker, a TV pundit, abruptly shifted from offering tidbits from the Trumposphere to random life advice: “You have to ask yourself whether you want to be Uber or one of those dying yellow-taxi companies?” Even with bad news dripping daily from Uber, everyone in the audience knew the right answer. Who would choose death?

Just a few days earlier, I had a long conversation with the owner of a New York City yellow-taxi fleet about the economics of his business. I called him after learning about the stunningly low price that someone had paid to buy a medallion to operate a yellow cab in the city: two hundred thousand dollars. (Later, in June, an even lower price was reported: a hundred and fifty thousand dollars.) In the spring of 2014, medallions

were at their peak, with sales at 1.3 million dollars apiece. The medallion owner, who agreed to talk only if I wouldn’t use his name, bemoaned Uber “not playing by the rules,” but asserted that the taxi business wasn’t dead. Since Uber came to the city, in 2011, his fleet’s revenue was down only about twenty per cent. That’s a lot, but if you can buy medallions for ninety per cent less to operate in a business that’s down twenty per cent, the conditions may be ripe for a value investment—like buying real estate in 2009. Some institutional investors are tantalized. But purchasing a yellow-cab medallion, even at these prices, requires a strong stomach. It’s a bet not just on a piece of New York but on the direction of our tech-spun, higgledy-piggledy world of regulation, employment, and taste.

(Continued on Page 32)

# EVENTS AND MORE IN THE BIG APPLE

Recommendations to passengers always increase the opportunity for a big tip!  
Here is a listing that will help keep all taxi drivers in the loop on what's going on  
in New York City! Mention these events & promotions and watch the tips grow!



## August Book Signings



**Corey Taylor**, lead singer of Slipknot,  
*signing copies of America 51*  
8/8/17 6:00 PM at BookEnds  
East Ridgewood Avenue. Ridgewood, NJ.  
8/10/17 7:00 PM at Book Revue  
New York Avenue. Huntington, NY.

**Bruce Campbell**, star of "Ash vs. The Evil Dead",  
*signing copies of Hail To The Chin*  
8/14/17 6:00 PM at BookEnds  
East Ridgewood Avenue. Ridgewood, NJ.  
8/15/17 7:00 PM at Book Revue  
New York Avenue. Huntington, NY.

**Chris Jericho**, wrestling superstar,  
*signing copies of No Is A Four Letter Word*  
8/29/17 5:00 PM at Barnes & Noble  
Warren Street. New York, NY.  
8/30/17 6:00 PM at BookEnds  
East Ridgewood Avenue. Ridgewood, NJ.

## Citi Summer Streets Returns 8/5, 8/12 & 8/19

The 10th annual celebration of NYC streets returns for the first three Saturdays of August! Join us from 7AM to 1PM to play, run, walk and bike along a car-free Park Avenue between Brooklyn Bridge and Central Park.

Here's a look at a few events along the route!

The Citi Experience at Astor Place featuring Citi Mobile Everest 360 and Mini Golf NYC

Citi presents Food Sessions by Daily tous les jours and Nico Fonseca with guest Chef John Mooney

Vita Coco Beach featuring the Beachside Slide

LG QuadWash™ Water Park: So Fresh, So Clean at our NEW Central Park Rest Stop

Uptown Rest Stop's Adventure Zone

Midtown Rest Stop's Health & Fitness and Sampling Zones

Soho Rest Stop's Fitness Stage and misting sculpture

All activities at Summer Streets are free of charge, and designed for people of all ages and ability levels to share the streets respectfully.

Visit [nyc.gov/summerstreets](http://nyc.gov/summerstreets) to plan your Summer in NYC!



## BOWERY BALLROOM

6 Delancey St (between Bowery & Chrystie)  
212.533.2111 (phone) / 212.253.8746 (fax)  
[www.BOWERYBALLROOM.com](http://www.BOWERYBALLROOM.com)

Wednesday, August 9  
DONAVON FRANKENREITER  
\$25 Doors 8pm Matt Grundy 18+

TASH SULTANA \$25  
Doors 8pm Pierce Brothers 18+  
SOLD OUT!

Wednesday, August 16  
THE DISTRICTS \$20  
Doors 8pm 18+

Saturday, October 7  
CIGARETTES AFTER SEX \$20  
Doors 8pm 18+

Saturday, September 9  
Postponed from June 8th \$20  
Doors 8pm FIONN REGAN 18+

Thursday, November 2 SHOUT  
OUT LOUDS \$25  
Doors 8pm 18+

Saturday, September 23  
D.D DUMBO \$15 adv  
Doors 8pm Midnight Sister \$18  
day of 18+

Saturday, November 11 THE  
SHADOWBOXERS \$17 adv  
Doors 7:30pm \$20 day of  
ON SALE FRI 6/2 @ 10AM 18+

Monday, September 25  
SAINT ETIENNE \$30  
Doors 8pm 21+

Friday, September 29  
SONGHOY BLUES \$25 adv  
Doors 8pm \$30 day of 18+

Monday, October 2



## OLDEE

## TAXI INSTRUMENTS

A Name You Can Trust Since Your Grandfather Drove a Cab!

- Taxicab Owners:*
- Need a meter?*
- Need advertising?*
- Need a GPS System?*
- Need Roof-lights?*
- Need Security Cameras?*
- Need a partition?*
- Need Upholstery?*
- Need a Checker Cab?*

**OLDEE DOES IT ALL!**  
FROM TAXI SECURITY TO ADVERTISING

Phone 718 482-6533 / Fax 718 - 482-7144  
24-50 47th Street • Astoria, New York 11103  
(4 Blocks from the TLC Inspection Site)

Open:  
Monday to Fridays 8:00 am to 5:00 pm  
Saturdays 9:00 am -1:00 pm

# Official Taxi Insider Directory

## LICENSED REPRESENTATIVES AND ATTORNEYS

Tony Falese, Industry Rep.  
TIXFIX  
(718) 361-3081

Michael Spevak, Esq.  
97-77 Queens Blvd., Suite 1120  
Rego Park, NY 11374  
(212) 754-1011

Karen Friedman, Esq.  
30 East 33rd Street • 4th Floor  
New York, NY 10016  
(212) 213-2145

NYCDAC  
34-11 Queens Blvd.  
Long Island City, NY 11101  
(718) 729-4700

Celeste Katz, Esq.  
Law • DMV • Criminal TLC  
CKatzlaw@gmail.com  
(917) 548-9907

### ACCOUNTANTS

Action Tax Services  
21-03 44th Avenue  
LIC, NY 11101  
(718) 932-3737

### BUY A TAXI CAB

Koeppel Nissan  
74-15 Northern Blvd.  
Flushing, NY 11372  
(718) 898-7800

Hudson Toyota  
599 Route 440  
Jersey City, NY  
(877) 422-0289

Lees Toyota  
139-65 Queens Blvd.  
Jamaica, NY 11435  
(718)

### LEASE A TAXI

All Taxi Management  
41-25 36th Street  
Long Island City, NY 11101  
(718) 361-0055  
TLC#202

D&J Management of Queens  
34-14 64th Street  
Woodside, NY 11377  
(718) 458-6609  
TLC#236

JTL Management  
36-16 Skillman Avenue  
Long Island City, NY 11101  
(718) 392-7000  
TLC#213

McGuinness Management  
330 McGuinness Blvd.  
Brooklyn, NY 11222

(718) 349-8448  
TLC#A0259

NYC Taxi Group  
876 McDonald Avenue  
Brooklyn, NY 11218  
(718) 253-3401  
TLC#A0329

On Our Way Management Corp.  
6814 5th Avenue  
Brooklyn, NY 11220  
(718) 833-8125  
TLC# A0249

S & R Medallion  
625 West 51st Street  
New York, NY 10019  
(212) 957-9200  
TLC# A0224

Taxifleet Management LLC  
54-11 Queens Boulevard  
Woodside, NY 11377  
(718) 779-5000  
TLC#307

Taxifleet Management LLC  
34-14 31st Street  
LIC, NY 11101  
(718) 361-6363  
TLC#A0308

White & Blue Group  
35-11 43rd Avenue  
Long Island City, NY 11101  
(718) 729-7777  
TLC# A0327

Winners Garage  
34-14 64th Street  
Woodside, NY 11377  
(718) 458-7000  
TLC#110

Yellow Taxi Garage  
42-30 11th Street  
Long Island City, NY, 11101.  
646-817-4900  
TLC#

### LICENSED BROKERS TO BUY MEDALLIONS

Chelsea Taxi Brokers  
287 10th Avenue  
NY, NY  
(212) 947-9833  
(212) 695-0601  
TLC#R0004

Jericho Taxi Brokers  
36-16 Skillman Avenue  
Long Island City, NY 11101  
(718) 392-7000  
TLC#R0001

LOMTO Generation Brokerage  
435 West 45th Street  
New York, NY 10036  
(212) 582-5721  
TLC#R0018

Mystic Brokerage Inc.  
330 McGuinness Blvd.  
Brooklyn, NY 11222  
(718) 349-7610  
TLC#R0050

Pearland Transfer Corp.  
36-01 43rd Avenue  
LIC, NY 11101  
(718) 361-0033  
TLC#R0020

Westway Medallion Sales  
657 Tenth Avenue  
NY, NY 10036  
(212) 977-4590  
TLC#R0039

### INSURANCE COMPANIES FOR WORKER'S COMPENSATION:

Hereford Insurance Company  
36-01 43rd Avenue  
Long Island City, NY 11101  
(718) 361-9191

### LOANS/FINANCING

All Boro Funding, LLC  
330 McGuinness Blvd.  
Brooklyn, NY 11222  
(718) 349-8448

### LOMTO

Federal Credit Union  
50-24 Queens Boulevard  
Woodside, New York 11377  
(212) 947-3380

Melrose Credit Union  
139-30 Queens Boulevard  
Briarwood, NY 11435  
(718) 658-9800

Rapid Funding  
657 Tenth Avenue  
NY, NY 10036  
(212) 977-4083

### TLC FACILITIES

TLC Headquarters  
33 Beaver Street,  
NY, NY 10006  
(212) 676-10003

Licensing and Adjudications  
31-00 47th Avenue,  
Long Island City, NY 11101

Uniformed Services Bureau  
24-55 BQE West  
Woodside, NY 11377  
(718) 267-4555

### TAXI TECHNOLOGY

VeriFone Transportation Systems  
(d/b/a Taxitronic)  
37-01 21st Street  
LIC, NY 11106  
(718) 752-1656

CMT  
(Creative Mobile Technologies)

42-32 21st Street  
Long Island City, NY 11101  
(718) 349-7700

### PRINT & GRAPHICS SERVICES

Dragonfly Graphics LLC  
4 Court Square • 2nd Floor  
Long Island City, NY 11101  
(718) 392-7042

## Are NY Taxis

(Continued from Page 30)

The number of tin, hood-installed medallions, now at 13,587, is fixed by New York City's Taxi and Limousine Commission, which also protects yellow cabs' two most precious rights: picking up people hailing on the street and picking up passengers from the dedicated lines at LaGuardia and J.F.K. Airports. There is a value to these rights, but, as happened over the last decade, the medallions became financial assets, too. And all the familiar inflators of bubbles came along: cheap, easy, and imprudent debt; the presumption that medallion prices could never go down (because, well, they had almost never gone down); and the cartoonish greed of a few participants.

Something was going to prick this bubble, and it was Uber. Popped bubbles are always a mess. One medallion lender, Montauk Credit Union, was taken over by the State of New York, and later merged with a credit union in Bethpage, Long Island. The fleet owner told me that other banks are holding on to foreclosed "tins," praying for the market to turn. In May, 2017, the average number of medallions working per day was only 12,159—confirming that many of their possessors are not using them to generate fares. And there is not a stable price for tins. The Taxi and Limousine Commission list of medallion transfers in June reported nine transactions ranging from a hundred and fifty thousand to four hundred and seventy-five thousand dollars apiece.

But just because a bubble has popped doesn't mean that the underlying business is worthless. As recently as last fall, according to a comprehensive study by Schaller Consulting, more people took yellow cabs than took app-hailed competitors: seventeen million passengers per month versus fifteen million. In May of this year, the average medallion generated almost exactly four hundred dollars per day in revenue. This is down from almost five hundred dollars per day in 2013, but it's not nothing: as a medallion owner, you can still get about fifteen hundred dollars per month by leasing your medallion to someone else who operates the cab. Assuming you can find a medallion for a hundred and fifty thousand dollars, those numbers translate to an annual yield of twelve per cent. That's not a get-rich-quick scheme, but it's a reasonable investment presuming

(Continued on Page 36)



**ATTENTION TAXI DRIVERS !!!**  
**\$ummer \$pecial\$ are here RIGHT NOW at ...**

**\* WB Taxi \***

**Daily • Weekly • P/T • F/T**  
**ALL SHIFTS AVAILABLE!**

**\$ummer Special\$!**  
**Toyota Camry Hybrid!**  
**Weekly Price Lease...**  
**2013 : \$1,099**  
**2014 : \$1,199**  
**2015 : \$1,299**

**ALSO,**  
**2015**  
**Nissan & Toyota WAV's**  
**\$1,099**  
**Call TODAY**  
**for more info!**

**For more info. Call WB Taxi at...**  
**(718) 729-7777**

**E-Mail: [drivers@wbtaxi.com](mailto:drivers@wbtaxi.com)**  
**Conveniently located in Long Island City, NY**  
**Near ALL mass transit !!!**

**We're located just 2 blocks from the 7 train. Our stop is "33rd Street/Rawson."**

**ATTENTION MEDALLION OWNERS!**

***We pay TOP DOLLAR for YOUR medallion!***

***We pay ON TIME - EVERY TIME!***

***NO WAITING...***

***NO HASSLES...***

**Over 35 years in the NYC Medallion Taxi Business!**

**For More information or  
to make an appointment,**

**call: (718) 786-6594**

**E-Mail: [owners@wbtaxi.com](mailto:owners@wbtaxi.com)**



# TOYOTA

## TAXI CAB OUTLET

NEW 2016 TOYOTA **PRIUS V**



NEW 2016 TOYOTA **HIGHLANDER**



NEW 2016 TOYOTA **CAMRY LE**



**IMMEDIATE DELIVERY AT THE LOWEST PRICE!**

**ATTENTION! DID YOU KNOW!**

There is a Special Low Finance Rate for Your Cab

**AND**

**WE OFFER IT!**

**CORNER OF: QUEENS BLVD. & HILLSIDE AVE., JAMAICA**

**CALL NOW!  
TOLL FREE!**

**800-532-4481**

[www.LEESTOYOTA.com](http://www.LEESTOYOTA.com)



# THE TAXI DAVE SHOW

*Brought To You by*

**Melrose Credit Union**



**ATTENTION**  
**THE TAXI DAVE SHOW**  
**IS IN NEED OF SPONSORSHIP.**  
**YOU CAN ADVERTISE ON**  
**NEW YORK'S #1 TALKER**  
**SUNDAY NIGHTS**  
**WITH ADDITIONAL FREE ADS**  
**DURING THE WEEK**  
**ON WOR710**  
**CALL TAXI DAVE**  
**FOR DETAILS:**  
**718 706-8294**

## Are NY Taxis

(Continued from Page 32)

one condition: that when you want to sell the medallion, you can at least get your money back.

This is a bet that yellow-cab economics are stable, and, implicitly, a bet on the three key factors determining those economics.

The central factor is whether yellow cabs and ride-hailing services will eventually be equally regulated. "The crazy streets are out of fucking control," the fleet owner told me. His loudest, most foul-mouthed complaints are about three regulations in particular: taxis' fixed fares; a fifty-cent-per-ride surcharge paid by taxi riders, which subsidizes

New York City's public-transit system; and an agreement by taxi owners that half of all yellow cabs will eventually be wheelchair accessible. Uber is bound by none of these rules.

The cab owners have pressed for—and achieved—some parity of regulation. As explained to me by Michael Woloz, the spokesperson for the Metropolitan Taxicab Board of Trade, which represents the owners of about a third of the medallions, "all drivers must now get a universal license with more or less the same requirements for driving for 'yellow' and for Uber." Also, an Uber car in New York City cannot be your spare hatchback; it must be an official T.N.C.—transportation-network

company—vehicle affiliated with a base station where automobiles are serviced and parked. In New York, Uber has had to buy dozens of base stations.

These victories aside, most New Yorkers are more familiar with the taxi industry's failure to achieve its loudest demand: capping the growth of app-hailed competitors. Mayor Bill de Blasio, who received significant donations from the taxi industry, tried. Uber responded with one of the brattier moves from a company infamous for its brattiness: it installed "de Blasio" mode on its app, conveying the night-of-the-living-rideless horrors of a city without Uber. (No cars would be available, or the wait time would be twenty-five minutes.) De Blasio caved.

The second important factor in the matter of yellow-cab economics is the question of which form of transport will have an easier time attracting cars' necessary element: drivers. The taxi-fleet owner told me, categorically, that many drivers are "coming back to yellow" because they can make a better living than "with the app." There is anecdotal evidence of this in other news stories, and emotional weight from the "I'm bankrupt because of you" video, which shows an Uber driver talking to Travis Kalanick, the company's former C.E.O. Both yellow and Uber are competing on softer measures. Uber opened up fancy driver-relations centers. Taxi owners are offering free legal representation to cabbies for driving-related offenses. Uber, just last month, started allowing tips and instituting higher cancellation charges—moves that benefit drivers but may make the service less attractive to passengers. The taxi industry points out that Uber is also on the forefront of trying to get rid of drivers altogether, with autonomous vehicles.

The questions about regulations and labor merge into a final bet: What do consumers want? Consumers, taking roughly equal numbers of T.N.C. cars and taxis today, differ on their view of the tactile experience. Woloz contends that real New Yorkers like to hail taxis, and, like him, I enjoy lifting my arm and stepping into a cab while some schmuck is staring at his phone wondering why his Uber missed a turn on Seventh Avenue.

Consumers also care about price. A bet on taxi medallions shouldn't be a bet on the sudden extinction of ride-hailing apps. They aren't going away. In Austin, for instance, when Uber and Lyft left the city after a regulatory dispute, the locals were temporarily worried about how they could transport themselves (and their growlers) between food trucks, until new local ride-hailing apps, including a nonprofit service, appeared almost overnight. One can, however, bet that Uber and its peers will get more expensive. Uber gobbled up market share by offering convenience but also by subsidizing the end user's experience with investor capital. (The company, which has raised at least fifteen billion dollars, lost 3.8 billion dollars in 2016 alone.) Any difficulty that the besieged company has raising billions more will force it to find a way to make a profit.

In the end, what consumers want intersects with what consumers believe. New Yorkers, famously liberal, decry deregulatory impulses and income inequality and immigrant-bashing, but they flock to new technologies that profit from less regulation and lower the income of—and might one day eliminate—working-class, usually immigrant-held jobs. There are likely safer investments than taxi medallions: nobody has ever won money betting on the consistency of New Yorkers' (or anyone's) values and spending habits. But buying a tin for a hundred and fifty thousand dollars, betting that New Yorkers, like the Statue of Liberty, will keep their cab-hailing arms raised forever, may not be the craziest place to start.

Reprinted with permission from *The New Yorker*.

# FIRST WEEK FREE



Close to TLC



1 Block from 7 Train

DEFENSIVE DRIVING CLASS AVAILABLE FREE

## DRIVERS WANTED

# 718-361-0055

\* LEASE TO OWN A NV-200 WAV & RECEIVE "\$797.99 PER WEEK"

\*See management for details.

\$797.99 PER WEEK!!! \* FREE REPRESENTATION FOR TLC AND DMV SUMMONSES.

\* CERTAIN CONDITIONS APPLY CALL OFFICE FOR DETAILS



## EARN \$0.50 EXTRA FOR EVERY TRIP.

## BRING THIS AD FOR A FREE GIFT

FREE PARKING

41-25 36th Street, Long Island City, NY11101

Phone: (718) 361-0055 Email: info@alltaxiny.com

TLC LIC #A0202

# Events For You and Your Passengers in The Big Apple

## Broadway Shows

1984 Hudson Theatre 139 W 44th Street	226 West 46th Street
<b>A DOLLS HOUSE PART 2</b> John Golden Theatre 252 W 45th Street	<b>HELLO DOLLY</b> Shubert Theatre 225 W 44th Street
<b>ALADDIN</b> New Amsterdam Theatre 214 West 42nd Street	<b>INDECENT</b> Cort Theatre 138 W 48th Street
<b>ANASTASIA</b> Broadhurst Theatre 235 West 44th Street	<b>KINKY BOOTS</b> Al Hirshfield Theater 203 West 45th Street
<b>ARTHUR MILLER'S THE PRICE</b> American Airlines Theatre 227 West 42nd Street	<b>LES MISERABLES</b> Imperial Theatre 249 West 45th Street
<b>BANDSTAND</b> Bernard B. Jacobs Theatre 242 West 45th Street	<b>THE LION KING</b> Minskoff Theatre 200 West 45th Street
<b>BEAUTIFUL THE CAROLE KING MUSICAL</b> Stephen Sondheim Theatre 124 West 43rd Street	<b>THE LITTLE FOXES</b> Samuel J Friedman Theatre 261 West 47th Street
<b>THE BOOK OF MORMON</b> Eugene O'Neil Theatre 230 West 49th Street	<b>MARVIN'S ROOM</b> American Airlines Theatre 227 West 42nd Street
<b>A BRONX TALE - THE MUSICAL</b> Longacre Theatre 200 West 48th Street	<b>MISS SAIGON</b> Broadway Theatre 1681 Broadway
<b>CATS</b> Neil Simon Theatre 250 West 52nd Street	<b>NATASHA, PIERRE AND THE GREAT COMET OF 1812</b> Imperial Theatre 249 West 45th Street
<b>CHARLIE AND THE CHOCOLATE FACTORY</b> Lunt-Fontanne Theatre 205 West 46th Street	<b>ON YOUR FEET! THE STORY OF EMILIO AND GLORIA ESTEFAN</b> Marquis Theatre 1535 Broadway
<b>CHICAGO</b> Ambassador Theatre 219 West 49th Street	<b>OSLO</b> Vivian Beaumont Theater 150 West 65th Street
<b>COME FROM AWAY</b> Schoenfeld Theatre 236 West 45th Street	<b>THE PHANTOM OF THE OPERA</b> Majestic Theatre 242 West 45th Street
<b>DEAR EVAN HANSON</b> Belasco Theatre 111 West 44th Street	<b>THE PLAY THAT GOES WRONG</b> Lyceum Theatre 149 West 45th Street
<b>FROZEN</b> St. James Theatre 246 West 44th Street	<b>SCHOOL OF ROCK</b> Winter Garden Theatre 1634 Broadway
<b>THE GREAT COMET</b> Imperial Theatre 249 W 45th Street	<b>SIX DEGREES OF SEPARATION</b> Ethel Barrymore Theatre 243 West 47th Street
<b>GROUNDHOG DAY</b> August Wilson Theatre 245 West 52nd Street	
<b>HAMILTON</b> Richard Rodgers Theatre	



(Continued on Page 38)

## Off Broadway Shows

<b>THE ACCIDENTAL PERVERT</b> 13th Street Repertory 50 West 13th Street	340 West 50th Street
<b>AFTERGLOW</b> Davenport Theatre 354 W 45th Street	<b>THE CRUSADE OF CONNOR STEPHENS</b> The Theater Center 210 W 50th Street
<b>ALL'S WELL THAT ENDS WELL</b> Clemente Soto Vélaz Cultural Center 107 Suffolk Street	<b>CRY HAVOC!</b> New Ohio Theatre 154 Christopher Street
<b>THE AMAZING MAX</b> Theater at Blessed Sacrament 152 West 71st Street	<b>CURVY WIDOW</b> Westside Theatre 407 W 43rd Street
<b>AMERIKE THE GOLDEN LAND</b> Museum of Jewish Heritage 36 Battery Place	<b>DEAR JANE</b> Clurman Theatre 410 West 44nd Street
<b>AND THEN THERE WERE NONE</b> Players Theatre 115 Macdougall St	<b>THE DOZEN DIVAS SHOW</b> Metropolitan Room 34 West 22nd Street
<b>ANGEL &amp; ECHOES</b> 59E59 Theaters 59 East 59th Street	<b>ENDANGERED! THE MUSICAL</b> Davenport Theatre 354 West 45th Street
<b>AVENUE Q</b> New World Stages 340 West 50th Street	<b>ERNEST SHACKLETON LOVES ME</b> Tony Kiser Theater 305 West 43rd Street
<b>ASSASSINS</b> New York City Center 131 W 55th Street	<b>THE FANTASTICKS</b> Snapple Theater Center 210 West 50th Street
<b>BAD WITH MONEY &amp; PATTI ISSUES</b> The Duplex 61 Christopher Street	<b>GAZILLION BUBBLE SHOW</b> New World Stages 340 West 55th Street
<b>BLACK ANGELS OVER TUSKEGEE</b> Actors Temple Theatre 339 West 47th Street	<b>GENTLY DOWN THE STREAM</b> Public Theater 425 Lafayette Street
<b>BLUE MAN GROUP</b> Astor Plae Theatre 424 Lafayette Street	<b>GHOST LIGHT</b> Claire Tow Theater 150 West 56th Street
<b>THE BUBBLY BLACK GIRL SHEDS HER CHAMELEON SKIN</b> New York City Center 131 W 55th Street	<b>GOODBYE BUDDY</b> Hudson Guild Theatre 441 West 46th Street
<b>THE CADAVER SYNOD: A POPE MUSICAL</b> Acorn Theatre 410 W 42nd Sreet	<b>I LIKE IT LIKE THAT – A MUSICAL</b> Puerto Rican Traveling Theatre 204 West 47th Street
<b>CELEBRITY AUTOBIOGRAPHY: THE NEXT CHAPTER</b> The Triad 58 West 72nd Street	<b>IN &amp; OF ITSELF</b> Daryl Roth Theatre 103 East 15th Street
<b>CHURCH &amp; STATE</b> New World Stages	<b>LEAN OVER</b> The West End Lounge 955 West End Avenue
	<b>THE LION, THE WITCH AND THE ROBBER BRIDEGROOM</b> Laura Pels Theatre 111 W 46th Street
	<b>LUCKY CHENG'S DRAG</b>

## Buying

(Continued from Page 1)

better than dealing with attorneys or others NOT familiar with NYC Taxi & Limousine Commission regulations and requirements. First of all there are other city and state agencies involved in every medallion transfer. Which agencies? Here are a few: The NYC Department of Finance, the NYS Department of Motor Vehicles, the Metropolitan Transit Authority (MTA), NYS Lien searches (the Uniformed Commercial Code), and of course possible monies owed to each of these agencies. Then of course we have to make sure that no money is owed regarding the Medallion Renewal Fee, TLC summonses, the Taxicab Improvement Fund (TIF) monies collected by the prior owner, the MTA "taxes, financial liens, other taxes and finally how much the selling medallion is encumbered for. Obviously if \$1,000,000 is owed by the seller and you pay less than that to somebody, you may end up owing a lot more than you thought. Enough said about using people experienced in NYC medallion transfers.

However, I have seen an attorney demand money at the medallion closing, but this is not the purchase of a home. I have had folks who NEVER worked on a taxi closing in their careers, register their client's new taxicab as a private car or get the wrong kind of "taxi" plates, thereby voiding the vehicle's use as a taxi forever. I have seen an inexperienced person have their purchaser buy a non-approved taxicab thereby causing default before the buyer worked one day. My point again, USE A LICENSED TLC BROKER or an attorney who "gets it."

Times are much different today as financing of medallion purchases is difficult to come by. We are now hearing of all "cash" deals without bank or credit union financing. We have heard of sellers taking back mortgages on their selling asset. I have also heard of financial institutions selling medallions that are no longer performing and taking back a mortgage. Also remember that buying a taxicab is not like other vehicle purchases.

Many established dealers work with licensed taxi brokers throughout the year. You should know that NISSAN is lending 80% of the vehicle price to qualified purchasers of taxicabs, and I believe other automobile manufacturers like TOYOTA also finance taxis to qualified buyers. Nissan has the Taxi of Tomorrow, and TOYOTA has the Highlander, Prius, Rav4 and Sienna. You should use dealers that your hired professional recommend, like those that advertise in Taxi Insider, because they "get it."

How do you find a medallion for sale you may ask? I must state here that we are still in a transitional industry mode. This downswing has put some stumbling blocks in our way, but you can still own your own medallion(s). There is no longer a 5% transfer tax. It is now .5% and your broker will have the correct forms for that and everything else. Remember, there are forms needed for everything! Start by calling "licensed taxi brokers," if unsuccessful you may want to call those financial establishments that have loaned on medallions in the past. You may even be the winning bidder at an auction of a medallion, but MAKE SURE an experienced professional is with you or represents you! The worst situation would be to buy a medallion at auction, turn over your down payment and learn that there is more money owed than you have allotted for.

As far as investors go: you will need a bankroll to purchase medallions or may get lucky at an auction whereby the seller takes back a portion of a mortgage. (Take note of my words in the above paragraphs.) If you intend to lease a medallion, MAKE SURE your licensed leasing agent is reputable. Keep in mind that ALL MTA and TIF monies collect must be paid or else YOU are liable! And always make sure that your monthly income can service your debt and living expenses.

I believe that in the end, a NYC medallion is a viable asset. People still HAIL on the streets of NYC and that means there is money to be made with a guaranteed stream of income. Drive safe, invest wisely and use the best experienced professionals.

## Museums along Museum Mile

- El Museo del Barrio at 104th Street
- Museum of the City of New York at 103rd Street
- Jewish Museum at 92nd Street
- Cooper-Hewitt National Museum of Design at 91st Street
- National Academy Museum and School of Fine Arts at 89th Street
- Solomon R. Guggenheim Museum at 88th Street
- Metropolitan Museum of Art from 82nd to 86th Streets
- Goethe House German Cultural Center at 82nd Street

## Other Museums

- The Museum of American Finance, the nation's only independent public ... Museum of American Finance, 48 Wall Street
- African Burial Ground - corners of Duane and Elk Streets
- American Folk Art Museum 45 W. 53rd St.
- American Museum of Natural History 77th St Central Park West
- Children's Museum of the Arts 250 Lafayette St # A,
- Children's Museum of the Arts
- Free Art Island Outpost Program at Governors Island
- Harbor Defense Museum - 230 Sheridan Loop, Brooklyn
- Italian American Museum-155 Mulbree St
- Kehila Kedosha Jania Museum-280 Broome St
- Luxe Project 53 Stanton St
- The Morgan Library and Museum-225 Madison Ave.
- Museum of Chinese In America-211 Centre St
- Museum of Jewish Heritage- Holocaust Edmond J. Safra Plaza - 36 Battery Place
- Museum at FIT-Seventh Ave.
- Museum of Modern Art (MoMA) 11 W 53rd St
- Museum of Modern Art Design-81 Spring St # A
- National Museum of the American Indian Alexander Hamilton U.S. Custom House, 1 Bowling Green
- New Museum of Contemporary Art-235 Bowery
- New World Art Ctr-250 Lafayette St # 5
- New York City Police Museum-100 Old Slip
- Poets House - Ten River Terrace
- Queens Museum of Art-49th Ave. and 11th St.
- Rubin Museum of Art-150 West 17th Street
- Skyscraper Museum - 39 Battery Place
- South Street Seaport Museum - 12 Fulton Street
- The Tenement Museum-108 Orchard St

## Broadway Shows

(Continued from Page 37)

**WAITRESS**  
Brooks Atkinson Theatre  
256 West 47th Street

**WAR PAINT**  
Nederlander Theatre  
208 W. 41st St.

**WICKED**  
Gershwin Theater  
222 West 51st Street

## Off Broadway Shows

(Continued from Page 37)

**CABARET**  
Lucky Cheng's  
605 West 48th Street

**MURDERED BY THE MOB**  
Arno Ristorante  
141 West 38th Street

**NAKED BOYS SINGING**  
Kirk Theatre  
410 West 42nd Street

**NEWSical**  
Kirk Theatre  
410 West 42nd Street

## Off Broadway Shows

**MATTHEW MCCONAUGHEY VS. THE DEVIL: AN AMERICAN MYTH**  
Acorn Theatre  
410 West 42nd Street

**ME & ELLA**  
York Theatre Company  
619 Lexington Avenue

**PERFECT CRIME**  
Snapple Theatre Center  
210 West 50th Street

**THE PORTAL**  
Minetta Lane Theatre  
18 Minetta Lane

**THE QUANTUM EYE: MAGIC DECEPTIONS**  
Theatre 80  
80 St. Marks Place

**SHEAR MADNESS**  
New World Stages  
340 West 50th Street

**SISTAS: THE MUSICAL**  
St. Lukes Theatre  
308 West 46th Street

**STOMP**  
Orpheum Theatre  
126 Second Avenue

Year	Model	Accessible Medallion	Alt. Fuel Medallion	Unrestricted Medallion Accessible Vehicle Required	Unrestricted Medallion No accessibility requirement
16-17	Nissan NV 200 Taxi	✓	✓	✓	✓
16	Toyota Highlander Hybrid	✓	✓	✓	✓
16-17	Toyota Prius V Hybrid	✓	✓	✓	✓
16-17	Toyota RAV4 Hybrid	✓	✓	✓	✓
16-17	Nissan NV 200 Accessible Taxi (BraunAbility)	✓	✓	✓	✓
16-17	Toyota Sienna Accessible (Mobility Works)	*	*	✓	✓
16-17	Toyota Sienna Accessible (BraunAbility)	*	*	✓	✓
16-17	Toyota Sienna Accessible (FR Conversion)	*	*	✓	✓
16-17	Dodge Grand Caravan Accessible (Mobility Works)	*	*	✓	✓
16-17	Dodge Grand Caravan Accessible (BraunAbility)	*	*	✓	✓
16	Ford Transit Connect Taxi Accessible (Mobility Works)	*	*	✓	✓



*A leader in medallion management since 1983.  
Operating exclusively as "Driver Owned Vehicles".  
TLC Lic. #A0213*

---

## **Solid Insurance Brokerage, Inc.**

*Meeting the insurance needs of the  
Taxicab and For-Hire industries for the past 30 years.  
NYS Lic. #BR-632369*

---

## **Jericho Taxi Brokers, Inc.**

*Specializing in the sale of Taxicab medallions for  
individuals, mini fleets, estates, and auctions since 1978.  
TLC Lic #R0001*

---

*All Your Taxi/FHV Solutions  
Under One Roof.*

36-16 Skillman Avenue  
Long Island City, NY 11101

**(718) 392-7000**

**Fax: (718) 472-0925**

*Providing 3 generations of excellence to the Taxi/FHV industries*

# Own a NYC Yellow Taxi

## Medallion Today!



- Now is the best time to purchase a medallion.
- Prices are the best they have ever been.
- Interest rates are the lowest they have ever been.
- We can put you in business with the lowest down-payment in the city.
- The deals are better than they have ever been.
- Today is your opportunity!



Don't pay commissions and be subject to fare cuts from Uber.  
At the end of the day the only thing you own is your depreciated vehicle!  
Don't lease from a garage and pay a weekly lease.  
You can own a medallion for the same amount of money!

Purchasing a medallion is the best investment for your future.  
You can use your equity to purchase homes, finance businesses and pay for your child's education.

**Buy a yellow NYC taxi medallion and become a part of the American dream!**

**For more information contact:**

# Westway Medallion Sales

Your full service establishment for everything taxi

657 10TH AVENUE, NEW YORK, NY 10036. (BETWEEN 46-47TH STREET)

Tel: (212) 977-4590 | [INFO@WESTWAYTAXI.COM](mailto:INFO@WESTWAYTAXI.COM)

ASK FOR RICHARD OR BRANDON