

# TAXI



# INSIDER

VOL. 18, NO. 9 "The Voice of the NYC Transportation Industry." SEPTEMBER 2017

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## EDITORIAL

By David Pollack

## MEDALLION AUCTION

Last month I discussed buying NYC taxi medallions. I mentioned that this is very good time for a medallion purchase based on some current prices versus the income generated. I also gave you advice from my decades of experience on what you should look for to insure a "safe" medallion transfer; as far as monies, taxes or fees due - what type of vehicle must be purchased - if there will be any WAV reimbursement, and who you could use to do the paperwork and attain all the proper background information required to protect your new investment.

Interestingly enough, there is an auction, not initiated by the city of New York, but by the legal representative of a medallion debtor; in this case, a legal Trustee.

Nobody approached this monthly newspaper to advertise the upcoming auction, even though we are

the benchmark of NYC yellow taxi information, so I included some basic information below copied from the attorney's/Trustee's website.

If you have any questions, call the Trustee Gregory Messer Esq. or as stated below, Richard Maltz at 516 349-7022 X 202.

Good luck with your new business entity, and be careful! You only have until September 11th.



**Up to 46  
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(Continued on Page 4)

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FOR MORE INFORMATION SEE OUR AD ON PAGE 33



# LETTERS



## MTA Metrocard Ripoff

Dear Taxi Dave,

MTA not only takes the 50 cents out of each fare they also deprive citizens of their money for several weeks after their Metrocard machines malfunction. I bought a low-reduced monthly pass at the machine in the 14th street station and found out it only registered as a weekly pass. I only found out after a week when it wasn't letting me get thru the turnstile. It charged me for a monthly pass so why would I question it? 3 Stone street will only give you a temporary card with no money on it and force you to add more money while they investigate the problem. While waiting on line there were others with a similar problem.

NYC Commuter

## Arro Been Good

Dear Taxi Dave,

Using it a lot lately, it's good!

Michael Simon

## Not A Good Idea

Dear Taxi Dave,

Having the idea that app companies should have any percentage handicap cars is a disaster. Time to cancel the contract with access a ride and give these fares to yellow cabs to keep us alive.

Hakw

## Disability And Black Car Drivers

Dear Taxi Dave,

I don't believe drivers are going to want to drive for Black cars when they are forced to use a wheelchair accessible vehicle. A good deal of their job is the fact that they own a nice private car to enjoy personally beside making money. When they are forced to have a wheelchair accessible vehicle the fun is over and it becomes just a job and a hard job at that.

Mike

## Taxi Ride to Smithtown Township LI, Suffolk not Nassau 44 miles from JFK

Dear Taxi Dave,

August 23, 2017 from Terminal 4 at Jfk Airport three cagey old ladies needed to get to Smithtown Township Suffolk County LI Their flight was delayed 6 hours So they needed a cab to get them home. I stopped the meter at \$180.00 and received \$200.00 cash for the ride. At approximately 6 or 7 miles from their destination one was getting upset about the cost of the ride. The metered receipt indicated 35 miles traveled. But it was more like 42 miles to their destination. I feel I was kind hearted to not be a stickler and just work with the meter. I took the Southern State Pky and probably started the out of town rate a few miles too soon. The LIE via the Cross Island Pky would have been cheaper for them. One woman had mentioned the LIE being better. Had I stayed with the meter the cost would have been unfair. The LIE way would have been approximately \$195.00. My meter was turned off at \$180.00. But going the Southern State Pky it would have been \$210.00 or \$15 overcharged. All in all I handled the ride very

professionally. The first 40 years of cabbng I never saw long distance rides. The Indian Siks at JFK have helped rid the airport of corrupt dispatchers. Like Preet Bahara getting rid of Sheldon Silver.

Frank C.

## More Fares To Ferry In Astoria

Dear Taxi Dave,

August 29, the first Astoria Ferry to Manhattan said Bon Voyage. This additional ferry stop will add 1,800 ferry riders to the current 12,000. Mayor DeBalsio acknowledged the street congestion (caused by unlimited TNCs) by stating: "We all know in New York city there is so much congestion on the roadways we need more and more people to use mass transit." "Here's a great option, you get on a ferry, same price as the subway, there's no stop signs, no traffic lights, to traffic jams, wherever it's going it gets there — and it gets there smoothly. It's a great ride." This year Astoria and Long Island City, next year the Bronx.

Tim

## Rants

Dear Taxi Dave,

My rants for the month:

1. Bike lanes are created for the bicyclists to use them. Why isn't the city ticketing these morons not using them!
2. I got a ticket for making a right turn from center lane on 50 st & 2 Ave but there is a bus stop on 50st at the corner of 2 Ave with a MTA bus at the stop discharging & picking up passengers. Wtf! So I'm supposed to wait behind the bus on a green light trying to make a right turn while it's discharging and picking up. I can understand if it was a school bus with red lights flashing.
3. Speaking of turning. Drivers when turning u don't have to turn to the closest lane to you. Especially when ur turning for on a street to an avenue. Pull up to center or avenue and turn at the middle or farthest lane. This allows flow of traffic to move and more cars to turn after pedestrians cross.
4. These app cars are causing more & more traffic by "parking/standing" on zones that have signs there is no standing/parking during hours that allow smoother flow of traffic. They just sit there and wait to pick up a passenger or for their apps to ring. Especially around the areas where bridge & tunnel crossings are as well as the busy areas. Why don't they get tickets? Where are the cops and traffic agents. Especially the traffic agents that drive around. That should be the priority of the traffic agents driving in the nypd traffic cars.

5. Drivers! High beams not for city use or to hide your broken head light!

6. Spare tire (donut) is not a replacement tire don't put your passenger & yourself in danger because u want to work and make money. Those donuts are not meant to exceed 30+ mph.

7. Turn signals & hazards! OMG my biggest concern. Use them!

Tommy

## Lower Our Meter Rate On Sunday's

Dear Taxi Dave,

We are getting killed on Sunday , more biz if we have the ability to lower our rate on Sunday ?

M. Simon

(Continued on Page 8)

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# Insider News

## DID TLC REVOKE YOUR LICENSE? YOU MAY BE ENTITLED TO \$\$\$

### NOTICE OF CLASS ACTION SETTLEMENT TO:

NEW YORK CITY NON-PROBATIONARY TAXI OR FOR-HIRE VEHICLE DRIVERS WHO HAD THEIR LICENSES REVOKED OR WHO SURRENDERED THEIR LICENSE BETWEEN JANUARY 23, 2005 UNTIL JANUARY 14, 2014 BECAUSE OF A DRIVING WHILE ABILITY IMPAIRED (“DWAI”) CONVICTION WHERE SUCH CONVICTION WAS BASED ON AN ACT THAT DID NOT OCCUR WHILE THE DRIVER WAS ON-DUTY OPERATING A TAXICAB OR FOR-HIRE VEHICLE.

This Notice contains important information that may pertain to you. Please read it carefully. Under the Settlement Agreement in *Rothenberg et al. v. Daus et al.*, No. 08-CV-00567 (SHS), certain non-probationary taxi and for-hire vehicle drivers, licensed by the New York City Taxi and Limousine Commission (“TLC”) who, during the time period from January 23, 2005 until January 14, 2014, (i) surrendered their license to TLC, or (ii) had their license revoked by TLC after attending a fitness hearing, or (iii) had their license revoked by TLC after failing to attend a fitness hearing, based solely on a conviction for driving while ability impaired (“DWAI”) where such conviction was based on an act that did not occur while the driver was on-duty operating a taxicab or for-hire vehicle, may be entitled to a payment.

On January 23, 2008 and September 23, 2009, Plaintiffs Saul Rothenberg, Ebrahim Abood, Toby Kombo, Konstantinos Katsigiannis, Boubacar Doumbia, Robert Dyce and Moustach Ali (“Named Plaintiffs”) filed a putative class action complaint or amended complaint, as the case may be, in which they challenged the constitutionality of certain procedures employed by the TLC to adjudicate the fitness of TLC licensees in response to either a criminal conviction or a positive result on a drug test. After lengthy settlement negotiations, on July 14, 2017, the Named Plaintiffs and Defendants entered into a Stipulation of Settlement (the “Settlement Agreement” or “Settlement”). This Settlement may provide for payments of \$34,840 to individuals whose licenses were revoked after a hearing and for payments of \$26,130 to individuals whose licenses were revoked after failing to appear at a hearing or whose licenses were surrendered prior to the hearing. Such amounts may be

reduced under certain circumstances set forth in the Stipulation of Settlement. The Settlement Agreement also provides that the TLC will use its best efforts to achieve certain changes in the TLC revocation rules. The Settlement also provides for a release of all claims by anyone who is a member of the Settlement Class who does not opt out of the Settlement. To opt-out or exclude yourself from the Settlement, you must mail a written request postmarked no later than October 2, 2017, or send an email, no later than October 2, 2017, to Class Counsel.

On July 20, 2017, the Hon. Sidney H. Stein, United States District Court Judge of the Southern District of New York granted Preliminary Approval of the Settlement and scheduled a Fairness Hearing on the 16th day of November, 2017 at 10:00 AM. The Fairness Hearing will take place in Courtroom 23A at the Daniel Patrick Moynihan United States Courthouse, 500 Pearl Street, New York, New York 10007-1312.

A Settlement Class Member may object to the fairness, reasonableness, or adequacy of the proposed Settlement in writing or in person at the Fairness Hearing, or both. Written objections to the proposed settlement must be mailed or emailed no later than thirty (30) days before the date of the Fairness Hearing, and requests to opt-out of the settlement must be mailed or emailed no later than forty-five (45) days before the Fairness Hearing, to:

HERBERT TEITELBAUM NORMAN SIEGEL SIEGEL TEITELBAUM & EVANS, LLP Attorneys for Class 260 Madison Avenue, 22nd Fl. New York, NY 10016 HTeitelbaum@stellp.com A detailed Notice of Class Action Settlement explaining the Settlement will be mailed to Settlement Class Members’ last known address. If you do not receive a mailed Notice of Settlement and want to determine if you are in the Settlement Class or wish to learn more about the Settlement, contact Class Counsel at 212-455-0300.



## Suspect Riding Bicycle Wanted In 7 Yellow Cab Robberies In Manhattan

The NYPD is trying to catch a suspect who robs yellow cabs in the city while riding a bicycle.

He’s wanted in seven robberies throughout Manhattan.

One incident, from July 25th, was caught on camera. In that incident, the suspect rides up to the open window of a yellow cab.

That’s when he grabs money right out of the cabbie’s front pocket.

The money fell and the suspect rode away.

The incidents began back on June 28th with the most recent occurring on July 31st.

He’s never gotten away with more than \$200 in any of the robberies.

The suspect is described as 5’10” to 6’0” tall and 200 lbs.

Anyone with information in regards to this incident is asked to call the NYPD’s Crime Stoppers Hotline at 1-800-577-TIPS (8477) or for Spanish, 1-888-57-PISTA (74782).

## TLC= CITYWIDE ACCESSIBLE DISPATCH

The TLC will launch the Citywide Accessible Dispatch Program on September 20, 2017. As of that date, all rules passed by the Commission on December 8, 2016 will be in full effect. These rules include obligations for licensed drivers, owners, agents, and bases of accessible taxicab and SHL vehicles to participate in the program by installing equipment and completing trips. The rules are published on the TLC website here. MTM (Medical Transportation Management, Inc.) has been selected as the vendor to manage the Citywide Accessible Dispatch Program. For more information about the program, contact MTM at 1-888-828-1115 or [AccessibleDispatch@mtm-inc.net](mailto:AccessibleDispatch@mtm-inc.net).

## Medallion Auction

(Continued from Page 1)

All Medallions

Details: Gregory Messer, Esq., was appointed as Chapter 7 Trustee for the Debtors’ jointly administered bankruptcy estates of Hypnotic Taxi LLC et al. Each Debtor entity owns two or three Medallions for an aggregate of 46 Medallions issued by the New York City Taxi and Limousine Commission (TLC).

The Trustee has 34 Non-Restricted Medallions, 6 Alternative Fuel/Hybrid Medallions and 6 Handicap Medallions.

The Trustee has the authority to sell up to 46 Medallions, with a minimum of five Medallions being sold in this auction.

This is a two-step bidding process: i) the first step is the submission of binding sealed bids; and ii) the top 7 highest or best multiple medallion bids “Bulk Bids” and the top 25 high-

est or best individual medallion bids “Individual Bids” will be invited to the live auction.

Bidders May Present Bids on One, Multiple or All Medallions.

Bid Submission Documents are Attached Under the “Documents” tab on Right Side of this Page .

Please Call Richard Maltz at 516.349.7022 x 202 with Questions or to Discuss Stalking Horse Opportunities

Overview of Sales Process: This is a two-step bidding process. The first step is the submission of binding, sealed bids that are due Monday, September 11, 2017. The top 7 highest or best Bulk Bids and the top 25 highest or best Individual Bids will be invited to bid at the live auction (subject to the Terms & Conditions of Sale approved by the bankruptcy court) on Monday, September 18, 2017. Please Note: If two equivalent bids are received, the best bidder will be identified as the first bid received.



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# TAPPAN ZEE BRIDGE TRIVIA

While the full name of the original bridge is Governor Malcolm Wilson-Tappan Zee Bridge, it is more colloquially known as just the Tappan Zee Bridge. The origin of the name combines the name of a Native American tribe from the area called Tappan, and the Dutch word *zee* meaning "sea."

The Original Tappan Zee was Designed to Last 50 Years

The reason the bridge became such a huge infrastructural danger in the past few years is because Tappan Zee was deliberately built only to last 50 years. It passed its expected expiration date in 2005. The reason for the short timeline? There was a material shortage during construction because of the Korean War, so the project was built on the cheap from the beginning at a low budget of \$81 million.

There were cracks in the concrete columns, while the rest of the metal rusted away with the decks almost worn through. But now drivers can rest easy

with a solid, new structure ready and open for driving.

**DESIGNER** - Emil Praeger, the designer of the original Tappan Zee, entered into World War II as the design manager for the US Navy's Bureau of Yards and Docks. He served as a senior officer in charge of all civilian and military design for a committee to implement Winston Churchill's plan to protect harbors from invasion in Europe. Praeger's other designs include the structural engineering for the General Assembly, Meeting Hall and underground parking garage of the United Nations, and was chief engineer of the proposed extension of the West Side Highway.

**TOLL** - Currently, the toll is \$5, a welcome price compared to the \$15 toll on the George Washington Bridge heading into the city. As of now, Governor Cuomo has promised to keep the \$5 toll the same until 2020. After that remains unclear.

## Manhattan and Brooklyn Cruise Terminal Schedule

9/02/17	Manhattan	Norwegian Gem	Canada & New England
9/02/17	Manhattan	Carnival Sunshine	Canada Cruise
9/03/17	Manhattan	Norwegian Breakaway	Bermuda
9/07/17	Brooklyn	Queen Mary 2	Transatlantic Crossing
9/08/17	Manhattan	AIDAAluna	Port of Call
9/09/17	Manhattan	AIDAAluna	Port of Call
9/09/17	Manhattan	Norwegian Gem	Canada & New England
9/09/17	Manhattan	Carnival Sunshine	Canada Cruise
9/09/17	Brooklyn	Aurora	Port of Call - Canada & USA
9/10/17	Manhattan	Norwegian Breakaway	Bermuda
9/10/17	Manhattan	AIDAAluna	Port of Call
9/10/17	Manhattan	MS Insignia	Cottages, Coves & Coasts
9/10/17	Manhattan	Zuiderdam	New York City to Quebec City
9/10/17	Brooklyn	Aurora	Port of Call - Canada & USA
9/11/17	Manhattan	AIDAAluna	New York, Florida & Caribbean
9/15/17	Manhattan	Crystal Serenity	Port of call
9/16/17	Manhattan	Norwegian Gem	Canada & New England
9/16/17	Manhattan	Carnival Sunshine	Canada Cruise
9/16/17	Manhattan	Crystal Serenity	New York City to Quebec City
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9/19/17	Manhattan	AIDAdiva	New York City to Montreal
9/19/17	Manhattan	Silver Whisper	New York to Montreal
9/20/17	Manhattan	MS Insignia	Capitals & Coastlines
9/22/17	Brooklyn	Queen Mary 2	Transatlantic, New England and Canada
9/23/17	Manhattan	Norwegian Gem	Canada & New England
9/23/17	Manhattan	Carnival Sunshine	Canada & New England
9/23/17	Manhattan	AIDAAluna	Port of Call
9/23/17	Brooklyn	Regal Princess	Canada & New England
9/24/17	Manhattan	AIDAAluna	New York, Florida & Caribbean
9/24/17	Manhattan	Norwegian Breakaway	Florida and Bahamas
9/24/17	Brooklyn	Crown Princess	Canada & New England
9/25/17	Manhattan	AIDAAluna	Port of Call
9/27/17	Manhattan	Disney Magic	Canadian Coast from New York
9/27/17	Manhattan	Silver Explorer	Port of Call
9/27/17	Manhattan	Seven Seas Mariner	Port of Call
9/30/17	Manhattan	Norwegian Gem	Canada & New England
9/30/17	Manhattan	Zuiderdam	New York City to Quebec City
9/30/17	Manhattan	Carnival Sunshine	Bermuda Cruise

# PPA Inches Forward With TNC Rulemaking, So Why Aren't Taxi Leaders Happy?

The Philadelphia Parking Authority will make good on its promise to start developing regulations on ridesharing in August, yet the efforts are eliciting skepticism from stakeholders in the city's taxi industry who want to know why the required public comment period doesn't come after a first draft.

Christine Kirlin, the leader of the PPA's Taxi and Limousine Division, told the Business Journal last month the agency intended to schedule a public hearing seeking advanced comment on rules governing transportation network companies (TNCs), or ridesharing firms like Uber and Lyft. A few weeks later, the Authority announced the meeting would take place Thursday, Aug. 31 from 10 a.m. to noon at the IATSE Ballroom at 2401 Swanson St.

The time between when the Authority first made the public hearing known and Aug. 31 allows the PPA to meet the minimum 30-day public comment period required by the state's Independent Regulatory Review Commission. The PPA will not offer a rough draft of regulations ahead of the hearing, instead a regulatory framework will start from scratch with Thursday's open forum. By structuring the rule-making process in this way, the Authority is now facing questions over its motives and whether it is looking to thwart a closer look by industry members once pen hits paper.

"They have used that blank comment period as the comment period required by the IRRRC. Then they craft legislation in secrecy," suggested Everett Abitbol, the owner of Freedom Taxi. "What becomes of these forums is almost useless."

Insinuating the hearing will be a waste of time, Danielle Friedman, an attorney representing Abitbol's Freedom Taxi, as well as 215 Get A Cab and PHL Taxi, compelled the PPA in a letter last week to forgo the Thursday meeting.

"This proposed rulemaking needs to be handled by industry professionals, who have real expertise in the field, not in an open forum," Friedman wrote.

She said the forums are often unproductive because they become "disjointed platforms for industry members to air their grievances, and as we have seen time and time again,

any constructive comments are often ignored by the Authority or drowned out by unproductive voices."

See a January meeting where dozens of members of the cab industry stepped to the mic and repeated their calls for heavier restrictions on TNCs, only to have City Councilman at-Large Al Taubenberger, also a PPA board member, question why these concerns hadn't been brought to lawmakers in Harrisburg. They had.

"The Authority has direct knowledge about how industry members feel about TNCs as it has been hearing the industry's grievances for years. It is finally time for the Authority to present us with drafted proposed regulations," Friedman's letter continued, suggesting the agency looks to New York as a guide.

With the 30-day public comment period taking place before a draft is made, Abitbol said, the agency is just trying to check a box. "But it is not meaningful or constructive work," he said.

His criticism comes as Executive Director Clarena Tolson has vowed to bring more transparency to the agency, after it was rocked with several scandals to close out her predecessor's decades-long run in the job.

Uber and Lyft, the largest ridesharing firms in the Philadelphia market, are planning to submit testimony on Thursday. Both companies say Act 164, the state law that legalized ridesharing across the commonwealth, is comprehensive. The taxi industry counters the legislation gives the PPA a chance to even the playing field for medallion cabs and the TNCs.

Despite calls to change course, the PPA's Thursday meeting will go on as scheduled, said Kirlin, although an additional public comment period is "something we can do."

"Once a final draft of any proposed regulations are crafted, we can certainly send that out for further written comment. That option is always there," Kirlin said. She insisted starting with no framework demonstrates the agency is doing its due diligence.

"It is kind of putting the cart before the horse. We want the comment first," she said.

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# LETTERS



(Continued from Page 6)

## Drivers Soliciting In Front Of Javits Center

The vehicle below had a taxi sign and Uber Logo displayed on the windshield.



The rest of the cars below was outside the Javits.



Aug 6, 2017, 4:36 PM



Aug 6, 2017, 4:35 PM



Aug 6, 2017, 4:35 PM



Aug 6, 2017, 4:34 PM

This is were I observed them waiting for potential passengers. They also negotiate the fare in this area.



Aug 6, 2017, 4:34 PM

### Good Afternoon Commissioner,

Vehicles parked outside the Javits Center. All of the drivers were standing on the sidewalk negotiating fares with pedestrians. It was difficult to match the vehicles to the drivers due to customers getting into my vehicle. However, I was able to capture vehicles that are questionable. Hopefully this information is helpful to your nforcement department.

*John Leon*

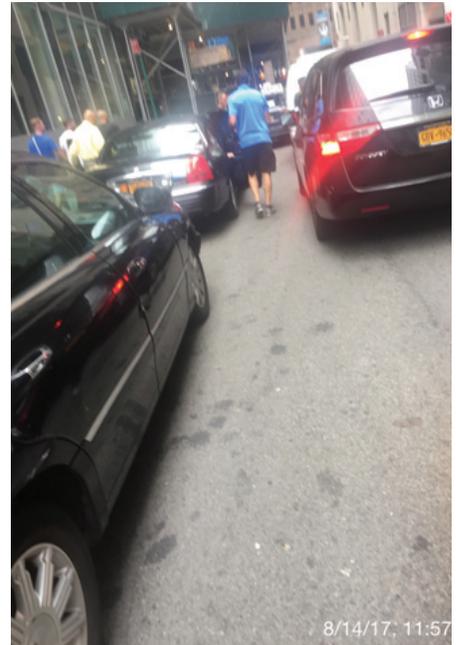
## AC for the Customers



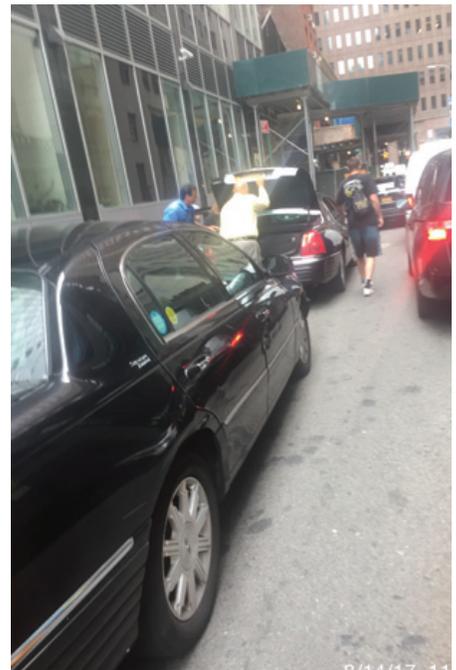
We need to stop with this outdated AC supply to customers and start buying vehicles with AC vents in the passenger compartment.

*Erhan Tuncel*

## Illegal Pick Up Doubletree Hotel Stone Street (Manhattan)



8/14/17, 11:57



8/14/17, 11

### GoodAfternoon Commissioner,

Complaint: Black Cars parked in front of hotels to solicit for illegal rides.

While I was dropping my passenger off at the the doubletree hotel , I noticed black cars park directly across the street. Two of the black car drivers was out of there vehicles talking to one another. Then the door man came out and told the black car driver that was first in line that one is coming. So the driver crossed the street to position himself in front of the hotel. As the passengers came out he grab some of there luggage to his vehicle as they followed. The driver is wearing a yellow dress shirt.

*JL*

(Continued on Page 24)

# 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. The brief initial consultation is free for cabbies.

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, the City is enforcing old TLC judgments/unpaid old TLC tickets in many cases by using law firms to seek the old unpaid penalties. That means that if you don't pay old summonses even if you no longer have a hack or TLC license, you may be sued by NYC and have a judgement entered against you. With a judgement, the City can garnish your wages, seize your bank account, tow your car, put a lien against your house, etc. It is bad news. Fortunately, I have been able to negotiate with these debt collection law firms and knock down the amounts owed or make payment plans that avoid the dire consequences of unpaid old TLC fines. Call me at

212.754.1011 if you wish to speak to me about this issue for a free initial consultation.

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 uncertain 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, with busy season (hopefully) approaching and tourists and regular New Yorkers gathering in the City, the police rev up to high gear on summons issuance. Watch out for failure to yield to pedestrian tickets that the NYPD seems to be giving out quite unfairly in my opinion and in droves. Also, watch out for speeding and 1110A sign or pavement marking summonses. Further, be aware of the bus lanes as these tickets now carry points. Basically, keep your eyes and ears open for the NYPD at all times because they are very aggressive these days especially against cabbies

# September 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.**

T C H C K E O P P E L L A  
 A J F I L P N A S S I N L  
 P T L T H U K G B E N D T  
 S M A Y D E L P H I A R A  
 I E X W O P S T O E N I X  
 D A J I O E A W C N 2 V H  
 E L Y D A R D O A D O E U  
 L I O E V E I H M B O R D  
 B E N A U L O S R Y R S N  
 I E I C T I O N Y H I O F  
 S S E C E U O H T D E W N  
 U C L A S S A C T I O N S  
 P O U E R R N W E S T W E  
 P T R V T E D S O W Y A T  
 O R A D I S T N E M E L T

**Find the following words/acronyms in the puzzle above**

- CLASS ACTION SETTLEMENT •
- DRIVERS OWED THOUSANDS • OPED •
- FILTHYDELPHIA • WESTWAY • ALL TAXI •
- MEDALLION AUCTION • CAMRY HYBRID •
- TAXI DAVE RADIO SHOW TO END? •
- CITYWIDE ACCESSIBLE DISPATCH •
- SUPPORT OUR ADVERTISERS •
- KEOPPEL NISSAN PULLS AD •
- LEES • HUDSON • LGBI •
- NV200 • JLT •

and especially yellows. Watch out and pay attention!! Please.

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 sometimes 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 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.*

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**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**

## Passwords Are Failing For The Enterprise, But Alternatives Aren't Much Better, Research Finds

Security passwords endure, despite their many pitfalls, with some analysts estimating the average person has to remember 27 different passwords. But passwords are hardly the best line of defense against hacks and other cyberattacks.

New research from Intercede, conducted by Vanson Bourne, finds that security passwords' lack of reliability in defending against a cyberattack is far from a problem only for individual consumers.

According to the data released last week, a whopping 86 percent of system administrators (sysadmins) use only basic username and password authentication measures to protect corporate accounts.

It's important to note that the sample set was small — just 84 survey respondents across organizations with at least 1,000 employees in the U.K.

But the report may highlight a deeper issue at work: businesses failing to understand just how at-risk they are putting themselves when it comes to cybercrime. According to the survey, half of respondents acknowledged that their user accounts within the organization were "not very secure."

Seventeen percent said they aren't using complex passwords, but separate analysis suggests even credentials with all of those punctuation marks and capitalizations aren't helping to safeguard systems. According to recent analysis, it takes less than 72 hours for a cybercriminal to crack such a passcode.

Intercede and Vanson Bourne's report also identified retailers as the businesses that are least secure, with 92 percent of retailer sysadmins saying passwords are their top line of defense, followed by the manufacturing sector at 82 percent.

But even in financial services, just a quarter of survey respondents said they are using sophisticated security measures like virtual smart cards and PINs.

"Sysadmins effectively hold the 'keys to the kingdom,' and relying on username and password authentication is a bit like relying on a basic Yale lock to secure your front door," said Intercede CEO and Chairman Richard Parris in a statement. "Even the least security-conscious of us also bolt the door with a five lever mortice lock and many go much further. In today's age of the hack, when compromised passwords are the root of the vast

majority of security breaches, U.K. businesses clearly need to do much more — it isn't simply their data that is compromised; it's ours."

Separate analysis announced in a news report last week also highlighted the weakness of passwords, as well as some of the seemingly more secure alternatives.

An investigation by The Daily Mail and Germany-based Security Research Labs found that not only can passwords be easily cracked, but more sophisticated technologies like facial recognition and fingerprint scanning are also easily cracked.

Keiron Dalton, global program senior director at cybersecurity firm Aspect Verify, commented on the investigation, the results of which may have significant implications for how businesses move forward in their cybersecurity strategies.

"These kinds of security technologies do have benefits over conventional passwords, whose weaknesses are demonstrated by recent research from Aspect," he said, noting that the company found 88 percent of individuals who have experienced some form of fraud in their bank accounts in the last year noted they had to use a password or PIN to log in to those accounts.

"By contrast, the benefits of fingerprint and facial expression include ease of use and reduced vulnerability to basic social engineering, [but] they are also open to rudimentary workarounds," Dalton continued. "For example, facial recognition technology usually looks for blinking as a way to ensure that it isn't simply being shown a picture of the intended person."

In the Daily Mail's investigation, however, a security consultant faked this "blinking" by quickly placing a pen in front of a picture of a face, ultimately fooling the security measure.

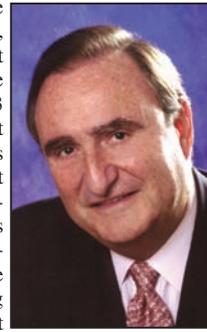
According to the Aspect Verify senior director, the solution to these problems exists within the systems themselves — not in forcing end-users to handle the burden of security.

"The bare truth is that [the] more parts of security that you leave on the customer's side, the more friction you introduce into their experience and the more open you leave your system to gamesmanship and social engineering from malignant actors."

*Reprinted with permission from PYMTS.com*

## What's To Become Of Belmont Park?

By Jerry Kremer



I don't usually quote the Bible in my column, but the future of Belmont Park brings to mind the words of Ecclesiastes 3 (King James version). It lists the various stages of life, and suggests that there is a time for everything. In my thinking, it's time for Belmont to become a vibrant, attractive and income-producing property that will benefit not just Long Island, but the rest of the state.

New York state has quite a few places that are desperately in need of revival. The rehabilitation of LaGuardia Airport is well under way, after years of neglect and indifference. Despite growing demand for air transportation, the state and the region ignored the rapid decay of a vital facility.

After LaGuardia, Belmont ranks close to the top as a state stepchild. Opened for business in 1905, it has been the home of some of horseracing's most memorable events. People in the racing business will tell you that Belmont is considered one of the great facilities in the nation, along with Churchill Downs, in Kentucky, and Santa Anita, in California. In addition to its beauty and charm, Belmont possesses another quality: lots of available land for development.

If you polled Nassau County residents, most would have no idea what should be done with the Belmont property. The number of fans who attend horse races there is probably at an all-time low, because of the state's failure to attract big-name horses and the general lack of enthusiasm for racing. Saratoga Race Course has always been the politicians' darling, because it makes a lot of money in a short time and attracts the rich and powerful.

As far back as 1960, there were suggestions about how the Belmont property could be improved, and made more of a place that people would want to go to. Franklin D. Roosevelt Jr. suggested that a dome be built over the track so there could be year-round events, including concerts and social gatherings. That proposal went nowhere, because the state didn't want to commit large sums of money to a location that was too close to the old Roosevelt Raceway.

In 2007, then Gov. Eliot Spitzer wanted to close Aqueduct Racetrack and make Belmont a year-round facility, according to Wikipedia. Those plans died when Spitzer left office, and the state's enthusiasm for doing something with the property died with them. Recently, state economic development officials announced that

they would accept proposals for use of the available land at Belmont.

That announcement triggered a proposal to build a new hockey arena there. The owners of the New York Islanders are committed to keeping the team in our area, but they don't want to use the Nassau Coliseum, which is too small for a National Hockey League team. Recently, some local

elective officials announced their support for moving the team back to the renovated Coliseum, but that's a pipe dream.

So, what now? If the state were to approve the construction of a new arena at the Belmont site, there would be no question that the surrounding community and this region would benefit greatly. A new facility would mean local jobs, revenue for the area and a modernized Long Island Rail Road station. Local residents would have easy access to mass transit, and their daily commutes would be shortened. Tax revenue for the county and state would be enormous.

Local civic groups might register their disapproval, but like most of the not-in-my-backyard crowd, they rarely have any positive counterproposals. Generally, the opposition to any project either wants a park or is content to just say no. If the state decided to sell the land for housing development, the community would be faced with year-round traffic headaches and a drain on local resources.

At this point, the state has no option but to allow Belmont to be the new home of the Islanders. Both horseracing and hockey are seasonal, and there is no threat that the stadium would become a major entertainment venue with the Coliseum nearby. Hopefully the state will see the virtues of a new arena and the benefits it would bring. Otherwise, the Belmont land will be doomed to be Long Island's largest parking lot.

*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.*



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## New Legislation Cracks Down On Fake Cabbies

There's a new push to curb drivers ripping off people who need rides.

In an undercover investigation last year, CBS2 Political Reporter Marcia Kramer exposed fake cabbies and phony Uber drivers at LaGuardia Airport.

Now, CBS2 has learned that City Council is about to take action.

They're aggressive hustlers whose only goal is to take unsuspecting passengers on a ride, but Councilman Dan Garodnick (D-4th) says his goal is to give them a ticket to ride.

Big fat tickets to ride that, he hopes, are a fast track to oblivion.

"The bad actors, they just got to go," Garodnick said. "For these guys who are scamming tourists and New Yorkers, yes, we want to put them out of business."

The Democratic councilman introduced the crackdown legislation following last year's investigation that found lots of apparently fake Uber drivers scamming passengers at the local airports.

Officials say it happens thousands of times a week.

CBS2 undercover cameras discovered the hucksters not only grossly overcharging, but they often added a phony sales tax. One particular receipt says it's ten percent, further inflating their take to close to \$100.

It's a classic case of highway robbery,

because the average ride into Manhattan is only \$40.

"There are many opportunities for scams and we're seeing it everyday in New York City," Garodnick said.

The proposed legislation cracks down on the fake drivers as well as the licensed drivers who do illegal street hails.

There's a fine of up to \$7,000 for drivers who misrepresent themselves.

"It's not just going to be a slap on the wrist anymore," Garodnick said. "We're now going to get these guys out of business."

Taxi and Limousine Commissioner Meera Joshi is thrilled with the proposed new laws.

"These people are preying on unwitting passengers putting them at risk," she said. "It really focuses on those people who are taking an Uber logo and slapping it on their car and pretending undercover of that brand that they're operating legally."

A spokesperson for Uber said the company is reviewing the legislation, pointing out that rides from illegal scammers not only hurt drivers who follow the rules but passengers who lack consumer protections.

The Taxi and Limousine Commission wants to expand a plan to confiscate cars and put them up for auction.

*Reprinted with permission from CBS2.*

## Many Ways To \$Ave The Subways

By Lucius J. Riccio

Sam Schwartz's Move NY congestion pricing plan, which would put tolls on the now-free East River bridges but lower tolls on all other bridges, is, simply put, brilliant.

It would put tolls on the free East River bridges while lowering the tolls on all the tolled bridges — finally bringing sense to a system that for decades has made none.

And, for good measure, it would raise hundreds of millions of dollars for a transit system that's wheezing if not choking after decades of disinvestment.

But it may be a real tough sell politically. People in the outer boroughs, many of whom say they have no choice but to drive, see it as an elite, Manhattan-centric scheme to force them to pay to make life better in Manhattan.

Even when people are told the pricing would only apply at rush hour, the backlash is substantial.

Mayor de Blasio, riding this backlash, says he "does not believe" in congestion pricing and deems it "inconceivable." To meet the critical needs of the subway system, he wants a new tax on New York City millionaires. Gov. Cuomo, for his part, is finally warming to congestion pricing as a long-term funding stream — but it remains to be seen whether he'll spend the necessary political capital to get it done, or even if he does, whether that will be enough.

So if we can't count on this particular

plan as drafted, and if de Blasio's plan to get Albany to raise the income surcharge on New York City millionaires doesn't pass, where will the needed billions come from?

We've got a bunch of smart options — either to modify Move NY or to tap other revenue sources by the users of our roads.

I have proposed "Congestion Pricing Lite": toll two of the East River Bridges (Manhattan and Williamsburg) and leave two free (Queensboro and Brooklyn), continuing to give people the option of choosing.

That may be more likely to get through, and it could raise about a half a billion dollars a year.

Another way to make congestion pricing more politically viable is to tie it to income level. Using E-ZPass, we could connect the record of their usage to their tax return — enabling lower-income people to get most if not all of their toll fees back. The percentage returned would depend on your tax bracket, with 100% returned to low-income people and 0% returned to higher-income filers.

But even if we can't get congestion pricing in any way, shape or form, there are plenty of other ways to raise cash for the subways, if we think creatively. Although people have accepted for decades the notion of tolls, most people dislike having to make continuous choices about paying for road usage.

## Uber Loses, Amazon Wins Under New Financial Rules

An upcoming change to accounting rules regarding the reporting of revenues and expenses is expected to have big impacts on the technology industry, the Financial Times reports. The upshot may be to spawn great confusion among investors, leading to much higher trading volatility. Among headline-grabbing companies, ride hailing service Uber Technologies Inc. is expected to be a big loser, seeing more than half its revenues cut pursuant to the change. Meanwhile, e-commerce giant Amazon.com Inc. (AMZN) and software colossus Microsoft Corp. (MSFT), both of which are also leading players in the fast-growing cloud-computing market, should be among the high profile winners.

### THE TIMETABLE

The new rules, which are supposed to align Generally Accepted Accounting Principles (GAAP) in the U.S. more closely with International Financial Reporting Standards (IFRS), must be adopted by all public companies in the U.S. by the start of 2018, the FT says. Private companies, such as ride booking services Uber and Lyft, have until 2019.

### PRINCIPAL OR AGENT?

One issue highlighted by the FT affects Uber and its competitor Lyft. Both act as agents, matching riders with drivers who are non-employee, independent contractors who own the cars that they drive. The drivers are the principals who actually provide the core service, the rides themselves.

On regular rides, both companies recognize as revenues just the agency commissions paid to them by drivers who use their apps, per the FT. However, on the growing category of carpool or shared rides (called uberPOOL and Lyft Line, respectively), Uber and Lyft claim to be the principals actually providing the service, and count as revenue the full fare paid. Since these shared rides actually are provided by non-employee drivers and non-company-owned cars, they will be reclassified under the new rules as agency transactions on which only commission

revenue can be booked by Uber and Lyft. The impact on Uber is very large: its first quarter revenues would fall from \$3.4 billion to \$1.5 billion under the revised accounting standards, per the FT.

### IMPACT ON SOFTWARE COMPANIES

Under so-called "ramp" deals, the annual license fees for software increase in the later years of a contract. According to the FT, license fees will have to be spread evenly over the life of a contract, meaning that the software vendor will recognize more revenue earlier on. Microsoft indicates that this will have a material impact for them, the FT says. Additionally, if hardware is bundled with software under a contract, the revenues for the full bundle will have to be recognized evenly over the life of the contract, the FT adds.

Cloud-computing companies, which include Amazon.com and Microsoft, will benefit from new rules that push the recognition of expenses further into the future, when the revenues generated by these expenditures actually start to materialize. In particular, the FT notes that software-as-a-service (SaaS) companies, especially those that are growing rapidly, have marketing and sales costs that can reach 50% or more of their revenues, and will benefit greatly from being able to defer them. SaaS companies host applications on their own computers, which subscribers then access over the internet. Under the new rules, Workday Inc. (WDAY), which offers enterprise cloud applications in human resources and finance, saw its pro-forma operating profit margin rise from 1.9% to 3.3% for its most recent fiscal year, per the FT.

In other matters, the FT reports that Amazon.com will be able to speed up the recognition of revenue from unused gift cards, as well as from sales of its Kindle e-reader, and other devices, through third parties.

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share for using the public space.

Cabs have to buy a medallion and then pay 50 cents a ride to the MTA. Yet their competitors — Uber, Lyft, Via, etc. — pay basically nothing to get in the market and then don't even pay the 50 cents.

Charge the for-hire vehicles a fee — I propose \$10,000 per year per car, or \$4 per ride — to have the right to pick up in the downtown or Midtown Manhattan area. That would generate at least a quarter of a billion dollars per year for the MTA.

Lastly, I recently proposed in this column that the feds increase the gasoline tax 10 cents per year for five years, but not keep a penny of it. All of the money would stay in the state where it was raised.

The same plan could work for New York State. Albany can pass the same raise but not get a penny. All the money would stay in the cities or counties in which it was paid. Since a billion gallons (yes, a billion) are sold in New York City each year, this would bring in a half a billion dollars each year. Now we're talking real money.

I call it the Cruise Line Syndrome. People pay one (large) lump sum to get on a cruise, and then miraculously, everything onboard is then "free."

How about charging people once a year for having a vehicle? Raise the registration fee, which is now between \$26 and \$140, depending on the size of your automobile. A back of the envelope estimate: Doubling it could generate \$100 million annually.

How about creating city residential parking permits? Right now, we generally give street parking away for free. Charge \$10 a month for New Yorkers to park on their neighborhood streets, and substantially more to people are not from that neighborhood. (This reserves parking for residents.) And how about paying for reserved commercial street parking?

Taken together, those ideas could raise another \$100 million per year.

One area I was delighted to hear the governor talk about was to levy new charges on for-hire vehicles that are clogging our streets without paying their fair

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## DRIVING AT NIGHT

Traffic death rates are three times greater at night than during the day. Yet many of us are unaware of night driving special hazards or don't know effective ways to deal with them. Driving at night is more of a challenge than many people think. It's also more dangerous.

Why is night driving so dangerous? One obvious answer is darkness. Ninety percent of a driver's reaction depends on vision, and vision is severely limited at night. Depth perception, color recognition, and peripheral vision are compromised after sundown. Older drivers have even greater difficulties seeing at night. A 50-year-old driver may need twice as much light to see as well as a 30-year old.

Another factor adding danger to night driving is fatigue. Drowsiness makes driving more difficult by dulling concentration and slowing reaction time.

Alcohol is a leading factor in fatal traffic crashes, playing a part in about half of all motor vehicle-related deaths. That makes weekend nights more dangerous. More fatal crashes take place on weekend nights than at any other time in the week. Fortunately, you can take several effective measures to minimize these after-dark dangers by preparing your car and following special guidelines while you drive.

### RECOMMENDED:

- Clean headlights, taillights, signal lights and windows (inside and out) once a week, more often if necessary.
- Have your headlights properly aimed. Misaimed headlights blind other drivers and reduce your ability to see the road.
- Don't drink and drive. Not only does alcohol severely impair your driving ability, it also acts as a depressant. Just one drink can induce fatigue.
- Avoid smoking when you drive. Smoke's nicotine and carbon monoxide hamper night vision.
- If there is any doubt, turn your headlights on. Lights will not help you see better in early twilight, but they'll make it easier for other drivers to see you.

Being seen is as important as seeing.

- Reduce your speed and increase your following distances. It is more difficult to judge other vehicle's speeds and distances at night.
- Don't overdrive your headlights. You should be able to stop inside the illuminated area. If you're not, you are creating a blind crash area in front of your vehicle.
- When following another vehicle, keep your headlights on low beams so you don't blind the driver ahead of you.
- If an oncoming vehicle doesn't lower beams from high to low, avoid glare by watching the right edge of the road and using it as a steering guide.
- Make frequent stops for light snacks and exercise. If you're too tired to drive, stop and get some rest.
- If you have car trouble, pull off the road as far as possible. Warn approaching traffic at once by setting up reflecting triangles near your vehicle and 300 feet behind it. Turn on flashers and the dome light. Stay off the roadway and get passengers away from the area.
- Observe night driving safety as soon as the sun goes down. Twilight is one of the most difficult times to drive, because your eyes are constantly changing to adapt to the growing darkness.



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## Look Ma, No Hands!

### The Impact of Autonomus Vehicles on the Taxi & For-Hire Ground Transportation Industry

By Matthew W. Daus, Esq.

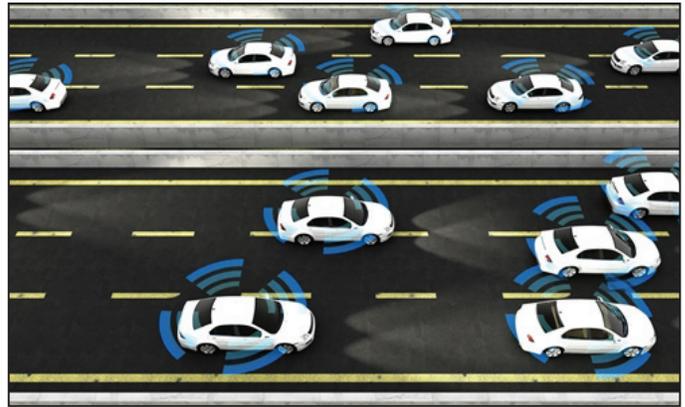
There has been a tremendous amount of attention and media hype involving “Driverless Cars” or “Autonomous Vehicles” (AVs) over the last year or so, generating excitement, concern and misunderstandings as to how, what and when such technology will be commonplace on our roads. I have been very involved in studying Autonomous and Connected Vehicle (CV) transportation technology and policy, and most recently co-chaired an emerging technology forum of government and private sector transportation lawyers at the 56th Annual Transportation Law Workshop organized by the Transportation Research Board of the National Academy of the Sciences. Also, I have been very involved in annual AV/CV symposia organized by the U.S. Department of Transportation’s Research Center at the City University of New York, and moderated a high-level policy discussion with NY State and local elected and appointed transportation officials for this 5th annual event focusing on impacts to the taxicab and for-hire vehicle industries, as well as identifying principles for testing in urban centers. I have also partnered with the International Association of Public Transit (UITP) to train RTA (Roads and Transport Authority) government employees in Dubai about AV/CVs, organized sessions with top experts at the International Association of Transportation Regulators’ conferences starting back in 2015.

Driverless vehicles are motor vehicles in which internal vehicle systems operate all driving functions, without human input. People have imagined driverless cars since the 1920s. At the time, driverless cars were more commonly known as “phantom autos,” and were remotely controlled by radio waves. The first actual autonomous vehicle was created in the 1980s, and used a Light Detection and Ranging (“LIDAR”) system. There exist various degrees of vehicle automation, ranging from light automation (i.e., “cruise control”) to full automation—a state where the vehicle is in complete control of all driving functions at all times. In 2013, the National Highway Traffic Safety Administration (“NHTSA”) announced a policy concerning vehicle automation wherein the agency defined five automation levels, which was amended and adopted in September 2016. Level 0 is completely driver-dependent. The driver controls steering, brakes, throttle, and power. With Level 1, most functions are still controlled by the driver, but specific functions (like steering or accelerating) can be done by the car. In Level 2, at least



one driver assistance system (such as cruise control) is automated. The driver is disengaged, with their hands off the steering wheel and foot off the pedal. Drivers are still necessary in Level 3, but safety-critical functions are shifted to the vehicle under certain traffic or environmental conditions. The driver is still available to intervene if necessary. Level 4 reaches the “fully autonomous” category of vehicles designed to perform all safety-critical driving functions and monitor roadway conditions for the duration of a trip. However, they are limited to the “operational design domain” of the vehicle—and not all driving scenarios. Lastly, a fully autonomous Level 5 vehicle meets the performance of a human driver in every scenario. This includes being able to navigate difficult terrain such as dirt roads. Much like AVs, Connected Vehicles (“CVs”) are able to communicate with other “smart” vehicles on the road, but they are not necessarily fully autonomous. CVs use wireless communication that is supported by dedicated short-range communications (“DSRC”). By gathering data from other vehicles, CVs anonymously transmit traffic and road condition information to other CVs and connected transportation networks, with applications that include crash warning or avoidance functions. Currently, the connected vehicle environment includes three major approaches to communication: (1) Vehicle to vehicle (V2V); (2) Vehicle to infrastructure (V2I); and (3) Vehicle to pedestrian (V2P).

Nevada was the first state to authorize the operation of AVs in 2011. Since then, 19 other states and the District of Columbia have passed legislation related to AVs. Google first began testing self-driving car technology in 2009. The Google self-driving car project became Waymo in 2016, a stand-alone company under the Alphabet corporate umbrella. Tesla Inc. started testing four self-driving cars on California’s public roads in October 2016, a month after Uber began testing self-driving cars in Pittsburgh. Uber then expanded to Arizona after it was banned from operating AVs in San Francisco in December 2016. By January 2017, driverless cars or buses were being tested on public roads in the cities of Las Vegas, Boston, and Chandler, Arizona. That same month, the U.S. Department of Transportation designated 10 proving ground pilot sites to encourage testing and information sharing around automated vehicle technologies. In February 2017, Waymo sued Uber over the alleged theft of its intellectual property covering driverless car technology by



an employee who created a start-up that was later acquired by Uber. In June 2017, it was announced that Audi of America Inc. would be the first to test AVs in New York State, as part of a pilot program initiated by Governor Cuomo. Reported accidents involving vehicles using self-driving technology have raised concerns about the safety of AVs. A Tesla driver was killed in May 2016 while using the semi-autonomous Autopilot mode on his Model S in the first fatality involving a self-driving car. Similarly, a collision involving one of Uber’s self-driving vehicles was reported in Arizona.

Transportation Network Companies (TNCs, like Uber and Lyft) and their smartphone app competitors (i.e., Gett), vehicle manufacturers, and technology companies, are now partnering in the hope to create new for-hire vehicle fleets, as the auto industry prepares for less car owners and more shared rides. It seems that most every smartphone transportation app has an automobile and technology partner or partners at the AV dance. While Uber has partnered with Volvo, Daimler and Didi Chuxing, Lyft is working with General Motors Co., Jaguar Land Rover and Alphabet Inc.’s Waymo in a bid to develop its own fully autonomous vehicles. On July 5, 2017, Chinese search giant Baidu announced that more than 50 companies, including big names in the auto and tech industries such as Ford, Daimler, Nvidia, Intel, and Microsoft, have joined its Apollo self-driving car platform. Other examples of reported partnerships include: Toyota working with Microsoft and Nvidia; Waymo partnering with Lyft, Avis and Fiat Chrysler Automobiles. Hertz announced a collaboration with Apple, RideScout with GlobeSherpa, while Volkswagen and Gett and Bosh created an alliance with Nvidia, Daimler and Baidu. Sharing data, integrating hardware and software, and collaborating on open-source platforms, are all incentives for these companies to work together to win the AV race.

Meanwhile, many legal, regulatory and policy issues and concerns will need to be addressed before AVs become part of our daily lives, including the taxicab and for-hire transportation industries. Here is a sampling of some of the issues:

• Regulation & Governance: Many

regulations must be changed that apply to traditional automobiles and vehicle and traffic laws (e.g., involving steering wheels), and it remains to be seen whether regulation will be federal, state and/or local. There are a multitude of federal agencies, state transportation and local traffic agencies and the path for governance is not clear, and jurisdictions turf wars are likely to emerge and slow down policy, approvals and progress.

• Safety: The ethical “trolley problem” often surfaces when discussing AVs: in a potential crash, does a car “decide” to swerve out of the way to avoid hitting a person on the street, or does it default to keeping the passenger(s) inside safe? Also, there is the “hand-off” issue – the split second when a driver is prompted to take back control of the vehicle from the computer, during which a new safety risk appears.

• Privacy and Cybersecurity: AVs generate massive amounts of personal data and the immediate concern involving the privacy and access to this data by third parties, is coupled with cyber-security concerns on the ability to hack into an AV remotely to control the vehicle, which could facilitate terrorist attacks.

• Insurance: As car accidents are expected to decrease and the legal responsibility for accidents may shift away from drivers to automobile manufacturers. Cyber insurance policies might also develop to cover the risks associated with cyber interference with AVs.

• Impact on Labor: In 2016, it was reported that 5 million people make their living driving taxis, buses, vans, trucks and e-hailing vehicles—that’s 3% of the overall workforce in the United States.

• Sustainability: The impact of AVs on environmental resources and transportation infrastructures still need to be determined, and will depend in part on the regulation of AVs. While AVs are expected to contribute to air pollution reduction, it is not certain whether they will add to or reduce overall vehicle roadway use.

• Equity & Accessibility: Autonomous vehicles can offer mobility to people who cannot drive and/ or people who do not have ready access

(Continued on Page 18)

# Commissioner's Corner

By Meera Joshi



I hope that you and your families had a safe and happy summer. There is always a lot happening at the TLC, and I am happy to get you up to speed on the latest developments.

### Green taxi driver to the rescue!

We were pleased to learn that a green taxi driver recently helped save the day by assisting a woman who had left a purse on a Brooklyn bus last month. The story is an only in New York story-- with a high-tech update. After realizing she left her purse on a bus in Bushwick, passenger Stephanie Seiler e-hailed a green taxi with the ride app Curb. Stephanie and the taxi driver, Mr. Khojaly Nour, were then able to track down the bus at the end of the line in Downtown Brooklyn, using BusTime and Waze. "He was very kind, competent, and helpful," Stephanie told the TLC about the great service Mr. Nour provided.

When Stephanie recognized the driver from her bus trip, she learned had her bag at the front of the bus with him for safekeeping. We were gratified to hear that Stephanie was able to find the missing bag, and we commend Mr. Nour for his outstanding service.

### Paying Our Respects to a Long-time Driver

Last month, taxicab driver Mehari Bokreziion passed away in a taxi stand in Soho. Those who saw Mr. Bokreziion thought he was resting, but he had left this world for about eighteen hours before he was discovered. According to media reports, Mr. Bokreziion and his family were originally from Eritrea, and he had friends from the fleet Susan Maintenance that came from all over the world. The City was a better place for the time Mr. Bokreziion spent as a professional driver. We share our deepest condolences with his family, and thank Mr. Bokreziion for his years of service to the riding public, doing his part to help more than one million New Yorkers and other visitors to our City get safely home each day.

FYI, the NY Times had a very informative piece about Mr. Bokreziion's life and memorial service, which really reads like the tribute he deserved: [https://www.nytimes.com/2017/08/17/nyregion/family-remembers-cabby-dead-for-18-hours-in-taxi.html?\\_r=0](https://www.nytimes.com/2017/08/17/nyregion/family-remembers-cabby-dead-for-18-hours-in-taxi.html?_r=0)

### Gratitude to NYPD

The NYPD recently made an arrest

following a series of robberies of taxi drivers in Manhattan, where a suspect on a cycle had reached through the window and taken money from the driver's front pocket. We are thankful to learn that the police department has made this apprehension. Although an arrest has been made, it is always important to remain vigilant. Whenever possible, avoid putting cash in your front pocket, and be particularly cautious when the taxis windows are down and the vehicle is stopped in traffic. Your safety is the top priority, and we are greatly appreciative of drivers' heightened awareness.

### TLC UP

The TLC recently launched the TLC Upload Portal (TLC UP), which is a quicker and easier way for new driver and vehicle applicants to submit documents needed for licensing online. Through the portal, applicants can check the status of their submitted documents, and see whether a document has been accepted. If an incorrect document has been uploaded, you can remove it and submit the correct one. You can see a log of each item that has been submitted, and an always up-to-date list of all missing requirements. The process is more efficient and informative for applicants than sending in documents through email or postal mail.

As of writing this column, over 22,000 documents have been uploaded by applicants via TLC UP, and 90% have been reviewed and accepted by the TLC. We look forward to making our licensing processes easier and more convenient, and appreciate the feedback we have received so far about the ease of use of TLC UP.

### Access-a-Ride

Over the summer, the MTA board approved a one-year test and evaluation program to dispatch Access-a-Ride (AAR) trips to yellow and green taxis using the Curb app. This approval followed at least 35,000 successful AAR trips with TLC-licensed vehicles -- including vehicles using the Curb app --- between late 2016 and July 2017. The pilot contract calls for about 1,000 Access-a-Ride trips daily being completed with taxis through the Curb app over the course of the year. Drivers receive a metered fare for the completed trip. We anticipate the use of taxis providing greater flexibility, efficiency, and mobility for paratransit riders, and greatly appreciate the work of TLC-licensed drivers in providing these trips.

### FHV Accessibility Hearing

If you haven't yet heard, we will be talking about enhanced accessibility in the For-Hire Vehicle (FHV) sector in a public hearing this month on September 28. You can learn about the rules the TLC has proposed here: [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).

As always, we look forward to hearing your input and seeing you there.

Until next time... drive like your family lives here!

# Sikh Taxi Driver Stabbed to Death in 'Racist' Attack

While driving a taxi, a 22-year-old Sikh man was stabbed to death by his passenger in what is believed to be a racist attack.

The crime took place in Bonner County, Idaho, on Tuesday.

Gagandeep Singh was attacked by Jacob Coleman, 19, whom he picked up from Washington's Spokane International Airport.

According to reports, Coleman, who flew from Seattle, asked Singh to drive him to a fake friend's house in Bonner County and attacked him with a knife on their way.

Coleman surrendered to authorities shortly, claiming that he was frustrated for not getting admitted to Spokane's Gonzaga University. However, the police found no evidence that he had applied to the university.

Singh's mother, Kamaljit Kaur, was still able to communicate with her son before his death. She learned that his passenger was a "white man" who behaved just like a "gentleman."

"He was talking to my mom, he was a little nervous," Balgit Singh, his older brother, told KREM 2. "That was the last call from our family. So my mom's like 'well, if he already paid you just drop him off another ten miles.'"

According to Balgit, Coleman took his brother's phone and texted them, "You just f\*\*\*ing call the cops,

it's not that hard."

Singh happens to be a nephew of Manmohan Singh Raju, a Congress leader based in Jalandhar, India, who believes that the incident was a racist attack.

According to the Hindustan Times, Manmohan said:

"My nephew became a victim of racial hatred. As the Trump government is now showing exit doors to the Asians due to few job opportunities, Indians and Asians as a whole are becoming the victims of racial hatred."

In an interview with the Times of India, Manmohan said that Singh's family has been living in Spokane since 2003, running a cab service for business.

Singh, a software engineering student in his final year, decided to drive a cab as he was free for the day.

Coleman was charged with first degree murder.



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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

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Safety restraint violation involving person

under 16 . 3 points

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## Bustin It

By Larry Fisher



For the crotchety guys like me who decry many of today's modern advancements, a summer trip to Saratoga Springs, New York is usually the tonic for what ails me. As famed NY Herald Tribune and NY Times columnist, Red Smith, once said, "you drive north for about 175

miles, turn left on Union Avenue and go back 100 years." The county fair atmosphere of the track's grounds is the first thing that becomes apparent, from the red and white awnings to the musical groups playing New Orleans style jazz in between races. Words on a page don't do justice to the senses one experiences upon entering the gates on Nelson Avenue. I have likened it to the moment when I first entered the Polo Grounds or Yankee Stadium and saw the great expanse of ballpark and green grass. The "blue blood" ladies in their formal attire and hats alongside their men in business suits must be owners of horses or guests of owners. The young girls in skirts so small and tight attempt to walk easily in their impossibly high heels. And then there's guys like me, merely a small bit player in the overall race track scheme of things.

When Oscar Katz, one of the patriarchs of the taxi industry, was running Amalgamated Federal Credit Union, he was known to cruise the parking lots of Aqueduct and Belmont race tracks in search of taxi owners who spent their afternoons gambling. These medallion numbers were added to the list of medallion owners who

Mr Katz would not make loans to.

Mr Katz sadly missed out on a lot of fun. I'm there for the action, the betting, the cheering, the ups and downs of winning and losing. I have also owned very small pieces of horses including one that recently ran in Saratoga. My wife and

I planned a few days up in Saratoga in late July, and as luck would have it, my horse was carded for a big step up in class in a stakes race. His prior start was a win in a starters allowance race in which he won in impressive fashion and a quick time. Since I've never owned a piece of a horse at that level, this was cause for much excitement for me. My heart was beating a little faster and my smile was quite a bit wider. The day before the race was to be run, word came from the trainer that the horse would be scratched, would not run the race as it appeared he was not training in top form, according to the trainer. The emotional roller coaster of thoroughbred horse racing had commenced.

We enjoyed our few days in Saratoga anyway. The handicapping at the track was difficult, but the restaurants in town were excellent and varied so we were able to enjoy ourselves in any case. Later in the summer, I would be returning as a guest of a friend who rents an apartment near the track and close to downtown Saratoga. The fact that this would be Travers week made it even more appetizing. Travers Day in Saratoga is the highlight of the racing season, the Travers Stakes

sometimes called "the midsummer derby." It feels like late summer to me, but, hey, why quibble.

Fortune smiled down on me as my horse was entered in a high quality allowance race on Thursday of that week. Other horses entered included stakes winners and stakes quality runners. This was not an easy spot. Nonetheless, I was juiced. The race was carded for the 8th race and my horse was listed at 7-2 morning line odds, maybe third choice among the early oddsmakers. I got more juiced. One of the perks of being an owner is the chance to enter the paddock where the horses are saddled and shown to the crowd. Free parking and free entrance are other perks. I've been in the paddock at Belmont, but the number of people in the paddock at Saratoga was astounding for a race of this caliber. It got me juiced up even further. As the horses were paraded around, time seemed to pass very quickly, until the man in charge said, "riders up." At that, the jockeys mounted their horses with the help of their trainers and headed towards the track. My horse looked ready to roll.

My friend and I went inside the old building which has been in place since 1863 to watch the race as thousands of others have done. This time, we watched from where the other owners hung out, which, by the way, was very convivial. We root for all to come home safely, and if I can't

win, I hope you do. That's the spirit of the race track. As the countdown to the race entered the final minute, my excitement was easy to spot as my face was as bright as a fire truck. The horses loaded into the gate. Finally, the gate opened and my horse exploded out of there as if shot out of a cannon. He was in stride very early and the only question became was he going too fast. As he hit the half mile mark in this 6 1/2 furlong race, the timer says 44.59 and the six furlong mark is 1:09, stakes quality. And he still had the lead. In my heart, I know he had run too fast too early in this race to win, but still, he ran a hell of a race finishing fourth as he faded in mid stretch. Never in my life was I so enthused by a loss. The horse ran his eyeballs out and had the race been 6 furlongs, he would have won easily. Grandiosity got the better of me as I had thoughts of the Breeders Cup in November in Del Mar, California. I was pumped.

The next day, as I prepared to walk over to the track, the e-mail pinged my phone. The horse had torn a tendon and was done racing, though he will survive. The thrill he gave me will last a lifetime, and the dream of a top shelf horse was only made more powerful by his effort. So, next summer, when I make my way through the Nelson Avenue gates, maybe I'll have another horse who can compete at the top of the sport's levels. If not, just being there is good enough.

## A Millennial Saved \$100,000 With This Simple Habit

Amassing six figures in savings within a few years might seem impossible if you are mired in debt or don't make big bucks. But that's exactly what Richard Meadows pulled off last year at the age of 26.

The business journalist achieved his goal of saving \$100,000 in about four years — despite carrying student loan debt and working in a field "not known for lucrative salaries," he explained on his blog.

Accomplishing that goal involved multiple wealth-building methods — paying off his debts, teaching himself the basics of investing and overhauling his spending, for example. But Meadows traces his success back to starting a single simple habit: tracking his wealth.

As he recently told CNBC, "If you're not measuring something, then you don't have that feedback loop. You don't know whether you're heading in the right direction."

Meadows was writing about net worth for work when he became curious about his own. He computed his net worth only to find it was a negative

number. "My savings and other assets were completely wiped out by my debts — and then some," he wrote.

That realization prompted Meadows to scrutinize every aspect of his finances while keeping in mind his desire to ditch the traditional 9-to-5 work life. He also started tracking his net worth monthly, which helped keep him motivated along the way to his \$100,000 goal.

Your net worth is basically a dollar figure equal to your assets minus your liabilities. Or as Money Talks News founder Stacy Johnson puts it in "20 Top Tips for Less Labor, More Leisure," your net worth is what you own minus what you owe.

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So to compute your net worth, you must add up your assets and add up your liabilities. Then subtract your total liabilities from your total assets. That's it.

Examples of assets include the money in your bank and investment accounts, as well as the value of pos-

(Continued on Page 18)

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**Daus**

*(Continued from Page 14)*

to a car. AVs could potentially help people who are visually impaired or have certain physical disabilities. However, fully autonomous vehicles may turn out to be inaccessible for wheelchair passengers. Once you remove the driver, who is there to assist passengers in wheelchairs?

So what does it all mean for the taxicab and for-hire ground transportation industry? In my view, not much right now in terms of labor displacement or other major changes. However, the business relationships, underlying economics/financing and lawsuits involving AV players could have a profound impact on the viability of the smartphone app transportation companies in the market. In the short-term (next few years), the race to develop and patent AV designs/inventions has more to do with securing intellectual property rights now than with actually mass manufacturing or using AVs right away. For example, the lawsuit against Uber by Waymo, if it halts Uber's AV program, could be a huge blow to Uber's ability to compete against incumbent and new ground transportation players. Uber is likely counting on increasing or justifying its company valuation by landing the patent rights to its prototype vehicle (as well as ensuing manufacturing and related business deals). This would help Uber to raise more private capital or pave the way to an Initial Public

Offering, by continuing to subsidize driver earnings and fares to increase market share. The failure to do so, with billions in losses mounting, could lead to Uber losing market share, and may fuel the rise of other TNCs or a comeback of the incumbent taxi and for-hire industries.

In the mid-term (between 3 and 5 years from now), more AV testing may lead to partnerships where certain select players, like TNCs and car sharing companies, may begin deploying AVs before the widespread sale of personal AVs to the general public. However, for-hire or car-sharing (i.e. Car2Go) AV deployment would probably be limited to restricted lanes or geographic areas, and not likely in dense urban environments where taxis and FHV's thrive. We are more likely to first see AV buses and freight vehicles platooning on special highway lanes, and at confined areas such as airport premises, Disney, universities and retirement communities. AV technology will be here very quickly, with safe vehicles that work well, but the ability for the multitude of federal, state and local agencies to get on the same page to deploy them right away, will be challenging. We may get to levels 3 or 4 in less than 10 years for all vehicles on the road, but getting to that last level of removing the driver, will be a long stretch. So taxicab, TNC and for-hire drivers losing their jobs will not happen for a very long time. When AVs hit the road at level 5, it is

likely that all manufacturers will have them, so there will be a level playing field (TNCs, taxis and FHV's will all have the option to increase their profit margins by not having drivers). On the issue of insurance, CVs and higher levels of automation are likely to prompt significant reduction in insurance premiums and new insurance products that may benefit the independent contractor driver, with product liability for AV defects and other new forms of insurance being purchased potentially by transportation companies or auto manufactur-

ers. The increased safety options will minimize risks and lead to benefits on insurance sooner rather than later. Only time will tell when, where and how, but these are exciting times indeed, and AV/CV technology issues will eventually work themselves out – but not as quickly as the media and private tech companies say or would like. So, mothers everywhere need not worry about their children driving with “no hands” anytime soon, and for-hire drivers can breathe a sigh of relief that their jobs will be there for a long time to come.

**Man Found Guilty Of Murdering Merced Taxi Cab Driver**

It only took an hour for the jury to come to a verdict and end one family's two year wait for justice. Joseph Castrillo was found guilty of first degree murder for killing Merced taxi driver Dean Barker in 2015.

Castrillo was charged with the crime shortly after him and another man, Dante Woods, called Barker's cab company for a ride. Attorneys said Castrillo then shot Barker in the head three times.

Woods testified he saw Castrillo pull out the gun and shoot Barker. Castrillo's former stepmom also took the stand claiming Castrillo came to her apartment after the shooting and was bragging about the murder.

Ultimately, attorneys said the most crucial part of the trial was proving the shooting was intentional.

Prosecuting Attorney Larry Morse said, “Investigator Florez testified and mentioned trigger pull and how long it took to fire a gun three times was a very important testimony.”

The defense said this is not over

and they plan to file an appeal after sentencing.

“He still expresses his innocence in this, but we respect the jury and go from here,” said Defense Attorney Michael Coughlin.

Some members of Castrillo's family claim his former stepmom was lying when she testified, and said the jury did not take long enough to decide on the verdict.

Castrillo's grandmother Vicky Zepeda said, “Joseph is not a cold blooded murder-- far from it, they have the wrong person.”

The Barker family was emotional after the hearing and said they are glad this part of their tragedy is over.

“All you have is family-- that's the only thing you take with you. We're all going to get better after this, we're just glad this part's over,” said Dean Barker's son Michael Barker.

Castrillo is due back in court on November 1st for sentencing-- on that day; the Barker family will also be here to leave him with some final words.

**A Millennial**

*(Continued from Page 17)*

sessions you own, namely homes and vehicles.

Examples of liabilities include any outstanding debts, such as credit card debt and loans.

To track your net worth, create your own spreadsheet as Meadows did. Or, look for a budgeting app that features net worth computation. Some such apps are free.

Meadows' road to financial freedom is based on a universal financial lesson we often emphasize. Here is Meadows' take on it.

Stacy explains this concept in even simpler terms in “Want to Be Rich? Here's All the Advice You'll Ever Need, in 10 Simple Sentences”: Becoming wealthier each month is as simple as spending less than you make. And yes, you guessed it — getting poorer is as simple as spending more than you make.

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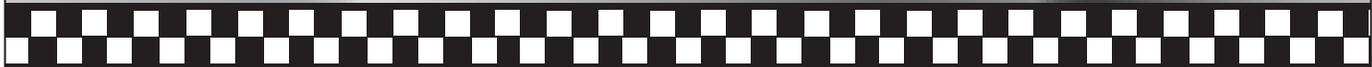
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## For 18 Hours, Cabby Sat Dead in Front Seat

At 12:34 p.m. last Tuesday, a taxi driver named Mehari Bokrezion pulled into an empty spot next to a basketball court in SoHo in Manhattan, beneath a sign that told cabbies they could park for an hour and get some relief. He closed his eyes. Soon, he took his last breath.

The life of the city went on around Mr. Bokrezion, an Eritrean immigrant who was 59 and who had driven a yellow taxi for the same company for almost half his life. Commuters spilled out of the Canal Street subway station and walked past the taxi. Drivers parked in front of him and behind him, stood on the sidewalk chatting, and then left. Workers left the swanky Soho Grand Hotel after their shifts, exiting through the employees' entrance, across the street from where Mr. Bokrezion sat.

Night fell. Down the street, the fabulous showed their drivers' licenses to get into Jimmy, the rooftop bar at the fancy James Hotel. And finally, on Wednesday morning, just after the sun rose, about 18 hours after parking, Mr. Bokrezion, known as a quiet, kind man who never made a fuss at work, was found.

"It's just so sad that so many people walked by during the day, and no one noticed," said Ramsey Ahmed, 33, who runs a nearby food cart. "It's just life in New York. Nobody really cares about anyone besides themselves."

The discovery was made by his wife and brother, who had been worried about Mr. Bokrezion and traced his GPS device with the help of his garage. His wife started crying, screaming, pounding on the window.

Cabs always parked in a neat line along the west side of the street, one of 38 taxi stands in Manhattan where drivers are allowed to rest for a short time without risking a ticket. Drivers always took power naps. Sure, the sign — "Taxi 1 Hour Limit Relief Stand" — indicated that rules were supposed to be followed, but on this part of Thompson Street, which makes an abrupt turn into Avenue of the Americas instead of heading straight into Canal Street, no one seems to have paid attention to the taxi that stayed a little longer.

Yet in some ways, Mr. Bokrezion's long wait to be found was just another example of how in this city of almost 8.6 million, the most crowded in the country, minding one's own business is an art form.

Despite the crowds, New York can sometimes feel like the most isolating place in the world, a city where a man spent as long as five hours riding the No. 1 subway line in 1999 before anyone realized that he, too, had died.

Mr. Bokrezion's family members could not be reached for this article. At some point, his family moved from Eritrea to America. He joined the taxi

company — Susan Maintenance Corp. — in Manhattan shortly after getting his taxi driver's license in 1991. As an independent contractor, he could drive as little or as much as he wanted. Mr. Bokrezion chose to never work weekends. He picked up a taxi in the morning, and almost always turned it in before 10 p.m.

Other taxi drivers said Mr. Bokrezion was the kind of friend who called when they were on vacation, just to check in. When he spotted a fellow driver walking through Pennsylvania Station, he sneaked up and joked that he needed a ride to Brooklyn. (It's taxi-driver humor; civilians might not understand.)

Mr. Bokrezion, who lived in the West Village, often showed up hours before his shift, to chat with friends at the two yellow picnic tables inside the Susan taxi garage, which had moved to Park Slope, Brooklyn, from Manhattan. It was a mini-United Nations, with drivers and dispatchers from countries like Senegal, Morocco and Haiti. Most frequently, the drivers talked about how tough it was to earn a living, with Uber looming over their livelihoods. August was also a slow month. Mr. Bokrezion said it was hard to find a fare.

On Tuesday, he took the subway to work like always. He checked with the company's insurance coordinator, Tony Hou, on whether a friend's driving violation had been cleared. Mr. Bokrezion then called the friend, who was on vacation overseas.

After getting a taxi, about 10 a.m., he drove to where he liked to start the day: La Guardia Airport in Queens, where he often waited for a customer for an hour. Mr. Bokrezion dropped his fare in TriBeCa, in Manhattan, just down the street from the Tribeca Grill.

Then Mr. Bokrezion drove less than a mile, to a neighborhood he knew well: The taxi stand on Thompson Street near the former home of Susan taxis.

The biggest buildings nearby were the two boutique hotels, the Soho Grand and the James, but the hotels' main entrances were on other sides. Down the street, a karaoke lounge advertised "a peaceful corner" on its brown awning.

Mr. Bokrezion parked carefully. His doors were locked. His windows were rolled up, almost all the way, but it was a pleasant day, in the mid-70s with scattered clouds. Mr. Bokrezion was sitting up. To anyone walking by, he seemed to be sleeping.

His cause of death would later be ruled natural, due to cardiovascular disease.

Throughout the day, people walked past Mr. Bokrezion's body, those with hair appointments at Haute Air, those with acupuncture appointments at Yupo Wellness, those just with someplace to be. Other taxi drivers

parked. They talked to one another on the sidewalk; they walked down the block for a snack and a bathroom break at Soho's Finest Market. After a time, they drove off.

Once the sun set, people showed up for Jimmy's, but it was a slow night, so there wasn't a line. Down the street, karaoke fans smoked cigarettes.

The night shift left; the day shift arrived. Mr. Ahmed walked by about 3:30 a.m. to set up his food cart for the morning rush. He saw Mr. Bokrezion, but thought nothing of it.

Franklin Lambert, 71, a taxi dispatcher, showed up at Susan taxis about 5 a.m. At some point in the next hour, Mr. Bokrezion's wife called Mr. Lambert and said her husband never came home. Mr. Lambert checked the taxi's GPS unit and saw that the car had not moved for almost a day. And he told Mr. Bokrezion's wife where the cab was parked.

She lived about a half-mile away. At around the same time, at 6:30 a.m., a passer-by noticed Mr. Bokre-

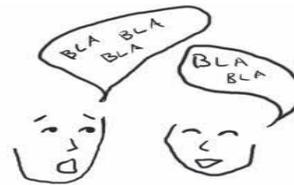
zion hadn't moved and called 911. Mr. Bokrezion's wife and brother arrived, finding Mr. Bokrezion. His wife broke down. Two others called 911. Workers with the city's Emergency Medical Services showed up and broke the car's window and unlocked the door. The police arrived.

Mr. Lambert drove over from Brooklyn. "Even myself, seeing her, seeing her around the cab, it was so painful," he said. "Such a painful thing to witness."

The authorities covered Mr. Bokrezion's body and hung yellow caution tape around the taxi stand. People gathered on the sidewalk, the hotel workers, the commuters.

But soon enough, the tape was pulled down. The taxis returned. All that remained of Mr. Bokrezion's time was a small pile of broken glass. People walking by just figured that the glass was left from a petty crime, from something stolen inside a car.

*Reprinted with permission from The Daily News.*



## QUOTEABLE QUOTES

*"It's really nobody's business where I sleep" and "I could go to my girlfriend's house or my wife's house. That's my personal business."*

Keith Lilly, a district leader in Harlem after being accused of living outside the district in violation of state law

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## 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.
Taxi	Avenue A & First Street	NE Corner

### 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
Taxis	49th St.	Newtown Rd & Northern Blvd.
Taxis	55th St.	Queens Blvd & Roosevelt Ave.
Taxis	Van Dam St.	Queens Blvd & Skillman Ave.
Taxis & FHVs	36th St.	Skillman & 43rd Aves.

**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!**



# LETTERS

(Continued from Page 8)

## Bail out

*Dear Taxi Dave,*

Yellow cab drivers are going through a quick sand. Daily income is down 30%. Ask your guest what is a chance that New York State to bail us out? Giving us a loan at 2.5% to pay back the mortgage on the medallion?

Thanx.

*Hawk*

## Uber

*Dear Taxi Dave,*

Uber is a mendacious scam perpetrated on the public, but particularly on the drivers, turning them into sharecroppers, while creating such incredible congestion in Manhattan, that now the drumbeat has begun again for Congestion Pricing. This is what 80,000+Plus App Cars looks like, New York. Bon Appetite, suckers.

*Chip*

## Taxi Stand

*Dear Taxi Dave,*

We need a taxi stand 37th and first Avenue north east corner lots of people in the morning get off the boats and they walk down 37th St. the cabs hover over there to wait for a fare.

*Veteran Cabbie*

## Hotel Management

*To hotel management;*

I'd like to know how you (the hotel

*Tommy*



Photo By David Pollack

# Fall Brings Art Back To The Park As 100 Artists Participate In The 87th Annual Washington Square Outdoor Art Exhibit Beginning Labor Day Weekend

## Odds and Ends

Photos By David Pollack



Hard to believe that fall is almost upon us! But with that, comes the 87th annual fall show of the Washington Square Outdoor Art Exhibit, this year featuring 100 artists and artisans.

All types of art and crafts will be on display and on sale directly from the artists themselves, and this year will even feature hand blown glass. There's something for everyone!

Kick off your fall with art! One hundred exhibitors, including 14 new artists and artisans, will return to the sidewalks around Washington Square Park to showcase and sell their works directly to the public at the 87th annual Fall Show of the Washington Square Outdoor Art Exhibit (WSOAE). One of New York City's most eclectic and beloved outdoor events, the WSOAE takes place Labor Day weekend, September 2, 3, 4 and the following weekend, September 9 and 10, drawing thousands of art lovers each year. Each exhibitor is selected by a jury of fellow artists to ensure consistency of quality and diversity. For many artists, this event is a staple of their year and famed artists such as Ben Georgia, Richard Stalter and Susan Grisell are among the noteworthy names who have been featured in the show for over 20 years each. All registered artists are eligible to participate in several award categories by medium and "Best In Show."

Everything from painting, photography, sculpture, jewelry, glass, woodworking, ceramics, fiber, mixed media and even hand blown glass will be on display and on sale straight from the artists themselves. It's a wonderful event that brings together the art community as well as a diverse group of attendees including art lovers, tourists, faculty, students and anyone with an appreciation of art. The variety of fine artists exhibiting ensures that there is something available for everyone!

The show will take place at Uni-

versity Place starting on East 13th St. and continuing south to Waverly Place and the corner of Washington Square Park. This is a sidewalk show and is free to the public. Viewing and selling hours are noon to 6 pm each day.

This sidewalk show all began back in the spring of 1931 when Jackson Pollack, in need of rent money, brought several of his works down a few flights of stairs from his Greenwich Village studio to the sidewalk near Washington Square Park. His friend and fellow Greenwich Village artist Willem de Kooning, equally in need of funds, soon joined him. While no one knows how many paintings they sold that day, several art world luminaries such as Gertrude Vanderbilt Whitney, founder of the Whitney Museum of Art, and Alfred H. Barr, Jr., Director of the Museum of Modern Art took notice. They helped organize what has grown to become a beloved, twice a year (spring and fall) New York City institution.

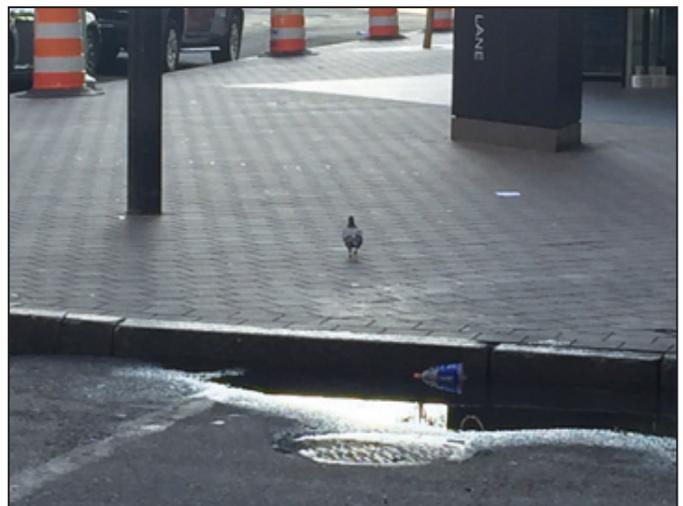
DETAILS: Washington Square Outdoor Art Exhibit, Inc. - Fall Show - [www.WSOAE.org](http://www.WSOAE.org)

DATES: September 2, 3 and 4 (Sat., Sun., Mon.) and September 9 and 10 (Sat. and Sun.)

TIMES: Noon to 6pm each day.

COST: Free to the Public

LOCATION: University Place starting on E. 13th and continuing south to the east side of the park to West 3rd Street. The southern end of the show encompasses Schwartz Plaza between NYU's Shimkin Hall and Bobst Library.



# 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	Manhattan Seaport Suites Hotel 219 Front Street between Pine & Wall Streets	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	between 6th & 7th Avenues	Maritime Hotel 363 W 16th Street at 9th Avenue	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)	between 6th & 7th Avenues	Marriott Financial Center Hotel 85 West Street between Albany & Carlisle Streets	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.	between 6th & 7th Avenues	Marriott East Side Hotel 525 Lexington Avenue between 48th & 49th Street	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.	between 6th & 7th Avenues	Marriott Marquis Hotel 1535 Broadway at 44th 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	between 6th & 7th Avenues	Mayfair Hotel 242 W 49th Street between 7th & 8th Avenues	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	between 6th & 7th Avenues	Metro Hotel 45 W 35th Street between 5th & 6th 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	between 6th & 7th Avenues	Doubletree Metropolitan Hotel 569 Lexington Avenue at 51st Street	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	between 6th & 7th Avenues	Michelangelo Hotel 152 W 51st Street between 6th & 7th Avenues	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	between 6th & 7th Avenues	Millford Plaza Hotel 270 W 45th Street at 8th Avenue	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	between 6th & 7th Avenues	Millennium Hilton Hotel 55 Church Street between Fulton & Day Streets	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	between 6th & 7th Avenues	Millennium Broadway Hotel 145 W 44th Street between 6th & 7th Aves	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	between 6th & 7th Avenues	Millennium UN Plaza Hotel 1 United Nations Plaza at 1st Avenue & 44th Street	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	between 6th & 7th Avenues	Murray Hill East Suites Hotel 149 E 39th Street between 3rd & Lexington Avenues	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	between 6th & 7th Avenues	Murray Hill Inn Hotel 143 E 30th Street between Lexington & Park 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	between 6th & 7th Avenues	Muse Hotel 130 W 46th Street between 6th & 7th Aves.	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.	between 6th & 7th Avenues	Palace Hotel 455 Madison Avenue between 50th & 51st Streets	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	between 6th & 7th Avenues	Novotel Hotel 226 W 52nd Street between 7th & 8th Avenues	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	between 6th & 7th Avenues	Paramount Hotel 235 W 46th 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	between 6th & 7th Avenues	Park Central Hotel 870 7th Avenue at 56th Street	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	between 6th & 7th Avenues	Park Savoy Hotel 158 E 58th Street between 6th & 7th Avenues	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	between 6th & 7th Avenues	Peninsula Hotel 700 5th Avenue at 55th Street	TriBeCa Grand Hotel 2 6th Avenue between White & Walker Streets
Comfort Inn Midtown Hotel 129 W 46th Street	(Hampshire Hotel) Quality Times Square Hotel		between 6th & 7th Avenues	Pennsylvania Hotel 401 7th Avenue between 32nd & 33rd Streets	Trump International Hotel 1 Central Park West at Columbus Circle
			between 6th & 7th Avenues	Pierre Hotel 2 E 61st Street at 5th Avenue	W Court Hotel 130 E 39th Street between Lexington & Park Avenues
			between 6th & 7th Avenues	Plaza Hotel 768 5th Avenue at Central Park South	W New York Hotel 541 Lexington Avenue at 49th Street
			between 6th & 7th Avenues	Plaza Athenee Hotel 37 E 64th Street between Madison & 5th Avenues	Waldorf Astoria Hotel 301 Park Avenue between 49th & 50th Streets
			between 6th & 7th Avenues	Radio City Suites Hotel 142 W 49th Street	Warwick Hotel 65 W 54th Street at 6th Avenue
			between 6th & 7th Avenues		Westin NEW York Grand Central 212 E 42nd Street between 2nd & 3rd Avenues

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# How Uber Could Help Fix The Subways

By David Pollack

**Ride-hail companies should collect the same 50-cent-per-trip MTA surcharge that taxis do**

The disrepair afflicting New York City's subways is rightly prompting angry rebukes from straphangers who want to know why the system is failing so badly. While it is tempting to blame funding shortfalls, the reality is that the Metropolitan Transportation Authority has done a poor job of

getting creative to generate revenue for subway maintenance.

For example, the MTA would add tens of millions of dollars to its coffers each year if it made Uber and other ride-hail companies pay the same 50-cent-per-trip surcharge that it collects from the city's yellow and

green taxis.

Forcing giants like Uber and Lyft to pay their fair share would provide a simple and sustainable way of generating hundreds of millions of dollars for subway repairs over the years to come.

It would not be a silver bullet, but it represents the kind of all-hands-on-deck approach that New Yorkers need at a time when so many are struggling to see a light at the end of the subway tunnel.

The MTA surcharge, first instituted in 2009, gives 50 cents from every yellow and green taxi fare directly to the MTA for mass transit

maintenance and repairs. It provides nearly \$100 million per year to help support our subways, buses and railways. It's no secret that Uber and other ride-hail companies are taking passengers away from the yellow and green taxis that provide much-needed support to the MTA. This means that the companies are boosting their own profits by shortchanging the MTA. It is only fair that Uber and Lyft are held to the same standards as the rest of the industry and make up that deficiency.

Uber and other transportation network companies have never paid this surcharge. They pay sales tax instead and have long argued to keep it that way. But there are two huge reasons why that tax does not do nearly as much to help our city's subway system.

First, unlike the surcharge paid by taxis, sales tax goes into the state's general coffers, not to the MTA. The reality is that only a small fraction of those taxes can even be used to support mass transit. At a time of crisis, this is simply not the kind of approach that New Yorkers are looking for from their city and state officials.

Second, because not all sales tax goes to the MTA, each Uber and Lyft trip does not generate nearly as much as a taxi trip to help fund the subway. MTA Chief Financial Officer Robert Foran has said that the average Uber fare would have to skyrocket to \$133 for the sales tax to generate as much money for the MTA as the taxi surcharge does.

Let's not forget that Uber is valued at around \$70 billion—more than four times the MTA's 2017 operating budget—and Lyft is valued at over \$7 billion and quickly growing. It is absurd to think that these companies cannot afford to hand over 50 cents per ride to support mass transit, just as taxis have been doing for years.

Last year, Uber celebrated 100 million trips in New York City—but it might as well have celebrated taking millions of dollars away from a subway system that is falling apart with each passing day.

City and state officials have the power to change that now. They must act by requiring Uber, Lyft and companies like them to finally pay the MTA surcharge and help fix the transit infrastructure they have been shortchanging for far too long.

*David Pollack is president of the Taxicab Service Association, an association of credit union lenders that finance yellow taxi medallions.*



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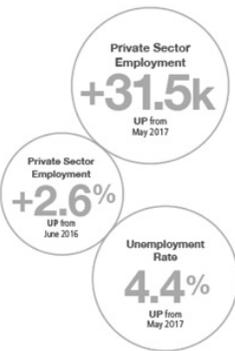
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# NYC ECONOMY

## 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.

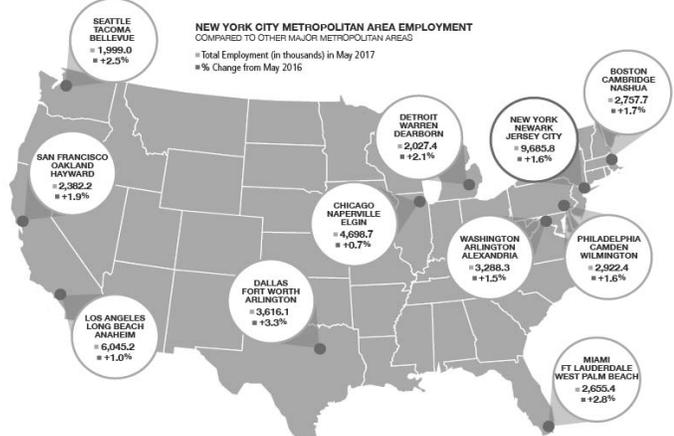
*Note: Monthly employment data are seasonally adjusted by OMB*

*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*

INDUSTRY	EMPLOYMENT (in thousands)			
	June 2017	May 2017	Percent Month Change	Year-Over-Year Change
<b>FINANCE</b>	473	471	-0.2%	-0.3%
Finance & Insurance	337	337	0.0%	-0.3%
Securities	179	177	0.7%	0.4%
Banking	99	99	0.2%	-0.5%
Other	60	60	-1.1%	-2.1%
Real Estate/Rental/Leasing	135	135	0.3%	0.0%
<b>SERVICES</b>	2,666	2,636	1.2%	4.1%
Information	192	189	-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	350	351	3.5%	2.8%
Health Care/Social Assistance	714	708	0.0%	4.8%
Arts/Entertainment/Recreation	92	89	3.2%	7.8%
Accommodation/Food	305	306	1.8%	3.7%
Other	192	193	-0.1%	2.8%
<b>TRADE</b>	487	490	-0.6%	-1.7%
Retail Trade	349	349	-0.8%	-0.7%
Wholesale	140	141	-0.3%	-0.8%
<b>MANUFACTURING</b>	73	74	-1.0%	-3.0%
<b>TRANSPORTATION AND UTILITIES</b>	134	136	-0.8%	-0.6%
CONSTRUCTION	162	149	1.0%	3.9%
PERGATE	3,086	3,064	0.0%	2.6%
GOVERNMENT	563	564	0.0%	0.2%
<b>TOTAL</b>	4,438	4,400	0.7%	2.3%

New York State Department of Labor.



Source: U.S. Bureau of Labor Statistics.

## Average Gas Prices As of August 31, 2017

	Regular	Mid	Premium	Diesel
New York Current	\$2.538	\$2.767	\$2.972	\$2.718
Week Ago	\$2.472	\$2.736	\$2.937	\$2.703
Month Ago	\$2.450	\$2.709	\$2.915	\$2.661
Year Ago	\$2.337	\$2.585	\$2.793	\$2.541

## Finance

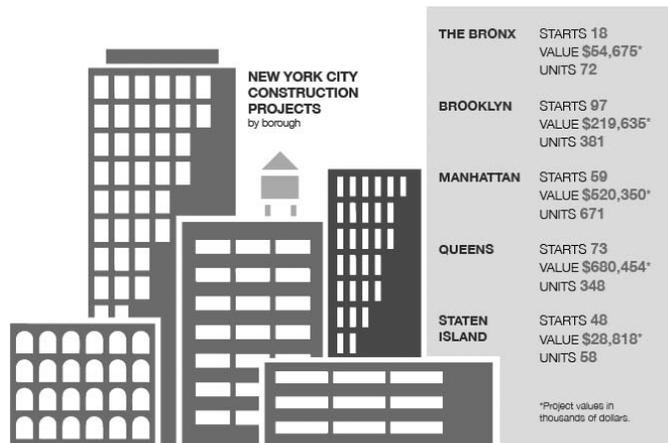


The gross city product expresses the total value of goods and services produced in New York City. Gross city product grew at an annual pace of 2.1% in the last quarter of 2016, reaching \$683.2 billion, the fastest annualized rate of quarterly growth since the third quarter of 2014. This follows five 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%

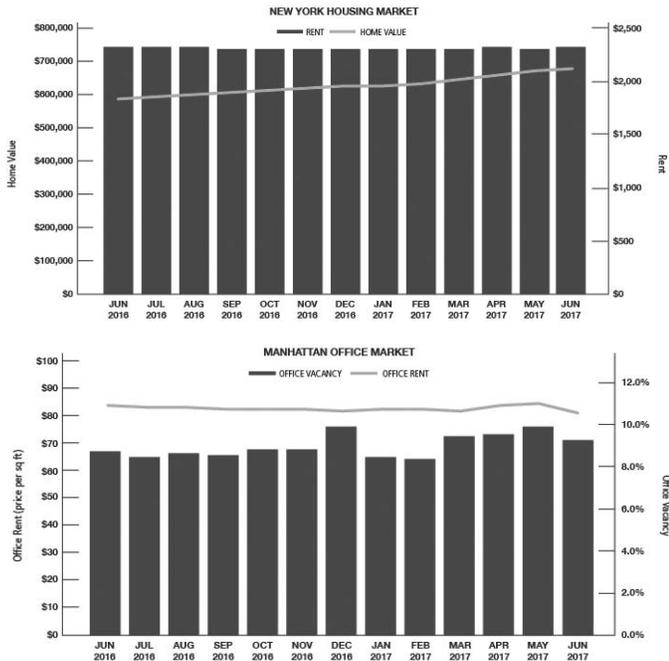
*(Continued on Page 30)*

# NYC ECONOMY

(Continued from Page 29)

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.

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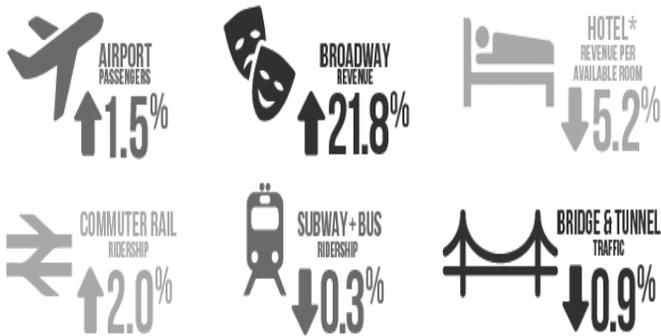


Sources: Zillow; Cushman & Wakefield

## 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.

## Home Prices

Home-price growth flattened across the U.S. in May, a sign that the rapid upward trajectory in the cost of buying a home may finally be coming to an end.

## Mobile Banking Use Influences Other Channels

Mobile banking usage grew 34% in less than a decade according to research from Lombard, Ill.-based Raddon, a Fiserv Company. The study also recommends how to optimize the technology.

The report, "Raddon Research Insights: Grappling with Mobile Banking Engagement Issues," found that mobile banking usage grew from 7% of all consumers in 2010 to 41% of all consumers today. As the ubiquity of the service grows, differences in how consumers use the service become more important to a financial institution's overall strategy.

## 16 Spectacular Things To Do In NYC This September

That crisp morning breeze can only mean one thing: the best season of the year has finally arrived. Fall in New York is a sacred time, a respite from the air conditioners and radiators that otherwise rule our lives, and some of the best happenings of the year are on this September calendar. Get ready for afrobeat shows, mind-bending futurist exhibitions, entire fleets of food trucks, and the world's greatest drag queens. Whatever you're into, it's all in here, so click through and get yourself a taste. Put your Game of Thrones fanfic on hold and get out of the coffee shop; it's time to make some plans.

1. For most of us, the word "Dada" either conjures up the image of a bike wheel stool or triggers a Freudian episode. But for the seasoned aesthetes out there, dada is best encapsulated by the surreal nocturnal works of Max Ernst, the German painter, sculptor, writer, and collage artist that made it his personal mission to shatter the boundaries of 20th Century art. Ernst's works very frequently leap off the canvas and out of the frame, perhaps most famously in his brilliant *Two Children Are Threatened By A Nightingale*, which hangs as a part of MoMA's permanent collection. This month, though, MoMA is upping their Ernst game considerably with an entirely new exhibition of some of his best and rarest pieces. Max Ernst: *Beyond Painting* will feature collages, frottages, collage novels, sculptures of stone and bronze, prints, notebooks, and even a text of secret hieroglyphic script that only Ernst could translate.

Opens September 23rd // MoMA, 11 West 53rd Street, Manhattan // Admission \$14-25.

2. Even with fans like Georgia O'Keeffe, Berenice Abbott, and Alfred Stieglitz, Todd Webb remains criminally under-appreciated. Through the medium of black and white large format photography, Webb captured sprawling growth and change on the streets of New York City during the post-war era. Eschewing self-promotion and marketing of any form, Webb toiled

away in poverty, and his work has only recently received some long-overdue credit. Over 100 of his images are currently on display at the Museum of the City of New York; it's the largest major exhibition of his photographs since 1946, and your chance to see it ends September 4th. For local history buffs and lovers of great photography alike, Webb is a fresh chance to see New York beautifully rendered in one of its most dynamic moments. See it all before it's gone.

Show ends Monday, September 4th // MCNY, 1220 5th Ave and 103rd Street, Manhattan // Suggested admission for adults is \$18.

3. After three years adrift and a couple of subpar imitations the Seaport Music Festival will make its triumphant return to Lower Manhattan on September 7th to celebrate its 15th anniversary with four straight days of waterfront music and more. The free, all-ages concert series kicks off on September 7th, and features artists such as Ted Leo + The Pharmacists, Big Huge, The Make-Up, James Chance & The Contortions, Martin Rev (the surviving member of Suicide) and more. There will also be film screenings and comedy, and something called *Wet Clutch*, described as "an immersive drive-in dance experience that reinterprets and remixes movie heroines from the last four decades of American film."

This year, each night is curated by an individual tastemaker (schedule tba), with at least one lineup selected by Seaport veteran Ted Leo. Leo, who has a very promising new album out on September 8th, has played six separate Seaport Festivals, bringing with him some sort of extreme weather/power grid event on almost every occasion. So bring an umbrella, or a back-up generator, and enjoy! (Jake Offenhardt)

Thursday-Sunday, September 7-10th, 12 p.m. - 10 p.m. // South Street Seaport Museum at Pier 16, Manhattan // Free.

4. Socialism, cigarettes, and sadness aren't just pillars of your roommate's personal aesthetic,

(Continued on Page 31)

# 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!



## September Book Signings



**Alan Cumming, award winning actor,**  
*signing copies of The Adventures of Honey & Leon*  
9/11/17 7:00 PM at Barnes & Noble  
East 86th Street. New York, NY.  
9/13/17 8:00 PM at The National Arts Club  
Gramercy Park South. New York, NY.  
9/18/17 7:00 PM at The Cinema Arts Centre  
Park Avenue. Huntington, NY.

## 16 Spectacular

(Continued from Page 30)

they're key themes in films running during BAM's Plus Ca Change, a nine-day celebration of the newest of French New Wave, from Godard and Resnais to Varda. Proving that New Wave has remained relevant long after the '60s, each film in BAM's series is paired with a 21st century piece, giving all you youngsters a chance to dig into on-screen ennui with plenty of contemporary signifiers. You might even spot a smartphone. The can't-miss feature here is *Va Savoir*, Jacques Rivette's 2001 masterpiece that follows the tempestuous lives of a romantic crowd as they hunt down a bit of old treasure. It's sexy, hilarious, and damn near perfect.

Films run September 8-17; showtimes vary // BAM Cinemas, 30 Lafayette Avenue, Brooklyn // Tickets \$7.50 and up.

5. Industry City plus Queens Night market multiplied by Rock N Roll equals what more could you ask for? This month, for one night only, the multicultural (and always crowded) night market will relocate to Sunset Park inside the gorgeous halls and courtyards of Industry City for a bazaar that promises rock-themed costume contests, music video singalongs, air guitar battles, ample drink choices and, of course, all that food.

Eats like Japanese karaage cones, Nigerian jollof, Portuguese pasteis, Filipino rice bowls, and good old American ice cream will be on hand so that you can keep your rock muscles fully charged throughout the night. Local artist and vendors will also be peddling their wares and there'll even be a mixtape swap meet station, so work on your "Panama," arrive hungry, Eat 'em and Smile.

Saturday, September 9th, 5 p.m. - midnight // Industry City, 274 36th Street, Brooklyn // Free registration!

6. It doesn't matter if you're an Instagram weekend warrior or a seasoned professional: Photoville is a can't-miss event for anyone who gives a damn about photography. Returning once again to Brooklyn Bridge Plaza, the 11-day event will feature a multitude of exhibitions housed in industrial shipping containers, plus clinics on how to improve your technique, free opportunities to try out high-end gear from Leica on photowalks around DUMBO, and panel discussions featuring some of the best photographers working today.

High on our list of things to see is Nichole Sobecki's *A Climate for Conflict*, an in-depth look at how climate change is putting Somalia at risk, as well as *Newest Americans*, a meditation on the lives of refugees and immigrants created by the members of VII Photo Agency. This year's star guest is former White House photographer Pete Souza, who will sit down for a discussion of his past work documenting President Obama at a panel on Saturday, September 16th.

Photoville runs from September 13-24; hours vary // Brooklyn Bridge Plaza // free.

7. Transgender characters, themes, and directors have been a key part of cinematic discourse many decades, yet these movies too often get passed over by critics' lists and the algorithms that rule our streaming services. Anthology Film Archives is rightly doing its part to smash the patriarchy and blur the gender binary with *The Cinema of Gender Transgression: Trans Film*, an ongoing series highlighting mo-

(Continued on Page 32)

**Hillary Clinton, former First Lady,**  
*signing copies of What Happened*  
9/12/17 11:00 AM at Barnes & Noble  
Union Square. New York, NY.

**Maria Sharapova, tennis superstar,**  
*signing copies of Unstoppable*  
9/12/17 Noon at Barnes & Noble  
Fifth Avenue. New York, NY.

**Gucci Mane, rapper,**  
*signing copies of The Autobiography of Gucci Mane*  
9/19/17 11:30 AM at Barnes & Noble  
Fifth Avenue. New York, NY.

**Patti Smith, singer/songwriter,**  
*signing copies of Devotion (Why I Write)*  
9/19/17 7:00 PM at Barnes & Noble  
Union Square. New York, NY.

**Art Garfunkel, singer/songwriter,**  
*signing copies of What Is It All But Luminous*  
9/26/17 12:30 PM at Barnes & Noble  
Fifth Avenue. New York, NY.  
9/28/17 7:30 PM at the 92nd Street Y.  
Lexington Avenue. New York, NY.

**Alex Guarnaschelli, star of "Chopped",**  
*signing copies of The Home Cook*  
9/26/17 at Macy's  
West 34th Street. New York, NY.

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## 16 Spectacular

(Continued from Page 31)

tion pictures that engage with trans experiences. During the middle of the month you'll be able to catch screenings of Harry Dodge & Silas Howard's spectacular 88 minute *By Hook or By Crook*, along with *Homotopia* and *Criminal Queers*, the last of which imagines a future in which queer/trans people everywhere battle to bring down the prison industrial complex.

Series runs September 15-25; showtimes vary // Anthology Film Archives, 32 Second Avenue, Manhattan // Tickets \$7-11

8. The novelty has worn off by now, but there's still no denying that some of the best food in this city gets peddled out the side of four-wheeled vehicles. Whether it's lunchtime in Midtown or past bar close on Bogart Street, a food truck has probably saved your life or the lives of people you love. The very best truck cooks in NYC will duke it out again at this year's Vendy Awards, which will pack dozens of mobile kitchens onto Governors Island.

Categories of competition will include Best Rookie, Best Market Vendor, Best Dessert Vendor, and, of course Bad Hombres. Proceeds from the day goes towards the infinitely admirable Street Vendor Project, which advocates for trucks and carts that have been forced to battle uphill against city bureaucracy in the (sometimes decades-long) work of getting a legal permit. Take a look at last year's spread and get your ticket now.

Saturday, September 16th, 12:30 p.m. - 5 p.m. // Governors Island // Tickets \$60-1600.

9. Gramercy may be home to the least-welcoming park in New York City, but it's got an undeniably great food scene and the Taste of Gramercy Neighborhood is your best chance to check it all out. Twenty restaurants and food vendors will be set up in tents along Irving Place for a day-long super-buffet of tasty eats from the likes of Wagamama, Le Coq Rico, and Beechers. Proceeds from the day will go to benefit meal programs at public schools, and any and all

(Continued on Page 36)

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# TAXI NEWS FROM AROUND THE WORLD

## Gett Buys Route-Finding Israeli Startup

Israeli startup Streetsmart, which helps drivers find the quickest route to their passengers and destinations, gets bought out by Gett.

Gett, previously known as GetTaxi, bought the new Israeli startup Streetsmart, an app which helps drivers find the quickest path to their destination, in real time.

Gett, operating in over 100 cities around the world, connects customers with transportation, goods, and services. Its most popular use is helping

would-be passengers find a taxi near them.

“Such a talented group of people will be an asset to Gett’s existing artificial intelligence staff,” Gett Deputy CEO Boris Kornfeld said. “Streetsmart’s technology will help us retain our position as technology leaders in Israel and the world.

“Embedding Streetsmart’s technology will help us improve the service we provide drivers and passengers alike.

“For the past two years, I have led Streetsmart’s strong staff and innovative technology - exactly what every successful startup needs. Streetsmart has developed a unique technology which helps New York taxi drivers make the

most efficient use of their time.

“We are thankful for the opportunity to provide our technology to the hundreds of thousands of taxi drivers already working with Gett, and for the ability to contribute and influence everyone’s lives.”

## 16 Spectacular

(Continued from Page 32)

leftovers will be donated to the Bowery Mission and turned into meals for the homeless.

Saturday, September 16th; 12-4 p.m. // Irving Place between 17th and 18th Streets, Manhattan // Tickets \$30-70.

10. It all could have been so, so different. New York City as we know it is the result of millions of design decisions both mammoth and minuscule, and with Never Built New York, the Queens Museum wants you to consider the forgotten alternatives. Using original drawings, blueprints, models, and installations, the exhibition offers a vision of New York with a football stadium planted in Manhattan, apartments squeezed into bridge towers, and an airport suspended high above the streets. The goal of the show is to dislodge your sense of certainty in our current urban infrastructure and imagine something weirder, more whimsical, and, entirely possible. One can’t-miss item is Buckminster Fuller’s geodesic dome, which he hoped would shield Midtown from pollution and inclement weather (the savings on snow removal, he thought, would pay for the dome in only 10 years).

Opens September 17th and runs through February 2018 // Queens Museum, Flushing Meadows Corona Park, Queens // Suggested Admission \$8.

11. It’s all about the future at World’s Fair Nano. Future drones, future VR, future racing, future pens, future talks, future dating, future computers, future paintings, future gaming, future flirting, future art, future food, future music, future beer, future Tim Kaine, future coffee, future farming, and even future DJs. The event promises to be a joyride for the digitally-interested who can’t wait to suit up in the latest augmented reality gear and nibble on highly efficient cricket powder while racing skateboards on a digital plane. It’s part amusement park, part much-cooler TED Talk with plenty of strange wonder thrown in. Bring your hoverboard and figure out for yourself if the replicants are either a benefit or a hazard.

Saturday-Sunday, September 16-17th, 10 a.m. - 7 p.m. // Brooklyn Expo Center, 72 Noble Street, Brooklyn // Tickets \$58-368.

12. With its gorgeous orchestral chords and staccato celestial piano, the music of New York-based

(Continued on Page 38)

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**ALADDIN**  
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Broadhurst Theatre  
235 West 44th Street

**ARTHUR MILLER'S  
THE PRICE**  
American Airlines Theatre  
227 West 42nd Street

**BANDSTAND**  
Bernard B. Jacobs Theatre  
242 West 45th Street

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Stephen Sondheim Theatre  
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**THE BOOK OF MORMON**  
Eugene O'Neil Theatre  
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Longacre Theatre  
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**CATS**  
Neil Simon Theatre  
250 West 52nd Street

**CHARLIE AND THE  
CHOCOLATE FACTORY**  
Lunt-Fontanne Theatre  
205 West 46th Street

**CHICAGO**  
Ambassador Theatre  
219 West 49th Street

**COME FROM AWAY**  
Schoenfeld Theatre  
236 West 45th Street

**DEAR EVAN HANSON**  
Belasco Theatre  
111 West 44th Street

**FROZEN**  
St. James Theatre  
246 West 44th Street

**THE GREAT COMET**  
Imperial Theatre  
249 W 45th Street

**GROUNDHOG DAY**  
August Wilson Theatre  
245 West 52nd Street

**HAMILTON**  
Richard Rodgers Theatre

226 West 46th Street

**HELLO DOLLY**  
Shubert Theatre  
225 W 44th Street

**INDECENT**  
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**THE PHANTOM OF  
THE OPERA**  
Majestic Theatre  
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**THE PLAY THAT GOES WRONG**  
Lyceum Theatre  
149 West 45th Street

**SCHOOL OF ROCK**  
Winter Garden Theatre  
1634 Broadway

**SIX DEGREES OF SEPARATION**  
Ethel Barrymore Theatre  
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(Continued on Page 38)

## Off Broadway Shows

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210 W 50th Street

**CRY HAVOC!**  
New Ohio Theatre  
154 Christopher Street

**CURVY WIDOW**  
Westside Theatre  
407 W 43rd Street

**DEAR JANE**  
Clurman Theatre  
410 West 44nd Street

**THE DOZEN DIVAS SHOW**  
Metropolitan Room  
34 West 22nd Street

**ENDANGERED! THE MUSICAL**  
Davenport Theatre  
354 West 45th Street

**ERNEST SHACKLETON  
LOVES ME**  
Tony Kiser Theater  
305 West 43rd Street

**THE FANTASTICKS**  
Snapple Theater Center  
210 West 50th Street

**GAZILLION BUBBLE SHOW**  
New World Stages  
340 West 55th Street

**GENTLY DOWN THE STREAM**  
Public Theater  
425 Lafayette Street

**GHOST LIGHT**  
Claire Tow Theater  
150 West 56th Street

**GOODBYE BUDDY**  
Hudson Guild Theatre  
441 West 46th Street

**I LIKE IT LIKE THAT –  
A MUSICAL**  
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**THE LION, THE WITCH AND  
THE ROBBER BRIDEGROOM**  
Laura Pels Theatre  
111 W 46th Street

**LUCKY CHENG'S DRAG**

## 16 Spectacular

(Continued from Page 36)

songwriter David Moore is beauty distilled to its essence. Moore composes, records, and tours under the name Bing and Ruth. A favorite of WNYC and Pitchfork (along with Gothamist), Bing and Ruth's sound takes a path between Brian Eno, Philip Glass, Brad Mehldau, and Nils Frahm; piano motifs swell as they gradually distort and morph from minor to major. Emotions rise like towering waves only to crash softly as ripples. This sonic ocean will flood the basement of Le Poisson Rouge as Bing and Ruth plays a rare live show.

Wednesday, September 20th, 6 p.m. // Le Poisson Rouge, 158 Bleecker Street, Manhattan // Tickets \$15-20.

13. Carrying the same torch his father lit over 40 years ago, Seun Kuti blends hypnotic Nigerian Afrobeat with modern flavors to create a sound all his own. Count on hypnotic drum beats, flowing horn lines, razor wire guitar, and the spirit of the legendary Fela smiling down on the bandleader as he brings his Egypt 80 ensemble to Brooklyn Bowl for a night of jams that push way beyond the 10-minute mark. Seun's music is your best chance at traveling back to the Old Afrika Shrine, where Fela and his players would tear through sets that lasted through the night and long into the next day. It's impossible to duplicate that old magic, but this is still going to be one hell of a show.

Wednesday, September 20th, 6 p.m. // Brooklyn Bowl, 61 Wythe Avenue, Brooklyn // Tickets \$20.

14. Spines will be broken and pages will be ripped at this year's Art Book Fair, which will bring boutique publishers and genre-bending artists from all over the world to MoMA PS1 for three days of printed brilliance that puts your tumblr archive to shame. Seriously, the Art Book Fair is a perfect chance to get your Online-infected brain away from the screen and into the middle of a brand new world, whether that be a limited-run photobook, a limited-run zine, or a limited-run coffee table tome dedicated to corncobs and donuts (yeah, you read that right). Booths representing 32 countries will wind

throughout PS1's exhibit halls and outdoor dome, and you can bet the people watching will be on point as well. If you're looking to get back in touch with the cool kids, grab your top 3 favorite totes and get to Queens.

Fair runs Friday, September 22 1-7 p.m.; Saturday, September 23 11 a.m. - 9 p.m.; Sunday, September 24, 11 a.m. - 7 p.m. // MoMA PS1, 22-25 Jackson Avenue, Long Island City, Queens // Free Entry.

15. Stay out late and get weird at New York's greatest festival of all things drag. Bushwig is back for another year and will serve up 48 hours of gender-bending fashion, live shows, and dance routines as filthy and fabulous queen contestants vie for the top slot. The party is returning to the Knockdown center, which last year proved itself to be an ideal spot for the ever-growing party. Now in its 5th year, the party is bringing in Thorgy Thor, Horrorchata, Dita Ritz, Merrie Cherry, Aquaria, and dozens of other performers that have attained household name status in the drag community. And of course, you can count on the attendees to be in top form as well. Don't be seen without a proper wig and some lashes, darlings. (P.S. keep an eye out for afterparties!)

Saturday and Sunday, September 23rd and 24th, 1 p.m. -- 11 p.m. // Knockdown Center, 52-19 Flushing Avenue, Queens // Tickets \$30-65.

16. Earlier this year, pioneering emogoofooballs Cap'n Jazz announced they'd be reuniting (again) for an eight-date tour, including one show at new venue Brooklyn Steele. This is good news for people who like skittish punk songs about burritos and toe jam and, more generally, for anyone who appreciates live music put on by hugely influential avant-garde oddballs. Since their breakup in 1995, members of Cap'n Jazz have gone on to play in American Football, Owen, Owls, Joan of Arc, and The Promise Ring. As Brooklyn Vegan points out, several of those bands have recently embarked on their own reunion tours, and Joan of Arc just put out a delightful album. The Emo Revival is dead. Long live the Emo Revival. (Jake Offenhartz)

Saturday, September 23rd, 7 p.m. // Brooklyn Steele, 319 Frost Street, Brooklyn // Tickets \$27

## 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 Mulberry St  
**Kehila Kedosha Jania Museum**-280 Broome St  
**Luxce Project** 53 Stanton St  
**The Morgan Library and Museum**-225 Madison Ave.  
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 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 111th St.  
**Rubin Museum of Art**-150 West 17th Street  
**Skyscraper Museum** - 39 Battery Place  
**South Street Seaport Museum** - 12 Fulton Street

## 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

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