

TAXI

INSIDER

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EDITORIAL

By David Pollack

AN HONEST BUSINESS, A BRONX CHEER & A DRINK

Recently I went on a vacation to Florida and other locations. Here are a few of my experiences: I get into a yellow cab in Tampa Florida on the way to the airport and engage the driver in conversation. His name is Eli and he has been driving yellow in Tampa for 29 years. That was before there was a modern airport, before there was a new center for the arts, before a major arena, before 5 star hotels and before the Tampa Waterfront/RiverWalk and surrounding downtown was modernized. “The yellow cab business was always an honest business, that was until UBER came here,” Eli said.

Eli believes that UBER “is the choice of convicted felons on weapons and drug charges. I know of two gents who could

not drive a yellow cab in Tampa because of their felony convictions, yet they were approved to drive for UBER with \$250 down for everything.” We all want to help people get to work in society, but would you allow your children in a vehicle without knowing the driver’s background?

At another location we took a minivan cab from my hotel to the beach for \$15.00. After a few hours at the beach and a little Salsa & Salsa we walked to the taxi line for a cab back to our hotel. I asked for a minivan and the cab driver of the minivan tells me that this is a “special cab and the fare will be \$50.00.” Let’s just say I gave him a Bronx cheer. You don’t mess with
(Continued on Page 4)



Demonstration At City Hall

Photos by David Pollack



See Page 8 for more photos.



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LETTERS



Street Hail

Dear Taxi Dave,

Original laws giving exclusive rights to medalion owners were meant to create taxis to serve the people of the city by allowing the taxis to cruise throughout the city to pick up fares. Street hail is a term used in connection with a vehicle that is cruising or waiting to be summoned to transport a person. Whether that person is outside or not is irrelevant. The taxis on the street are what the law allows to be hired by hail. The law was meant this way, the rule makers would have surely known that it would be impossible to enforce any rule that needed to determine whether a person was inside or outside of a building.

Michael Simon

Off Duty Lights

To Taxi Dave,

People need to see the taxi rates on the side doors of cabs so they can access if they have the necessary money in their pockets or on their credit cards to take the cab. The careless ways of government is very provocative. Small tires on the NV200 is one reason why people have said to me that they don't like the NV200. Society needs very thoughtful people promenading on city streets being safe and careful. Policies that diminish the thoughtful ways of the public endangers the public safety. People need to know without any uncertainty if a taxi is potentially available. Therefore the public needs the Off Duty lights on taxis restored.

Frank

Taxi App

Dear Taxi Dave,

Just used my Arro app to the airport. I chose the wheelchair option to get a bigger yellow cab. The taxi came fast, in under 5 minutes. I got the airport with time to spare, but the car did have a bumpy-ride.

M.S.

Street Hails

Dear Taxi Dave,

It is important for people considering to take a taxi to see the rates on the side doors. People need to consider if they can readily afford the ride. The more short rides the merrier.

Who Loves Ya Baby.

Frank C

Tunnels

Dear Taxi Dave,

Hey Dept. of Trans. (DOT) & Bridge & Tunnel Authority (BTA)! It's nice that you spent a millions of \$'s on changing the lights & tiles in the tunnels, but how about the roads in general inside the tunnels?

Tommy

Clubs Avenue & 1 Oak

Dear Taxi Dave,

Since when can the clubs on 10 ave between 17/18 have permission to close the street on 17 between 9 & 10? AND use the taxi stand as their personal parking spots for Uber's? I to pick up club

goers? I don't see no permit allowing this.

Tommy N.

Please Ask Sam To Fix NYC Traffic

Dear Taxi Dave,

Traffic is CRAZY!!! We NEED Gridlock Sam's help!

Davey

Larger Hack License

Dear Taxi Dave,

I used to get into the back of a yellow cab and immediately looked to see the drivers name and picture. As I sit in the back of my taxi I cannot read my own name. The print of my name is much too small. It was always important to associate the name of the driver with his picture. With the larger taxi license I would hear people call me by my first name. I have not heard anyone call me by my first name in years.

Frank C

Public Confidence

Dear Taxi Dave,

Knowing the business inspires a sense of trust and confidence. Passengers need to see the rates on the side door. Passengers need to see quickly upon entering a taxi the drivers name and picture. They need to talk to the driver. The driver needs to talk to the passenger. There needs to be a common ground of mutual trust.

Frank C

Leg Cramps

Dear Taxi Dave,

A driver for 10 years sent this email to The Taxi Dave Show stating that he gets leg cramps in his left leg from non-usage. He wanted to know what to do about it.

When an unsafe driver forces a defensive minded taxi driver to use the brakes or accelerate to avoid unsafe conditions the right foot has to push the pedals forward. The left foot is a passive participant. But there has to be some need to also feel for pushing the left foot forward.

Over the past ten years I have experienced left calf cramps. The cramps occur while sleeping or driving. The cramp will suddenly occur. Maybe other taxi drivers have also suffered with left calf cramps?

The Taxi Dave Show received responses like this:

A caller told all drivers to curl their left toes whenever they can when in the car and that will help with cramping in the future. Another said to drink tonic water to help with the cramps. Quinine which is tonic water helps with muscle cramps. And reminded us that he MTA Taxes were due by Thursday April 20th. Yet another wrote: I get the left calf cramps. They hurt and wake me up. I was a lifeguard and certified scuba diver. Hold your left leg straight and bend your toes back.

Sincerely,
Meter Peter.

(Continued on Page 12)

TAXI INSIDER

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Insider News

OP-ED

By Alfonso D'Amato

The Mainstream Media Have Gone Mad



Ever since President Trump authorized a missile attack against the Syrian air base used to attack innocent civilians and children with chemical weapons, the mainstream media have bashed him for changing his position. They're out of their minds!

During the presidential campaign, Trump was opposed to entering the Syrian conflict, and he was right. But the situation has deteriorated to a point that it became obvious to the military that if the war were left unchecked, our U.S. interests and allies would be seriously jeopardized.

Kudos to you, Mr. President, for having the courage to listen to the professionals — in this case, military advisers. With our demonstrations of strength, we are sending a strong signal that the U.S. will no longer be bullied by tinhorn dictators and Russia. When a situation changes, every president has an obligation to analyze and make the appropriate decision, even if it represents changing a position due to the circumstances.

Trump's strong action in dropping the so-called "mother of all bombs" on the tunnels harboring ISIS fighters was the right thing to do, and sends a signal to those who have been encouraged over the past eight years to deal with the U.S. as if we were a paper tiger without the ability to defend our national interest and those of our allies.

The missile strikes against Syria were interpreted as a warning to North Korea. The real question is, will the irrational little madman, Kim Jong-un, get the message? That message got even clearer when China finally stepped in and told North Korea that if

it continued to conduct nuclear weapons or missile testing, it would likely face military action by the U.S.

The People's Daily, the Communist Party of China's official paper, stated, "Not only is Washington brimming with confidence and arrogance following the missile attacks on Syria, but Trump is also willing to be regarded as a man who honors his promises." China made it clear that the United States will not co-exist with a nuclear-armed Pyongyang, and that China is prepared to finally abide by sanctions against North Korea as a sign of good will.

North Korea has taken an aggressive stance since the Syria missile strike, promising to counteract any military moves by the U.S., and even going as far as to say that the country was "ready for war."

Now that China is acting in accordance with the U.S., however, this may be a fight that North Korea is not willing to start. According to reports, the U.S. has deployed the USS Carl Vinson aircraft carrier and several other battleships from Singapore to the Korean peninsula. In addition, China has reportedly moved 150,000 troops in preparation for a wave of possible refugees in the event of an attack.

Trump seems to have turned relations around with Chinese President Xi Jinping. During the Obama administration, the relationship between China and the U.S. was often described as "strained" or "rocky." In just three months, feelings have changed drastically.

Trump stated that he and Xi have a "good chemistry," and he recently announced that China offered a sign of solidarity by turning away North Korean coal ships and returning them to their home port of Nampo.

This is not only a rebuttal to the Trump administration, which has complained that China isn't doing its part to adhere to sanctions and stop North Korea's nuclear program. It is also a gesture that China is willing to ease tensions with the U.S. According to reports, the U.S. is in talks with China to begin selling coal to China again. This would be the first time coal would be exported to China since 2014.

Trump has already proven that we are not afraid to once again utilize our military might to solve a

problem. Yes, it's nice that Beijing appears to finally be doing its part to persuade North Korea to end its nuclear program, but with or without China's support, the U.S. will launch an attack and could aim to remove Kim Jung-un from power.

When Trump was elected, this is what his supporters were expecting. Finally, the U.S. has shaken the title of paper tiger it earned under President

Obama, and has once again proved to the world that we will protect our allies and honor our treaties. Kim better take heed of China's warnings, because it appears that we have finally made up our minds that we will stop North Korea from conducting any further tests.

AID'Amato, a former U.S. senator from New York, is the founder of Park Strategies LLC, a public policy and business development firm.

New Kosciuszko Bridge is OPENED

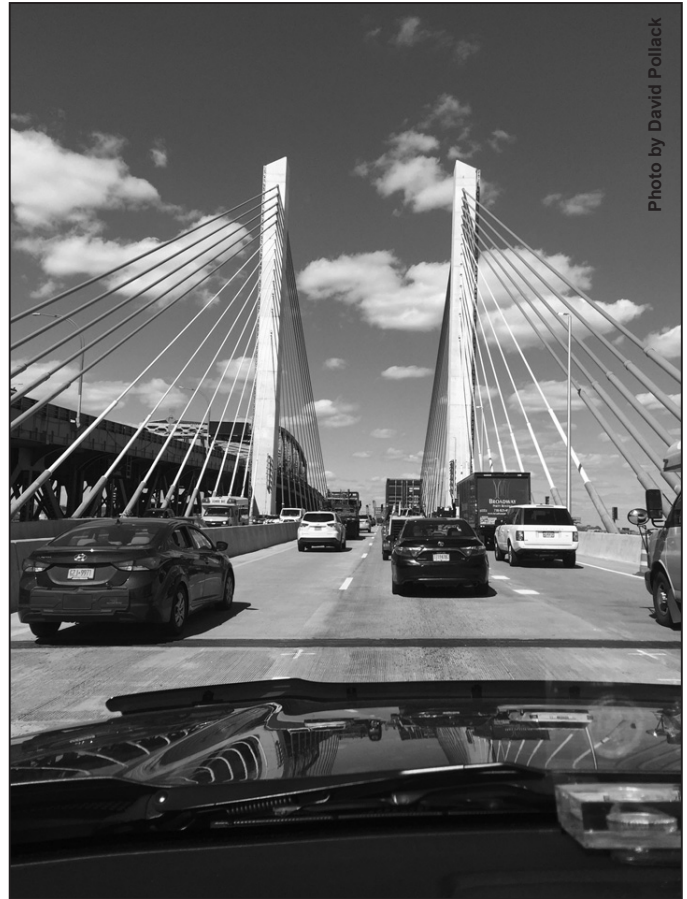


Photo by David Pollack

THANK YOU GRIDLOCK SAM!

After appearing on THE TAXI DAVE SHOW, Gridlock Sam made sure that the Taxi Driver's Hotline started working properly and traffic has been much better! Good work Sam.

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Industry Education Veteran Andrew Vollo Launches New Driver Training School

The TLC is committed to providing safe, efficient, and active for-hire transportation and a fleet of well-trained and knowledgeable drivers is the key to providing the industry and the riding public this level of service. To address these important standards, industry education veteran Andrew Vollo has opened A. Vollo Transportation Group (VTG), an authorized, full-service TLC driver training school in Manhattan, conveniently located and easily accessible one block east of Grand Central Terminal at 210 East 43rd Street, New York, NY 10017. www.vtginstitute.com

Mr. Vollo has been a fixture in the transportation industry for over 40 years and still holds TLC Hack License # 258519, issued to him in 1974. Known worldwide for his experience in personalized training and instruction in the art of successfully driving a for-hire vehicle, Mr. Vollo taught at the New York City Taxi and FHV Driver Institute at LaGuardia Community College for 16 years where he also served as its director. In addition, Mr. Vollo also holds numerous specialized training designations, including certified In-Service Training Coordinator, Defensive Driving Instructor and Wheelchair Accessible Vehicle (WAV) train the trainer.

Over the decades, both as an educator and as an Industry Representative and FHV Stakeholder, Mr. Vollo has worked closely with the TLC and its various administrations in providing consultation concerning the conception, design and implementation of numerous driver-training programs. Simply put, Mr. Vollo strongly believes in educating TLC-licensed drivers to share the streets of New York in the safest manner possible. Indeed, this "results-oriented" approach helped to graduate thousands of professional drivers who are not only educated, but who actively engage in street and public safety. By helping students identify and alter bad behaviors and by allowing them to become fully cognizant that they are an integral part of a complex street mosaic, Mr. Vollo has helped make New York City one of the best and safest places to operate.

From his experiences and friendly, personal, on-hands approach, Mr. Vollo is aware of new driver concerns and anxieties surrounding the preparation that is required to pass the TLC's E-Exam. Over his decades of training TLC drivers, Mr. Vollo has assisted professional drivers not only obtain but successfully maintain their TLC licenses as his focus far exceeds simply passing the official TLC exam. Mr. Vollo is determined to help students meet their professional needs and earn a good living in the New York City for-hire community.

New York's cultural diversity is well represented within its driver population, which currently represents over 167 countries around the world. Mr.

Vollo understands this and as such, has sponsored, hosted and facilitated free English conversation groups in conjunction with We Are New York Project sponsored by the New York City's Mayor's Office of Immigrant Affairs to assist for-hire drivers with English language skills.

Mr. Vollo also created a strategic partnership with the Immigrant Health and Cancer Disparities Service and Memorial Sloan-Kettering Cancer Center's health fair to create the "Step

On It" program which provided health screenings for approximately 500 FHV and medallion drivers. He currently teaches "Taxi Yoga," an exercise program combining Tai Chi, Yoga, Nei Kung, Feldenkrais and Western Sports Medicine to address physical challenges faced by today's professional drivers and office workers.

Mr. Vollo is excited to be back training professional drivers again as he uniquely understands the importance of improving the education standards

for the industry and the opportunity for New York to set the standard for professional driver training and best practices nationwide.

VTG personalized classes are affordable and assistance is available in a variety of different languages English, Spanish, Bengali and Russian currently scheduled to fit in with busy schedules.

For more information, please contact Mr. Vollo at (718) 705-1111 or visit the website at www.vtginstitute.com.



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A. Vollo Transportation Group, Inc. (VTG) promotes the importance of learning. We are dedicated to help professional drivers meet their needs in today's challenging New York City for-hire community. We do this by offering programs for TLC driver-applicant initial training, continuing professional education and auxiliary programs that will help professional driver keep up with the fast pace of NYC's changing environment, in an affordable and more importantly efficient manner.

An Honest Business

(Continued from Page 1)

New Yorkers.

We signed up for a sightseeing tour of an island with a tour guide. Twelve of us, including the driver and tour guide were snugly fit into a minivan taxi at 8:15AM for the tour. The A/C inside the taxi was cranking on that 90 degree, humid day as we were all hot and sweaty already. The main road is a two-way road that hugs the coastline with many curves. Our taxi driver liked to tailgate on this curved main road and I became very nervous so I said something about it only to find out that he didn't speak English. After he had to stop short, our tour guide spoke with him and the tailgating stopped. We

stopped off at a strip mall (6 huts, all with the same merchandise), a photo shoot area (with more merchandise huts) and our last stop was to view a traditional dance and purchase a snack. Afterwards, we found our minivan with the doors unlocked so everyone got inside except me and the tour guide. The taxi driver was MIA. As people were melting in the taxicab our driver finally walks out of a bar right next to the taxi! Folks, this was 10:10AM in the morning! I thought of New York City and how I missed the NYC taxi drivers. What would happen to a cab driver in NYC if he stopped for alcohol during a fare? His license would be immediately revoked and he would be fined, never to drive a yellow cab again. God, do I love New York!

Crafty Drug Dealers Posed As Uber Drivers To Avoid Detection and Cops



Drug Dealers in The Bronx and Manhattan have been disguising themselves as Uber drivers — complete with fake logos and stickers — so they won't look suspicious while waiting for customers, authorities said.

At least four people were busted Tuesday for using the phony digs in their cars in the attempt to keep cops from noticing them as they sling cocaine and heroin, according to police.

Dibanny Cortorreal-Marte, 37, Oscar Tejada-Almonte, 31, Miguel la-Paz Lugo, 37, and Selena Santos, 22, were all arrested as part of what cops are calling Operation "Uber Connect."

The group was taken into custody by the DEA Strike Force and was arraigned Tuesday night.

Authorities said two other alleged drug dealers were busted last week as a result of the operation.

One of them — Alfredo Tejada-

Almonte, 34 — is believed to be the leader of the Uber pusher men, with his bail being set at \$150,000 following his arraignment.

The drug ring allegedly had over 100 customers, with the volume of sales being extremely high.

As business boomed, cops said the group continued to use the Uber logos — placing them in the front windows of their cars, in the same exact spot that real drivers are required to have them in.

The phony stickers ultimately helped the dealers disguise themselves as they pushed their product in parts of The Bronx and upper Manhattan, authorities said.

The individuals arrested Tuesday were allegedly caught with a kilo of cocaine and more than \$22,000 in cash. Police also seized at least five vehicles.

Reprinted with permission fromXXXX.

Cabbie Suit Claims E-Hail Apps Create 'Unfair Competition', Financial Woes For Taxi Medallion Owners

E-hail apps and burdensome rules for yellow cabs have made taxi medallions practically worthless, a driver suing the city and taxi regulators told the Daily News on Tuesday.

Marcelino (Nino) Hervias, a yellow cab driver and medallion owner from New Jersey, filed suit this week with Queens medallion owner William Guerra to force the city to come up with a way to pull the industry out of its financial straits.

"They have created totally unfair competition," Hervias, 58, said. "We are competing with somebody else to do what we do, with no (medallion)."

The suit argues the city and the Taxi and Limousine Commission are bound by a rule to create standards ensuring medallion owners "remain financially stable."

"The purchasers felt they had the city and the law behind them, to protect them, that the valuations wouldn't be so wildly erratic," said the medallion owners' attorney, Brad Gerstman, who's been a courtroom adversary to the city since the rise of e-hail apps. "This suit is the first of its kind as it pertains to the taxi industry."

Hervias says the city allows the app to dominate the streets and provide rides similar to taxis, but with none of the financial and legal burdens he faces as a medallion owner and driver.

Now, he has to hustle harder and longer to get enough passengers to cover his \$3,000 monthly medallion

loan repayments and expenses.

He estimates his business is down 30% and he has to work a few extra hours each shift to get 20 fares a day.

"We have to be very aggressive now, which is the stress we are living in today," Hervias said.

The cost of medallions has dropped from their \$1 million heyday before Uber and e-hail apps reigned. Now, sales hover in the mid-six figures, like a medallion that sold for \$241,000 in March.

Hervias, who has two sons, 19 and 13, dreamed his medallion would be worth about \$2 million when he planned to retire.

Now he doesn't see a market for his medallion because lending is tight.

"The financial institutions, they're not lending a dime if you want to buy a medallion," he said. "The only medallion you can buy is the ones the bank have in foreclosure."

Representatives for Mayor de Blasio and the city's Corporation Counsel did not return request for comment.

A TLC spokesman declined to comment.

Reprinted with permission from The Daily News.

TLC spokesman declined to comment because it has no acceptable answer. TLC still sleeping and soon going to coma then graveyard then we don't know it's destination heaven or hell. Most probably hell!



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- Businesses,
- Commercial Property



Demonstration At City Hall

Photos by David Pollack

(Continued from Page 1)



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, now that it is May and the weather is a bit better and things slow down a bit for taxi drivers, it is time to think about your tickets. Please come to my office in Rego Park, Queens for an analysis of your DMV and TLC tickets. I will give you a fair price and it is important to have a relationship with a lawyer if you drive for a living. So, please remember to take some time to protect your TLC and DMV license by coming to my office to discuss your situation.

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 speed up criminal matters and obtains excellent results, so please call me at 212.754.1011 if you get arrested.

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

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

Fifth, remember to bring me your DMV and TLC tickets. It is important to fight all your DMV (issued by NYPD) and TLC tickets. Be careful. Don't skimp on the lawyer only to lose your license later. Please fight every yellow or pink ticket you receive from NYPD and every TLC ticket you receive. If you are 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, please remember that you are the best representative of the yellow cab business to the public. Your actions when driving a yellow cab will determine how the passengers you transport feel about yellow cabs when they discuss issues pertaining to taxis or decide which taxi service to use. Be courteous and obey the traffic laws to the extent possible. Listen to passenger requests and be polite when engaging in conversation with customers. I know that it is not always easy and that the job is stressful. Your actions affect the entire Industry and each other. We are bound together by being in this business, so aim to try your best each time you take a shift in the cab.

Eighth, if you receive a pink summons, please call me at 212.754.1011 to discuss it. Sometimes it makes sense to use a lawyer to help you fight a pink summons, which is a criminal summons with ramifications beyond DMV points, and sometimes you can simply pay such a summons without any negative consequences. My fee is reasonable to go to court for you for pink summonses, and you most often

May 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.

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 P I A . 8 B I L L B R N V
 A P N S F E R T A X T I I
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 O O V B L S T O F F S E L
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 P M A R C G O I T U L O N

Find the following words/acronyms in the puzzle above

- CITY HALL DEMONSTRATION • TMODEA •
- TRANSFER TAX • LIVABLE INCOME •
- GRIDLOCK SAM • LEG CRAMPS •
- JFK RUNWAY CONSTRUCTION •
- TUNNEL ROADS • APP TIPS •
- POSITIVE SOLUTIONS • RATES ON DOORS •
- OFF DUTY LIGHTS • \$2.8 BILL •
- INDIVIDUAL MEDALLION • MINI FLEET •
- BUY NOW • RANGERS •
- NV200 • \$241K • SIENNA •

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 read-

ing 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.



Photo by David Pollack

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

One Step At A Time

By Larry Fisher

I retired in January 2016. Before I decided to retire, the day to day conflicts were multi-faceted. The four pronged battlefronts that I had to cope with on a daily basis included the constant drumbeat of sad songs from fleet owners and individual owners. Secondly, there were changes in underwriting standards, insisted upon by our federal and state examiners. Thirdly, these changes, in turn, were difficult to incorporate, as staff needed to change its lending philosophy and perspective after decades of operating in a completely different manner. And last, supervisors and management were slow to grasp the changes as well and therefore gathering support for needed alterations in how we operated were not taken as seriously as they needed to be. All this battling took its toll on me mentally. It's very difficult watching a group of hard-working people who I've known and conducted successful business with over a period of thirty years see their wealth and assets dissipate. Had I continued in the job, I might not be alive today.

For months afterward, part of my daily routine included perusing newspapers for negative material on Uber and posting articles on social



media. Obsessive behavior? Maybe. But after spending 33 plus years in an industry that had been good to me and enabled me to support my family and send my children to college, I was more than resentful to be forced to make a choice between the sanity of retirement versus being able to continue to earn a decent wage in a highly negative situation.

My wife began to worry about me. She thought that maybe I needed some help adjusting to this change of life. So she suggested I join a support group of like-minded people who'd been adversely effected by the inexorable march of technology. Some of those in the group included retailers who'd been disrupted by the likes of Amazon. They complained of the same issues that the taxi industry has railed about, namely the predatory pricing that these well-financed tech firms have utilized in their quest for market dominance. We are all familiar with the fact that venture capital including Goldman Sachs, Saudi sovereign wealth funds, and other Silicon Valley oligarchs are financing 60% of each Uber fare.

Many support groups operate in the manner of Alcoholics Anonymous using a twelve step program. The first

step in the twelve step programs is the acknowledgement of our individual powerlessness. I was not ready to acknowledge that, as I believe that the problems of the taxi business are almost exclusively political, as both office holders and judges currently refuse to buck a seventy billion dollar behemoth like Uber. I maintained in my support group that if the disaffected medallion owners and drivers marshal their resources, voting in blocs could elect different politicians who would understand what an exclusive right is, and what a pre-arranged fare is.

But members of my support group were not so hopeful. One fellow had been a columnist for a major metropolitan newspaper and due to the downturn in advertising revenue, the old business model for newspapers was forcing them to offer buy outs to their news writers and reporters en masse. He tried getting work with Internet sites, but being offered half of what you were making before is a bitter pill to swallow. It seemed as if this support group of men and women had therefore acknowledged their powerlessness over their victimization by technological progress.

A large part of these twelve step programs is the belief in a higher power, and submission to that higher deity. This wasn't for me either. Other steps include taking a moral inventory, understanding the nature of one's wrongs, making amends to those who've been wronged, and re-

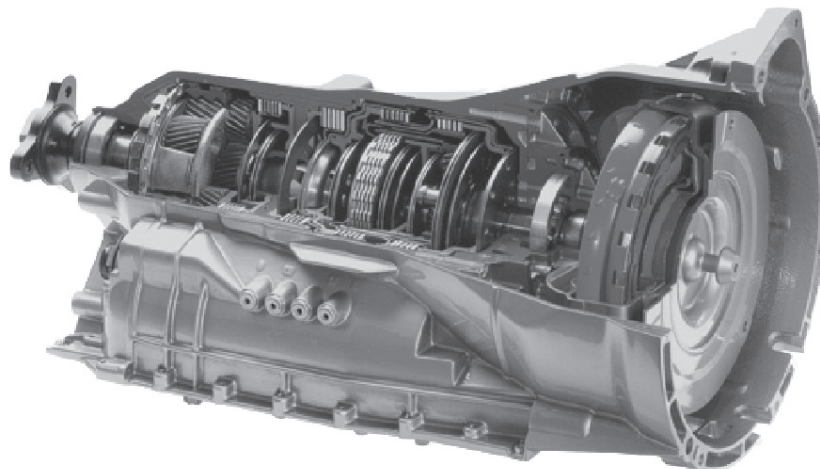
pairing one's character defects. Well, for months afterward, I and others in the taxi industry have wondered what could have been done differently if anything. Although I do not consider myself and other lenders blameful, I do have a sense of responsibility for what has gone wrong. What has kept me sane is that I was not alone in buying into the idea that the medallion system worked for 80 plus years and the government acted as a quasi-partner in supporting that system in New York and other major cities. The truth is the taxi industry got played by Mayor Bloomberg and his cadre of confederates David Yassky and Meera Joshi. The politicians and judges remain in the pocket of Uber, Goldman Sachs et al.

It seems that I'm a bit resistant to this support group idea and twelve step programs in particular. But, it's not all bad for me. I quit smoking without a patch or any accoutrement to assist in that regard. So, the Uber stalking goes on until further notice. And, if you want to talk about your problems, maybe I can listen and offer some positive solutions at lfisher292@gmail.com.



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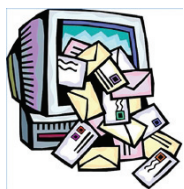
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LETTERS



(Continued from Page 3)

Uber

Dear Taxi Dave,

Uber lost \$2.8 BILLION in 2016 but stated that its revenue growth outpaced losses. Here are a few responses:

It takes some real balls (for Uber) to trumpet \$2.8 billion in losses as good news. \$991 million of that in Q4 2016. That is a load of cash to burn in three months. So, the high five they're taking is because gross bookings grew faster than their record losses.

That finance professor has it right; Uber is a cash burning machine. If you were an investment advisor and said something like that to one of your clients, they would club you to death with a 9 iron like a baby seal.

Dex

Dear Taxi Dave,

Lol, the more Uber makes the more it loses. They should be making billions but instead they're losing billions, only an idiot can pull this off.

Fish

Dear Taxi Dave,

This is Uber Accounting. No GAAP, (generally accepted accounting principles). We know Uber has no Principles, so why use accounting principles?

These numbers will be roasted in the next week.

Xxxxx

Regarding Handicap Vehicles

Dear Dave,

I am operating a handicap accessible taxicab. I'm very proud to provide such a needed service for the handicapped community. However, I've noticed that due to the size of my Toyota Sienna, it is difficult for many elderly folks to step into the seats. I can't help but to feel that once they notice the sheer altitude of my car, they are turned off from getting in-- it's just dangerous in their eyes. I was wondering if there were any way the city government could assist us financially to combat this problem (possibly by providing step bars)? Any suggestions would also be extremely appreciated, especially in this critical time.

Thank you!

Yumein Chow

Taxi Driver & Medallion Owner

Yellows Moving People

Dear Taxi Dave,

In Manhattan taxi rides can occur at a great frequency. One person gets out and another person gets in. Passengers have a right to feel confident and secure about the taxi business. Therefore knowing the drivers name and picture should be very easy to observe. The rates should be on the side door so the public can have a greater sense of trust in the business

Frank C

Red Light Cameras

There are currently 140 speed cameras in addition to red-light-cameras. The city is expecting the state to approve funds for more speed cameras. DRIVE SAFELY!

York Avenue, NYC:

- 79th Street.

1st Avenue, NYC:

- 63th Street. N/B
- 2nd Avenue, NYC:
- 26th Street. S/B
- 42nd Street S/B

3rd Avenue, NYC:

- 36th Street. North Bound

Lexington Avenue, NYC:

- 107th Street. North Bound

Madison Avenue, NYC:

- 96th Street. North Bound
- 43rd Street. North Bound

5th Avenue, NYC:

- 106th Street. South Bound
- 40th Street. South Bound

Broadway, NYC:

- West Canal Street. West Bound

Central Park West, NYC:

- West 110th Street. East Bound

Lenox Avenue, NYC:

- Central Park North. East Bound

8th Avenue, NYC:

- West 57th Street. North Bound

Amsterdam Ave, NYC:

- West 96th Street. North Bound

West End Avenue, NYC:

- West 66th Street. South. Bound & Right Turn

12th Avenue, NYC:

- West 57 th Street. North Bound
- West 57th Street. East Bound
- West 24th Street. North Bound
- West 14th Street South Bound Red Light Camera & Left Turn

- Jane Street. South Bound

- West Houston Street. North Bound

- West Houston Street. South Bound

Horace Harding Expressway &:

- 108th Street. Long Island bound service road.
- Little Neck Pkwy
- Little Neck Parkway
- Francis Lewis Blvd

NORTHERN BLVD. &:

- Broadway (Eastbound)
- 39th Street. East bound
- 39th Street. West bound
- 34th Avenue. East bound
- 34th Avenue. West bound
- Broadway. East bound
- Broadway. West bound
- Astoria Boulevard. East bound
- Union Street East bound
- Parsons Boulevard. East bound
- Parsons Boulevard. West bound
- Douglaston Parkway. East bound
- Douglaston Pkwy. West bound

WOODHAVEN BLVD. &:

- 62nd Road. South bound
- 62nd Road. North bound
- Furmanville Ave. South bound
- Furmanville Ave. North bound
- Yellowstone Boulevard. South bound
- Yellowstone Boulevard. North bound
- Union Turnpike. North bound
- Jamaica Avenue. North bound
- 156th Street. South bound
- 156th Street. North bound
- 165th Street. South bound

Queens Boulevard &

- 36th Street. East bound
- 39th Street. West bound
- 39th Street. East bound
- 48th / Roosevelt Street. West bound
- 58th Street. West bound
- 58th Street. West bound
- 60th Street. West bound
- 70th Street. West bound
- 70th Street. East bound
- Jacobus Street. West bound
- Broadway / Grand Street. West bound
- 71st Ave. Main road. West bound
- Ascan Ave. East bound

Francis Lewis Boulevard

- Hillside Avenue
- Jamaica Avenue
- Union Turnpike
- Utopia Parkway
- Hillside Avenue

Astoria Boulevard

- Steinway Street. S/B

Cross Bay Boulevard

- 156th Avenue.
- Liberty Ave/Woodhaven Blvd. and Rockaway

Boulevard

- Pitkin
- Liberty Avenue.
- 165th Avenue. Northbound

Hillside Ave.

- Francis Lewis Blvd.
- Little Neck parkway

Lefferts Boulevard.

- 115th Avenue
- 120th Avenue
- Linden Boulevard.
- Hoyt Ave. and 31st Street at Exit of RFK

Bridge



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GAS STATION ACCIDENTS

- Always enter & exit a gas station cautiously, as motorists often use gas stations as a means of avoiding a red traffic signal, and recklessly and illegally attempt to pass through them.
- Always anticipate a motorist may cut in front of you in order to get to a gas pump.
- If entering a gas station at night, in a rural, sparsely populated, or rural area, scan the area as such gas stations are targets of armed robbers.
- When you exit your vehicle at a gas station, be cautious as there may be oil or gas on the road.
- Always have the exact amount of cash you want to use at self service gas stations. Do not approach the cashier with a large amount of cash in your hand. There may be a thief or a potential armed robber watching, and then waiting outside the gas station in an attempt to rob you.
- Always check your tires, and fluids, at a gas station. Preventive maintenance can prevent your vehicle breaking down in an area that has no shoulder, leaving you in a dangerous position.
- Never top off your gas tank, and have excess gasoline making its way to the body of your vehicle.

QUICK TIP OF THE WEEK:

Never leave your vehicle's keys in an area that children (especially teenagers) have access to. There have been instances recently in which teenage children have taken commercial vehicles for joy rides, resulting in accidents and in serious injuries.

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August 26 2017

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- Department of Motor Vehicles for the Point Reduction.
- Insurance carriers for rate reduction.

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COMING SOON**REPORT ILLEGAL BLACK CAR PICKUPS****CALL 311****1. Pick a language****2. When asked what can I help you with? Answer, "Taxi and Limousine Commission"****3. Next a person will answer. Say, you have a driver/for hire vehicle complaint.****4. Explain what illegal activity you saw, when and where.****5. Report license plate number, make, model and color of the car.****6. When asked if you are available for hearing? Say, YES. It's done over the phone.****YOU DO NOT HAVE TO APPEAR IN PERSON.****311 will give you a copy of the complaint number and send you conformation of the complaint.****Within 45 days the TLC will contact you.****Ask the TLC to send you a copy of the complaint in an E-Mail. You can then make sure the information is correct.****Be available for the hearing****LET'S HELP NEW YORK CITY ENFORCE ITS OWN RULES!****Now You Know:****Why Are Taxi Cabs Yellow?**

Not all cabs are yellow — London's iconic ones are decidedly black — but the distinctive color is a classic for taxicabs. In New York City, taxis are yellow because of regulations first enacted in the late 1960s, but the process that got the first yellow cab onto the streets had begun much earlier.

One possibly apocryphal tale places the association between the color and cabs at a surprisingly early date. Jude Stewart, author of *ROY G. BIV*, a book about color's cultural meanings and history, explains that some people trace it back to the 15th century in Italy, though she notes that the story here is in the "fun, possibly-not-true territory" of history. The tale goes that a man named Francesco Tasso, whose family was in the postal-system business, instituted reforms to expand and centralize their system. One such reform was to make the delivery vehicles yellow, since that wasn't a color that would offend anyone politically. His innovations gained approval from the Emperor of Austria, who gave him a title "Torre e Tasso" which then Germanized into "Thurn und Taxis."

Though folklore holds that such was the origin of the word taxi, in fact that word traces only to the early 20th century, when it appeared as a shortened version of "taximeter," the device that measures the cab's mileage. It was around that same time, as early automobile taxi cabs came to the U.S., that the cabs appeared that have a stronger claim to being the first yellow taxis.

Not that the first U.S. taxis were yellow — they were actually painted red

and green. In 1907, businessman Harry Allen imported his red and green vehicles with their taximeters from France to New York. He had the first metered cabs in the city, though just a year later his drivers staged a walkout over their pay. And by that point, he had some competition. Graham Hodges, taxi historian at Colgate University, describes how at the time cab-company owners would paint their fleets a signature color — there were brown and white cabs, some black ones, red cabs and checkered ones as well as yellow. In his book *Taxi! A Social History of the New York City Cabdriver*, he quotes *The Great Gatsby*, where one character lets four cabs pass her before "she selected a new one, lavender-colored with gray upholstery."

Within a few years, two notable companies had both gone for yellow: Albert Rockwell of Bristol, Conn., had established a Yellow Taxicab Company operating in New York, and John Hertz's Yellow Cab Company started in Chicago.

According to a 1954 history of Bristol, Conn., Albert Rockwell's company got its start in 1908 and, "At the suggestion of Rockwell's second wife, the cabs were painted yellow with a fancy 'R' on the door." In the 1970s, the Hartford Courant filled out the origin story: while on a trip, Rockwell and his wife Nettie had noticed the prominent role of taxi transportation in European cities, and Rockwell decided to start his own company. When his wife suggested painting the fleet yellow, her favorite color, he thought it would stand out. By 1910 the vehicles were known as the "yellow taxi" and Rockwell incor-



porated the Yellow Taxicab Company in 1912, with Robert C. Watson and William M. Lybrand.

The company even took legal steps to protect their identifiable color. While New York Supreme Court Justice Blanchard decided that the company couldn't have an injunction to stop other taxicab owners from painting their vehicles yellow, he ruled they could stop others from implying they were operated by the Yellow Taxicab Co., which had brought as many as 50 suits against independent operators. Based on the rulings reported in local trade publications, some injunctions did bar others from using the distinctive yellow color — including very small operators, even one that had just a couple of cabs.

But Hertz (the same man whose name is well known from the rental-car company) was the one who really made the color popular, says Alan Fromberg,

Deputy Commissioner for Public Affairs at NYC Taxi and Limousine Commission. Hertz got his start in the taxi business in 1907, and was very successful. He reportedly got the idea for the color from a study by a local university that found that yellow with a touch of red was the most visible color over greater distances. He started manufacturing his own cabs and his Chicago-based Yellow Cab Company incorporated in 1915 with 40 taxis, according to Gorman Gilbert and Robert E. Samuels' *The Taxicab: an Urban Transportation Survivor*. From there, write Gilbert and Samuels, Hertz added more cars, organized companies in other cities like Kansas City, Philadelphia and even New York. By 1925, the year he sold his stake in the company, he had 2,700 cabs.

Not everyone was very happy about

(Continued on Page 15)

Putting The LIRR Back On The Right Track

Long Islanders have long had a love-hate relationship with the Long Island Rail Road. On one hand, they love the service, which, on good days, speeds them into New York City, saving them the challenge of negotiating the often insane traffic jams that plague the city. On the other hand, they hate the constant delays and cancellations.

Lately, the relationship has been more hate than love.

The LIRR is the largest commuter train network in the nation, ferrying some 600,000 passengers in and out of the city on 1,300 trains every day. When the system runs as it should, service is seamless. When it doesn't, as has been the case too often lately, it can be downright nightmarish.

Much of Pennsylvania Station's infrastructure was designed and built in the 1960s and '70s, when half the number of trains ran in and out of the station, according to officials from Amtrak, which operates the station.

Two trains recently derailed within two weeks of each other — an Amtrak train leaving Penn on March 24, and a New Jersey Transit train pulling into the station during the morning rush on April 3. Those accidents crippled LIRR service for days. On April 25, the New York City Police Department, fearing for commuters' safety, was forced to partially shut down Penn Station because it had

become so packed with disgruntled passengers.

The derailments exposed the myriad infrastructure problems manifested by an antiquated and rapidly aging rail system. Wick Moorman, president and CEO of Amtrak, announced a series of station improvements last Friday, but many questions remain.

Amtrak officials confirmed that they planned to close several tracks at Penn Station this summer for major repairs. It's clear that major track and switch renewal projects must begin immediately. Moorman said, though, that tracks would be shut down on weekdays, disrupting service during peak hours.

Beyond Amtrak's declaration that track improvements would be undertaken sometime down the line, few details were provided. Commuters need and deserve to know how many tracks will be closed, and for how long. Moreover, how will the upcoming projects affect LIRR, NJ Transit and Amtrak schedules? When will changes be announced?

In short, Amtrak must be more transparent and accountable.

If it were, commuters could better plan for the travel headaches that likely await them in the coming months, perhaps even years. What are their transportation alternatives? Now is the time to plan.

Now You Know

(Continued from Page 14)

the big companies and their well-known colors. In September of 1915, one C.J.B., "a union man and taxi driver myself," wrote a letter to *The Day Book*, a Chicago paper, asking how the Yellow Taxicab Co. could possibly prevent others from painting their cars yellow too. "This country is not a free county," he wrote. "It is worse than Russia. The American citizen gets no justice in America. I just want to let other citizens know what kind of justice we get."

But, no matter what C.J.B. thought, the era of taxicab restrictions was just beginning. Crucially, New York's medallion system, which limited the number of taxi licenses, was established under the Haas Act in 1937. Under the medallion system, those regulated and supervised taxis were the only ones allowed to pick up riders who hailed them on the street. Livery cabs without medallions, on the other hand, had to pre-arrange all fares. As Fromberg explains, Manhattan eventually became largely the province of the medallioned cabs, and the less-lucrative territory in the outer boroughs was largely handled by the livery cabs. But some ground was in dispute: when livery drivers ventured to far more profitable areas, like airports and hotels, the medallion cab drivers were protective of their turf.

Though yellow cabs were common by then, it wasn't the only color around. As late as 1968 the *New York Times*

wrote of "the typical colors of the city's taxicabs — yellow, orange, red or gold." So, that year, to protect the medallioned drivers, who were regulated by the city, a law was passed that aimed to help passengers tell the difference between the two types of cabs. Once the measure took effect, medallioned cabs would be yellow and all other cabs had to be a different color. Livery-cab drivers protested the requirement, even overturning 14 medallioned cabs during a protest and burning some of them for operating in parts of Brooklyn.

"The public must be provided with an easy means of rapid identification to distinguish between the licensed taxicabs and the non-licensed private liveries. The new coloring law will serve that purpose," Mayor John Lindsay said in 1969, shortly before the law took effect, per the *Times*.

Today the official color for New York City taxi cabs is not just any sort of yellow, but Dupont M6284 yellow or its equivalent, says Fromberg. Recently, light green cabs were added, but they are only allowed to pick up fares in the outer boroughs and northern Manhattan.

As to why yellow became so associated with taxis if it's not exactly a universal color for taxis, Hodges points to the color's pop-culture prominence, but he has another theory too: "There are very few cars that are not taxis that are yellow."

Reprinted with permission from *Time*.

Amtrak officials also said that Tom Prendergast, the former Metropolitan Transportation Authority CEO and chairman, will review coordination and collaboration among the LIRR, NJ Transit and Amtrak, each of which has its own concourse at Penn Station. Clearly, better communication is needed among the three railroads to limit service disruptions — and confusion in times of emergency. We applaud the move as a first step in solving Penn Station's perennial communications problems, but follow-up will be needed to ensure that real and lasting changes are made.

At the same time, there must be an expanded commuter network leading from Long Island into New York City. For a century, the LIRR has had but one station in New York City — Penn. The \$10 billion-plus East Side Access project promises to connect the LIRR to Grand Central Terminal by 2022. We eagerly anticipate completion of this mega-project, but it has faced years of delays and budget overruns. Fingers crossed, it will meet current completion projections.

There's also the Gateway Program, a \$23 billion proposal to expand and renovate the Northeast Corridor rail line between Newark, N.J., and New York City. The project would include high-speed rail service, reducing the need for car and even air travel. For Long Islanders, the Gateway Program would mean better access to rail service throughout the Northeast. It appears, however,

to be in jeopardy, because President Trump has proposed slashing funding for new transit projects. So much for infrastructure improvement.

We urge Long Islanders to call the White House and their congressional representatives to urge that they prioritize and fully fund the Gateway Program, which top officials in President Obama's administration once called "the most important planned piece of rail infrastructure in the country."

Public transportation is vital to the economies of Long Island, New York City and the Northeast. The livelihoods of hundreds of thousands, even millions, of people are affected when train service is delayed or grinds to a halt. In the end, allowing our rail lines to deteriorate to the point of no return would be far more costly to our region than upgrading and properly maintaining them now.

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1 to 10 . . . 3 points

11 to 20 . . 4 points

21 to 30 . . 6 points

31 to 40 . . 8 points

More than 40 . . 11 points

Reckless Driving . . . 5 points

Failure to stop for a School Bus . 5 points

Following too closely (tailgating) 4 points

Inadequate Brakes . . 4 points

(while driving employer's vehicle) 2 points

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

Violation Involving Traffic Signal,

Stop Sign, or Yield Sign . . . 3 points

Railroad Crossing Violation 3 points

Improper Passing or Lane Use . . 3 points

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damage or injury to an animal . . 3 points

Safety restraint violation involving person

under 16 . 3 points

Any other moving violation 2 points

Note: Speeding when speed not indicated is 3 points



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For The President, A Make Or Break Year

By Jerry Kremer

It's been just five months since Election Day, but if you're a Democrat, it has been an eternity. If you're a Republican and a Trump supporter, you probably haven't changed your mind or have any desire to take your vote back yet. The question is, how should unrelenting Republicans and disappointed Democrats co-exist in the coming months?



nothing to do with his victory, the Senate and the Justice Department will be the bodies that make the findings of guilt or innocence. If a handful of people associated with Trump are charged with federal crimes, it will leave a stain on the office of the president. If the investigations uncover nothing, then Trump will be able to take a victory lap.

Many of my Democratic friends are in an I-told-you-so mood, anxious to let anyone within earshot hear about President Trump's constant missteps. My Republican friends say it's too early to pass judgment on the president, as they still have high expectations, hoping he'll deliver on his many campaign promises.

The best way for these two warring groups to get along is to call a ceasefire and try to better understand why some hard-core Democrats voted for Trump and some equally hard-core Republicans either stayed home or voted for Hillary Clinton. No matter who voted for whom, however, it's fair to say that the country is facing some major challenges. The unemployment rate is the lowest it's been in 10 years, the stock market is booming, and lots of people are happy with their jobs. So any claims by Trump that the nation is in trouble are just plain false.

We have a lot of headaches these days that are products of the times. Every day, it seems, more machines are replacing people, and before long there will be a new generation of robots doing the work of humans. Every nerd who's busy trying to invent a cell phone app will, if successful, also succeed in eliminating more jobs. Many of the workers who have been swept away by technology had a good reason to vote for Trump, as the Democrats didn't make a good case for Hillary when it came to saving jobs.

I remind many of my Republican friends that Trump is neither a Republican nor a Democrat. If you look closely at his campaign platform, it was a rehashing of many of the speeches of Bernie Sanders and Elizabeth Warren. Sanders and Warren were preaching against trade agreements and the state of health care in America long before Trump started his campaign. Sanders was attracting large crowds in Michigan, Pennsylvania and Wisconsin way before any other candidate.

So, assuming we can get the two sides to call a temporary truce between now and the end of the year, the fate of the Trump presidency could be decided well before 2018. As loudly as Trump is claiming that Russia had

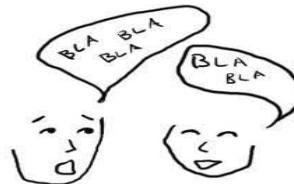
There's no doubt that the Senate's confirmation of new Supreme Court Justice Neil Gorsuch will be a short-term victory for the White House. Even shooting a few dozen missiles into Syria will give the president a bump in the polls. But missiles fire in both directions, so Trump should sleep with one eye open.

While we're keeping our eye on the big picture, Trump is taking many steps to undo actions taken by President Obama. But many of the executive orders Trump has signed, and plans to sign, will deal a body blow to the red-state voters who helped elect him. If they lose health coverage, housing subsidies and other benefits, they'll get the chance to show their displeasure next year, in the midterm election.

Americans want results. The much-promised repeal and replacement of Obamacare isn't going to happen this year, as long as House factions keep fighting over congressional proposals. And will the country see major tax reform this year? Revising those laws would require bipartisan support, and that's not likely to happen. (Don't forget that Congress is planning to do away with a bunch of our beloved tax breaks, including mortgage interest and real estate deductions.) And it won't be easy to pass legislation to fix our bridges, roads and mass transit systems.

Eight months from now, as the year wraps up, we'll have a good idea who the winners and losers are. Sit tight.

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. Comments about this column? JKremer@liherald.com.



QUOTEABLE QUOTES

"I come from Puerto Rico. To me, ice is something you put in a rum drink."

Sen. Gustavo Rivera on the Kingsbridge National Ice Center, which is in his district.



Photo By David Pollack

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CVT FLUID LEVEL CHECK PROCEDURE

CVT fluid level check HOT

The follow conditions must be met to receive proper reading

- Fluid level should be checked with the fluid warmed up to 50 to 80°C (122 to 176°F). Requires Consult 3+
- Pull dipstick within temperature range
- Good reading is within the hash mark range of HOT



CVT fluid level check COLD

- Cold engine
- Good reading is within the hash mark range of COLD



Photo By David Pollack



Technical Bulletin

NISSAN NORTH AMERICA, INC.
Columbus, IN

SERVICE BULLETIN

Classification: AT15-008	Reference: NTB15-032	Date: April 15, 2015
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**2014 – 2015 NV200 TAXI
CHECKING CVT FLUID LEVEL**

APPLIED VEHICLES: 2014 – 2015 NV200 Taxi (M20)
APPLIED TRANSMISSION: CVT

SERVICE INFORMATION

The 2014-2015 NV200 Taxi CVT is equipped with a fluid level gauge (dipstick). The dipstick and dipstick charging pipe enable the technician to quickly check, and if needed, add CVT fluid.

NOTE:

- Noise from the CVT can be caused by incorrect fluid level (fill amount). Make sure the CVT fluid level is checked correctly and is filled to the correct level.
- **NS-3** is the only recommended fluid for use on the 2014-2015 NV200 Taxi CVT.

On the 2014-2015 NV200 Taxi, the dipstick and dipstick charging pipe provide an additional method for checking and adding CVT fluid.

The overflow plug and charging pipe from under the transmission as described in the Electronic Service Manual (ESM), section TM-Transaxle and Transmission, can also be used to check and add CVT fluid.

Refer to CVT FLUID LEVEL CHECK USING THE FLUID LEVEL GAUGE (DIPSTICK) on the next page.

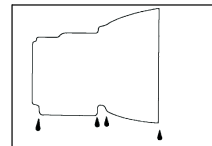
Nissan Bulletins are intended for use by qualified technicians, not 'do-it-yourselfers'. Qualified technicians are properly trained individuals who have the equipment, tools, safety instruction, and know-how to do a job properly and safely. NOTE: If you believe that a described condition may apply to a particular vehicle, DO NOT assume that it does. See your Nissan dealer to determine if this applies to your vehicle.

CVT FLUID LEVEL CHECK USING THE FLUID LEVEL GAUGE (DIPSTICK)

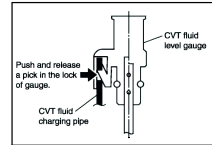
Fluid level should be checked with the fluid warmed up to 50 to 80°C (122 to 176°F).

The fluid level check procedure is as follows:

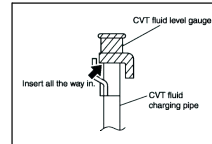
1. Check for fluid leakage.
2. With the engine warmed up, drive the vehicle in an urban area. When ambient temperature is 20°C (68°F), it takes about 10 minutes for the CVT fluid to warm up to 50 to 80°C (122 to 176°F).
3. Park the vehicle on a level surface.
4. Apply the parking brake firmly.
5. With engine at idle, while depressing the brake pedal, move the CVT shift selector throughout the entire shift range, and then place the CVT shift selector in "P" or "N".



6. Pull out the CVT fluid level gauge from the CVT fluid charging pipe after pressing the tab on the CVT fluid level gauge to release the lock.

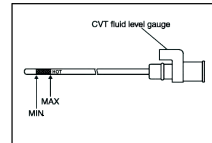


7. Wipe fluid off the CVT fluid level gauge. Insert the CVT fluid level gauge rotating 180° from the originally installed position, then securely push the CVT fluid level gauge back in until it meets the top end of the CVT fluid charging pipe.



CAUTION: When wiping away the CVT fluid level gauge, always use lint-free paper, not a cloth rag.

8. Make sure the fluid level is within the specified range.



CAUTION: When reinstalling CVT fluid level gauge, insert it into the CVT fluid charging pipe and rotate it to the original installation position until it is securely locked.



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New York State Passes A “Big Ugly TNC Law” Where Do We Go From Here?

By Matthew W. Daus, Esq.

After considerable opposition and back-a-forth, the long saga of the New York State Transportation Network Company (“TNC”) legislation has come to an end, at least for now. New York State Governor Andrew Cuomo’s Uber bill will pass as part of a budget deal reached with the state legislature on Friday evening, April 7, 2017. The New York State budget, which often appends tag-along bills known in Albany as the “Big Ugly,” added the TNC bill. There were a few small victories for the incumbent industry, but it was mostly “ugly,” creating a more “un-even playing field” between limousine and taxicab businesses and the TNCs. While New York City (“NYC”) is exempt, Nassau, Westchester and Suffolk counties are not automatically exempt – which could allow TNCs to operate at less cost and with less regulation upstate, downstate, and all around the borders of NYC. Many small transportation businesses in New York may go under water – usurping the job creation goal of the TNC bill – and this new law may lead to TNC sharks circling NYC waters looking for prey.

Governor Cuomo has made the legalization of TNCs in upstate New York a priority in his State of the State speech in Buffalo, to allegedly spur economic development in upstate NY. As of April 2017, 44 states and the District of Columbia have enacted some form of TNC legislation. Overnight, NY went from the last state with a more even playing field, to potentially the most lopsided one in the country or the world. Below is a recap of the final provisions of this “Big Ugly TNC Law,” that will become effective 90 days after enacted:

Local Law Applicability

- Exempts NYC from its provisions and prohibits TNC pickups in NYC;

- No TNC pick-ups allowed in counties or cities of over 100,000 people where a Local Law is adopted to “opt-out” of the TNC licensing structure;

- Airports outside of NYC may regulate TNC access, such as imposing access fees, as long as these regulations are consistent with the TNC law; and

- TNCs will be exclusively governed by the new state law.

New TNC Insurance Coverage

- Creates TNC group insurance of \$75,000 per person/\$150,000 per incident liability coverage and 25,000 property damage coverage when drivers are logged-in but not carrying a passenger; and

- \$1.25 million of liability coverage while drivers are carrying prear-

ranged passengers.

Freedom of Information Law Exemption

- State law exempts TNC drivers’ records as an “invasion of personal privacy;” and

- Information about drivers obtained from an audit is exempt from public disclosure.

Trade Dress & Vehicle Identification

- The NYS Department of Motor Vehicles (“DMV”) shall promulgate regulations to ensure TNCs are easily identifiable; and

- No deadline for DMV rulemaking is set forth in the law.

TNC Driver Background Checks

- The method of obtaining TNC driver background checks will be determined by DMV regulations, to be promulgated within 30 days of the effective date of the law;

- Fingerprints are not required, so when enacting its regulations DMV may, but is not required, to mandate that TNC driver-applicants undergo biometric identity checks to review their driver criminal convictions; and

- Annual criminal background checks by DMV are mandated; however, DMV may require more frequent checks via rulemaking.

Taxes & Assessments

- TNCs are exempt from the state sales tax; and
- TNCs must pay a 4% assessment.

Tasks Forces and Boards

- Creates an 11-member TNC accessibility task force, which disbands after it makes its recommendations; and

- Creates a 16-member NYS TNC Review Board to hold no more than 4 hearings and provide recommendations on TNC issues on or before January 1, 2019.

Workers’ Compensation

- TNC drivers are covered by the NY State Black Car Fund;

- Creates an 11-member board of the existing Black Car Fund, with a TNC member seat; and

- Requires the Black Car Fund to study the impact of TNC drivers on the Fund within 10 months of enactment of the law.

Will Nassau, Suffolk & Westchester Counties “Opt-Out?”

What is critical here is the ease by which NYC’s neighboring counties can “opt-out” of the TNC state licensing paradigm in NY. Unlike the NY State reciprocity law, where a notification or letter can be sent from one City, County, or Taxi & Limousine Commission (“TLC”) to another to “opt-into” reciprocity, here, all counties in NY (except

NYC) must pass local laws to affirmatively “kick-out” TNCs. This plays right into the TNCs’ hands, as Uber will most likely start operating immediately, and take the usual tactic of getting the passengers and local politicians on their side to prevent them from stopping service. This is right out of their lobbying and media strategy playbook, and has happened in countless cities.

Enforcement Will Be the Key To Saving The Industry!

The Governor’s bill will allow TNCs to drop off passengers in NYC, but would prohibit point-to-point transportation within NYC, or pick-ups in NYC to destinations outside NYC. Since TNCs may not be required to have special plates, like other FHVs, it will be a massive challenge for enforcement to identify “straight plate” TNC vehicles attempting illegal pick-ups while in NYC. Enforcement will be difficult as trip data that existing NYC FHV companies and taxicabs must already provide to regulators, may be exempt from disclosure to the NYC TLC for TNCs under the state law. Also, recent federal case law now prohibits the previously-longstanding practice of seizing or confiscating unlicensed FHVs and law enforcement personnel may be prevented from legally stopping many TNCs picking-up passengers, as administrative stops may not be permitted for personal motor vehicles without commercial/license plates absent an alleged traffic

or other civil or criminal violation. Envisioning a TNC car stop where NYC TLC inspectors may need to ask passengers to see their smartphones would be awkward and unworkable. The only other way to effectively police the so-called upstate/NYC border would be to obtain data from TNCs and geo-fence TNC vehicles. The future of the NYC for-hire industry will rest with whether the TLC and NYC will quickly develop an effective enforcement plan to prevent infiltration of outside TNCs in NYC, and infestation at NYC airports and border areas (like the Bronx and Queens). The NYC livery industry near the borders of Nassau and Westchester will be particularly susceptible to UberX low-cost transportation competition. NYC TLC, especially after the record attendance and outcry at its recent taxicab fare increase hearing, where extensive testimony was offered speaking of Uber’s unfair competition and market dominance in NYC, must take action with a comprehensive enforcement plan as soon as possible.

What Should Government Officials and the Industry Do Now?

Taxicabs and for-hire vehicle businesses must do everything they can to cut costs, step-up efforts to protect their brand and customers, and hold onto their drivers and customers. The onslaught will begin shortly, with the most vulnerable being livery or community car services and black

(Continued on Page 24)

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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.

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!

Matthew Daus

(Continued from Page 23)

car companies. NYC is probably the only real revenue generating market for Uber, and it is where it is making a stand to actually try and reduce its billion dollar losses. Nassau, Westchester and Suffolk must demonstrate leadership by immediately submitting bills to opt-out of the new state TNC law -- or face the rescission of reciprocity and the end of their regulatory reign. In terms of enforcement, the DMV, at the urging of everyone, must ensure there is a real and objective third party validator or company that oversees whatever background checks are being performed by TNCs. In Boston and Houston recently, even under the inferior background checks TNCs

conduct, a plethora of convicts of criminal offenses were discovered. Also, the DMV must issue special and prominent TNC license plates, not removable stickers, in order to aid enforcement in NYC and in counties that opt-out. In addition, the TLC must take a stand to use whatever data it has to see if the TLC can overcome the FOIL law exemptions to track TNC activity (pick-ups and drop-offs) by auditing and prosecuting transgressions. Also, the NYC TLC should hire additional inspectors and enlist the Port Authority Police and New York City Police Department to assist in enforcement, especially at the borders of NYC and at the airports. NYC must geo-fence TNCs out of NYC, and build an impenetrable enforcement wall around its jurisdiction, or the end will be near.

You Delete Email, Don't You? You May Want to Delete Email Accounts

How many email addresses have you had? I can't count the number of email accounts I've opened in my life. In the past, I was always looking for the next, new thing—and for any technology solution that was better than the one I had. But an old email address, particularly one that you used for any length of time before moving on, can be an identity theft ticking time bomb.

Really.

Risky Business

How does an old email account put you at risk? Assuming you used it for a while, you likely received a lot of messages—from friends and family, as well as your bank and other places where you had online accounts. Think about what's in those messages—personal contact information, old credit card and bank statements, and even embarrassing details about you or people you know.

Now, when you opened that old email account, how good were you at coming up with strong passwords? If the account dates back to before the terms "data breach" and "international hackers" became common in news headlines, that password might be something like "123456" or the name of your dog, cat or significant other (now ex?). Any password along these lines is very easy for a hacker to, um, hack. And then, all of that information—personal, financial or embarrassing—could be used to steal your identity, drain your bank account or even blackmail you.

Delete...Or Maintain

So, do you have old email accounts that you no longer use? If so, consider reviewing them for any messages or attachments you want to save and, then, deleting those accounts. They're

not providing any benefits, and, in the event the account is breached, they could put you at risk.

Do you have old email accounts that you want to keep? Log in and clean them up. Delete emails, chat messages and even profile information. In the event of a breach in the future, the less you have in a breached account, the less likely you'll be victimized by an identity thief who gains access. Oh, and while you're logged in, come up with a strong, complex password that you're not using on any other account.

One Account Can Lead To Another

My LifeLock colleague, Joe Gervais, is a cybersecurity expert and "hacker for good." He notes that if you used an old email account as a password recovery address for other online accounts, anyone who gains access to your email account could request a password reset for those other online accounts and seize control. How would they know what online accounts you have? Maybe from the email account itself!

If you have hundreds or even thousands of email messages in an old email account, you likely have a whole lot of personal data in those messages. It's probably time to take action.

And in fact, if you have a lot of messages in your current email account—the one you use every day—it why not do a little maintenance? Otherwise, you're constantly increasing the amount of personal information that, in the event of a breach, could wreak havoc on your inbox...and then some.

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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! Thank you!

60 Thompson Street
Between Broome and Spring Streets

Algonquin Hotel
59 W 44th Street
between 5th & 6th Avenues

Americana Inn Hotel
69 W 38th Street
between 5th & 6th Avenues

Ameritania Hotel
230 W 54th Street at Broadway

Amsterdam Inn Hotel
340 Amsterdam Avenue
at W 76th St.

Beacon Hotel
2130 Broadway at 75th Street

Belvedere Hotel
319 W 48th Street
between 8th & 9th Avenues

Benjamin Hotel
125 E 50th Street at York Avenue

Bentley Hotel
500 E 62nd Street at York Avenue

Best Western
Convention Center Hotel
522 W 38th Street
between 10th & 11th Avenues

Best Western Hospitality House
145 E 49th Street
between 3rd & Lexington Avenues

Best Western President Hotel
234 W 48th Street
between 7th & 8th Avenues
Best Western Seaport Inn Hotel
33 Peck Slip at Front Street

Bryant Park Hotel
40 W 40th Street
between 5th & 6th Avenues

Carlyle Hotel
35 E 76th Street
between Madison & 5th Avenues

Carnegie Suites Hotel
229 W 58th Street
between 7th & 8th Avenues

Casablanca Hotel
147 W 43rd Street
between 6th & 7th Avenues

Chelsea Hotel
222 W 23rd Street
between 7th & 8th Avenues

Chelsea Savoy Hotel
204 W 23rd Street
between 7th & 8th Avenues

Chelsea Star Hotel
300 W 30th Street at 8th Avenue

Comfort Inn Central Park Hotel
31 W 71st Street between
Central Park West & Columbus Ave.

Comfort Inn Manhattan Hotel
42 W 35th Street
between 5th & 6th Avenue

Comfort Inn Midtown Hotel
129 W 46th Street
between 6th & 7th Avenues

Comfort Inn New York Hotel
442 W 36th Street
between 10th & Dyer Avenues

Courtyard Manhattan 5th Avenue
3 E 40th Street
between Madison & 5th Avenues

Courtyard Midtown East Hotel
866 3rd Avenue
between 51st & 52nd Streets

Courtyard Times Square Hotel
114 W 40th Street
between 6th & 7th Avenues

Crowne Plaza Times Square Hotel
1605 Broadway
between 49th & 50th Streets

Crowne Plaza UN Hotel
304 E 42nd Street
between 1st & 2nd Avenues

Doubletree Times Square Hotel
1568 Broadway
between 47th & 48th Streets

Edison Hotel
228 W 47th Street
between 7th & 8th Avenues

Elysee Hotel
60 E 54th Street
between Park & Madison Avenues

Embassy Suites Hotel
102 North End Ave.
World Financial Center, Manhattan

Fairfield Inn & Suites Chelsea-
116 W. 28th St
(near 6th Ave)

Four Points Manhattan SoHo-
66 Charlton St.
(near Spring St)

Fairfield Inn & Suites Times Square
330 W. 40th St
(near 9th Ave)

Fairfield Inn & Suites Fifth Avenue
21 W. 37th St

Four Points Sheraton Chelsea Hotel
160 W. 25th Street
between 6th & 7th Avenues

Four Points Midtown Times Square
326 W. 40th St (near 9th Ave)

Four Seasons Hotel
57 E 57th Street
between Park & Madison Aves.

Flatotel International Hotel
135 W 52nd Street
between 6th & 7th Avenues

Gramercy Park Hotel
2 Lexington Avenue at 21st Street

Grand Hyatt New York Hotel
Park Avenue & 42nd street

Grand Union Hotel
34 E 32nd Street
between Park & Madison Avenues

(Hampshire Hotel)
Quality Times Square Hotel
157 W 47th Street
between 6th & 7th Avenues

Hampton Inn
Times Square Hotel
851 8th Avenue at 51st Street

Hampton Inn SoHo
54 Watts St
(near Varick St)

Helmsley Carlton House Hotel
680 Madison Ave
between 61st & 62nd Sts.

Helmsley Middletowne Hotel
148 E 48th Street
between Lexington & Park Aves.

Helmsley Park Lane Hotel
36 Central Park South
between 5th & 6th Avenues

Hilton Garden Inn Time Square
790 8th Avenue
between 48th & 49th Streets

Hilton New York Hotel
1335 6th Avenue
between 53rd & 54th Streets

Hilton Times Square Hotel
234 W 42nd Street
between 7th & 8th Avenues

Holiday Inn
Downtown Hotel
138 Lafayette Street
between Howard & Canal Streets

Holiday Inn Martinique Hotel
Broadway & W 32nd Street

Holiday Inn Midtown Hotel
440 W 57th Street
between 9th & 10th Avenues

Holiday Inn Wall Street Hotel
15 Gold Street at Platt Street

Hudson Hotel
356 W 58th Street
Between 8th & 9th Avenues

Inter-Continental Barclay Hotel
111 E 48th Street
between Lexington
Park Avenues

Iroquois Hotel
49 W 44th Street
between 5th & 6th Avenues

JW Marriott Millennium
160 Central Park South
between 6th & 7th Avenues.

Kitano Hotel
66 Park Avenue at 37th Street

La Quinta Manhattan Hotel
17 W 32nd Street
between 5th & 6th Avenues

Le Parker Meridien Hotel
118 W 57th Street
between 6th & 7th Avenues

Lucerne Hotel
201 W 79th Street at
Amsterdam Avenue

Manhattan Broadway Hotel
273 W 38th Street
between 7th & 8th Avenues

Manhattan Seaport Suites Hotel
219 Front Street
between Pine & Wall Streets

Maritime Hotel
363 W 16th Street at 9th Avenue

Marriott Financial Center Hotel
85 West Street
between Albany & Carlisle Streets

Marriott East Side Hotel
525 Lexington Avenue
between 48th & 49th Street

Marriott Marquis Hotel
1535 Broadway at 44th Street

Mayfair Hotel
242 W 49th Street
between 7th & 8th Avenues

Metro Hotel
45 W 35th Street
between 5th & 6th Avenues

Doubletree Metropolitan Hotel
569 Lexington Avenue at 51st Street
Michelangelo Hotel
152 W 51st Street

between 6th & 7th Avenues

Milford Plaza Hotel
270 W 45th Street at 8th Avenue

Millenium Hilton Hotel
55 Church Street
between Fulton & Day Streets

Millennium Broadway Hotel
145 W 44th Street
between 6th & 7th Aves

Millennium UN Plaza Hotel
1 United Nations Plaza
at 1st Avenue & 44th Street

Murray Hill East Suites Hotel
149 E 39th Street
between 3rd & Lexington Avenues

Murray Hill Inn Hotel
143 E 30th Street
between Lexington & Park Avenues

Photo by David Pollack



(Continued on Page 30)

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NYC ECONOMY

Employment

Private sector employment rebounded in March 2017. After falling by 7,200 jobs in February 2017, private sector employment grew by 6,300 jobs last month. Employment gains were distributed relatively evenly across the private sector. Accommodation and Food Services led gains by adding 2,600 jobs. This was followed by Retail and Finance and Insurance, though employment in the latter remains below 2016 totals. Job losses were led by Wholesale Trade, which lost 1,200 jobs, followed by Administrative Services and Health Care and Social Assistance.

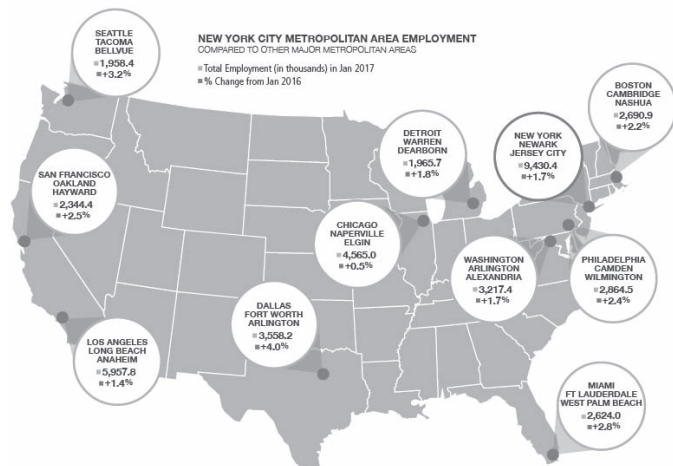
The unemployment rate continued to fall, hitting a record low for the third consecutive month. The rate dropped from 4.3% in February 2017 to 4.0% this month. At the same time last year, the city's unemployment was 5.2%. By comparison, unemployment is 4.3% for New York State and 4.5% for the US. This drop comes as labor force participation ticked up 0.5 percentage points from last month to 60.7%. Despite very low unemployment, wage growth remains depressed. After adjusting for inflation, wages in March 2017 were 0.26% lower than the previous year.

Monthly employment data are seasonally adjusted by OMB.

Sources: New York State Department of Labor; US Bureau of Labor Statistics.

NEW YORK CITY EMPLOYMENT BY INDUSTRY

INDUSTRY	EMPLOYMENT (in thousands)			
	Mar 2017	Feb 2017	Previous Month Change	Year Over Year Change
FIRE	469	467	0.4%	0.4%
Finance & Insurance	336	335	0.3%	-0.7%
Securities	177	177	0.2%	-0.6%
Banking	98	98	0.5%	-1.1%
Other	61	60	0.1%	-0.5%
Real Estate/Rental/Leasing	133	132	0.7%	3.2%
SERVICES	2,514	2,510	0.2%	2.4%
Information	194	193	0.5%	2.2%
Professional Business Services	734	734	0.0%	2.2%
Professional/Scientific/Technical Services	419	418	0.1%	2.7%
Management of Companies & Enterprises	70	70	0.3%	0.3%
Administrative Services	246	247	-0.4%	1.9%
Educational Services	248	247	0.1%	0.9%
Health Care/Social Assistance	704	705	-0.1%	4.3%
Arts/Entertainment/Recreation	97	86	0.5%	0.5%
Accommodation/Food	358	355	0.7%	1.6%
Other	190	189	0.5%	1.5%
TRADE	492	491	0.2%	0.9%
Retail Trade	351	349	0.6%	0.4%
Wholesale	141	142	-0.8%	-3.8%
MANUFACTURING	75	76	-1.0%	-2.7%
TRANSPORTATION AND UTILITIES	133	133	0.0%	-1.7%
CONSTRUCTION	151	150	0.3%	2.5%
PRIVATE	3,833	3,827	0.2%	1.5%
GOVERNMENT	554	554	0.1%	0.2%
TOTAL	4,388	4,381	0.2%	1.2%



Finance

NYCEDC monitors New York City's gross city product, venture capital financing, and the New York Federal Reserve Bank's Index of Coincident Economic Indicators, each of which are reported on a quarterly basis. This month, we are reporting venture capital data from CB Insights/PwC.

Venture capital financings in the New York metropolitan area fell to two-year lows in the first quarter of 2017. Nevertheless, deal levels rose from the prior quarter. While deal levels remained relatively steady from 2016 averages, financing values fell considerably, indicating smaller deals on average. The New

Average Gas Prices As of May 4, 2017

	Regular	Mid	Premium	Diesel
New York				
Current	\$2.526	\$2.781	\$2.983	\$2.723
Week Ago	\$2.539	\$2.786	\$2.991	\$2.734
Month Ago	\$2.445	\$2.703	\$2.912	\$2.708
Year Ago	\$2.377	\$2.598	\$2.798	\$2.461

York metropolitan area's deal activity remained second only to Silicon Valley; however, the value of financings slipped below that of New England to third highest in the US for the first time since Q2 2015. WeWork, a commercial real estate company, raised \$300 million to make it the city's largest venture capital deal for the second straight quarter.

Note: The CEI is used by the New York Federal Reserve to capture economic activity in a single number, and is constructed from four data series: payroll employment, unemployment rate, average weekly hours worked in manufacturing, and real (inflation-adjusted) earnings.

Source: Federal Reserve Bank of New York; Federal Reserve Bank of St. Louis.

Real Estate

Residential rental and sales markets in New York City continued to diverge in March 2017. Median monthly rent prices were \$2,300, unchanged from March 2016. This is the fifth consecutive month that rent prices have not increased from their prior year levels. This rent stagnation is unprecedented (since at least 2011, the earliest year for which this dataset is available). Meanwhile, median home sales prices continued to increase, hitting \$650,000 in March 2017, up 12.9% from the prior year. This continues a twenty-one-month trend of rising home price inflation.

Office markets were down in March 2017, relative to last year. Average rents per square foot in Class A office buildings (top-market commercial spaces) fell 1.6%, while the vacancy rate rose 0.6 percentage points to 9.4%. The Downtown market led falling prices, although vacancy rates Downtown are at their lowest levels since 2013, contradictory to the typically inverse relationship between

(Continued on Page 30)

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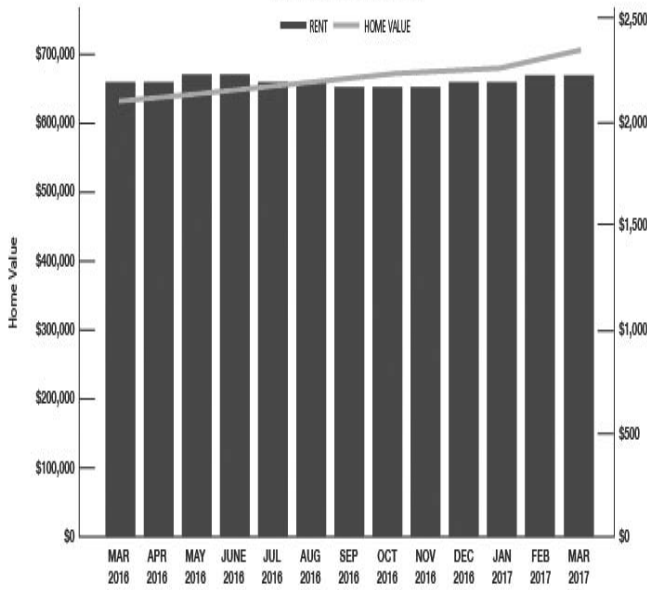
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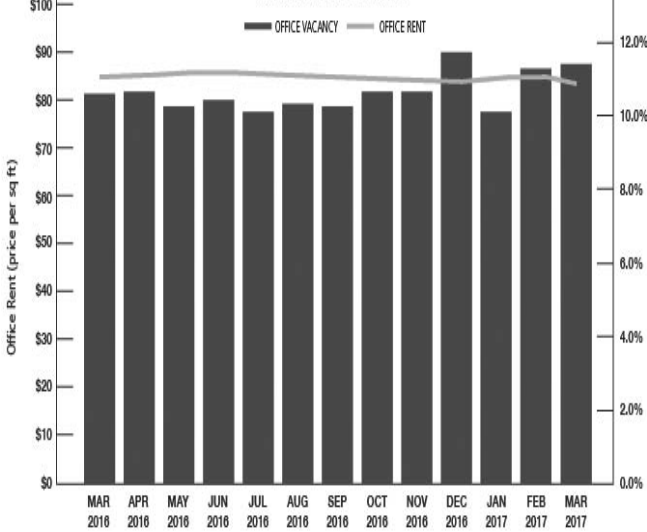
(Continued from Page 29)

prices and vacancy. Conversely, in Midtown South, brisk price increases have coincided with rising vacancies.

NEW YORK HOUSING MARKET



MANHATTAN OFFICE MARKET



Sources: Zillow; Cushman & Wakefield.

Transit & Tourism

Ridership on local transit systems fell across the board in February 2017 with subways and buses leading declines. This continues a slump in subway ridership and brings monthly totals to the lowest levels in the last three years. Ridership on commuter rail and bridges and tunnels also dropped in February 2017. This was the first decline in automotive traffic (measured by bridges and tunnels tallies) in three years. Led by the increasing numbers of domestic passengers, airport traffic continued to rise in February 2017. This comes as the number of flights fell, indicating fuller flights on average. While Broadway attendance declines were much greater (-17.8%), revenue was balanced by higher ticket prices, which rose from \$97 on average in February 2016 to \$113 this year.

Sources: Port Authority or New York and New Jersey; Metropolitan Transportation Authority; Broadway League; CBRE.

Transit Change Compared to 2016



Tourism Change Compared to 2016



The Excelsior Scholarship is Included in the FY 2018 Budget Agreement

First-in-the-Nation Program Makes NYS Public Universities Tuition-Free for Families Making Up to \$125,000 Per Year, Alleviating Crushing Burden of Student Debt and Placing More New Yorkers on Path to Financial Security

Nearly 80 Percent or More Than 940,000 Families with College-Aged Children Across New York Would Qualify for Tuition-Free College at SUNY and CUNY

program will provide tuition-free college at New York's public colleges and universities to families making up to \$125,000 a year, and is included in the FY 2018 Budget agreement. The Budget additionally includes \$8 million to provide open educational resources, including e-books, to students at SUNY and CUNY colleges to help defray the prohibitive cost of textbooks.

Governor Andrew M. Cuomo today announced that the Excelsior Scholarship, a first-of-its-kind in the nation

Under the Excelsior Scholarship, nearly 80 percent, or 940,000 middle-class families and individuals making

(Continued on Page 38)

Manhattan Hotel List

(Continued from Page 26)

Muse Hotel 130 W 46th Street between 6th & 7th Aves.	Pennsylvania Hotel 401 7th Avenue between 32nd & 33rd Streets	Regency Hotel 540 Park Avenue at 61st Street	45 Park Avenue at 37th Street	TriBeCa Grand Hotel 2 6th Avenue between White & Walker Streets
Palace Hotel 455 Madison Avenue between 50th & 51st Streets	Pierre Hotel 2 E 61st Street at 5th Avenue	Roger Smith Hotel 501 Lexington Avenue at 47th Street	Sherry Netherland Hotel 781 5th Avenue at 59th Street	Trump International Hotel 1 Central Park West at Columbus Circle
Novotel Hotel 226 W 52nd Street between 7th & 8th Avenues	Plaza Hotel 768 5th Avenue at Central Park South	Roger Williams Hotel 131 Madison Avenue at 31st Street	Shoreham Hotel 33 W 55th Street between 5th & 6th Avenues	W Court Hotel 130 E 39th Street between Lexington & Park Avenues
Paramount Hotel 235 W 46th Street between 7th & 8th Avenues	Plaza Athenee Hotel 37 E 64th Street between Madison & 5th Avenues	Roosevelt Hotel 45 E 45th Street at Madison Avenue	Skyline Hotel 725 Tenth Avenue at 49th Street	W New York Hotel 541 Lexington Avenue at 49th Street
Park Central Hotel 870 7th Avenue at 56th Street	Radio City Suites Hotel 142 W 49th Street between 6th & 7th Avenues	Salisbury Hotel 123 W 57th Street between 6th & 7th Avenues	Sofitel Hotel 45 W 44th Street between 5th & 6th Avenues	Waldorf Astoria Hotel 301 Park Avenue between 49th & 50th Streets
Park Savoy Hotel 158 E 58th Street between 6th & 7th Avenues	Radisson Lexington Hotel 511 Lexington Avenue at 49th Street	San Carlos Hotel 150 E 50th Street between 3rd & Lexington Avenues	SoHo Grand Hotel 310 W Broadway between Canal & Grand Streets	Warwick Hotel 65 W 54th Street at 6th Avenue
Peninsula Hotel 700 5th Avenue at 55th Street	Ramada New Yorker Hotel 481 8th Avenue at 34th Street	Sheraton Manhattan Hotel 790 Seventh Avenue between 51st & 52nd Streets	Solita SoHo Hotel 159 Grand St	Westin New York Grand Central 212 E 42nd Street between 2nd & 3rd Avenues
	Renaissance Hotel 714 7th Avenue at 48th Street	Sheraton New York Hotel 811 Seventh Avenue between 52nd & 53rd Streets	Travel Inn Hotel 515 W 42nd Street between 7th & 8th Avenues	
		Sheraton Russell Hotel		

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!



May Book Signings



Paula Poundstone, stand up comedian
signing copies of

The Totally Unscientific Study of the Search For Human Happiness
5/9/17 7:00 PM at Barnes & Noble
82nd & Broadway. New York, NY.

Ashley Graham, Sports Illustrated model
signing copies of A New Model

5/10/17 6:00 PM at BookEnds
East Ridgewood Avenue. Ridgewood, NJ.

Mayim Bialik, star of "The Big Bang Theory",
signing copies of Girling Up

5/11/17 7:00 PM at Barnes & Noble
Union Square. New York, NY.

Kareem Abdul-Jabbar, basketball Hall of Famer,
signing copies of Coach Wooden And Me

5/16/17 7:00 PM at Barnes & Noble
Union Square. New York, NY.

David Ortiz, former Boston Red Sox star,
signing copies of Papi: My Story

5/16/17 5:00 PM at Barnes & Noble
Warren Street. New York, NY.

Lou Pinella, former New York Yankees star,
signing copies of Lou: 50 Years of Kicking Up Dirt

5/16/17 1:00 PM at Barnes & Noble
Fifth Avenue. New York, NY.

5/16/16 6:00 PM at BookEnds

East Ridgewood Avenue. Ridgewood, NJ.

Mike Tyson, former heavyweight champion
signing copies of Iron Ambition

5/30/17 1:00 PM at Barnes & Noble
Fifth Avenue. New York, NY.

Al Franken, former comedian and current US Senator,
signing copies of Al Franken, Giant of the Senate

5/31/17 7:00 PM at Barnes & Noble
Union Square. New York, NY

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Tuesday, May 9

EMPIRE OF THE SUN \$45

Doors 7pm

Show 8pm Grandmaster Flash

Wednesday, May 10

EMPIRE OF THE SUN \$45

Doors 7pm

Show 8pm Grandmaster Flash

SOLD OUT!

Saturday, May 20

THE GROWLERS \$27.50 adv

Doors 8pm

Show 9pm \$28 day of

Monday, May 22

COHEED AND CAMBRIA "NEVERENDER GAIBSIV"

\$39.50 adv

Doors 7pm

Show 8pm Thank You Scientist

Mutoid Man \$45 day of

Wednesday, May 3

RUSS: THE WAKE UP TOUR

\$30 adv

Doors 8pm

Show 9pm \$35 day of

\$100 VIP

Tuesday, June 6

PORTUGAL. THE MAN

\$37.50 adv

Doors 7pm

Show 8pm Electric Guest

\$40 day of

SOLD OUT!

Wednesday, June 7

PORTUGAL. THE MAN

\$37.50 adv

Doors 7pm

Show 8pm Electric Guest

\$40 day of

Friday, June 9

RODRIGO Y GABRIELA: TENTH ANNIVERSARY TOUR

\$49.50 adv

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Show 8pm Ryan Sheridan

\$55 day of

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Commissioner's Corner

By Meera Joshi



Уголком руководителя Комиссии по такси и лимузинам
Май 2017

Здравствуйте! Надеюсь, у вас хорошее настроение в такую прекрасную весеннюю погоду. За последнее время в Комиссии по такси и лимузинам произошло много событий, и о некоторых из них я хочу здесь рассказать.

Заработки водителей, экономические аспекты отраслей и чаевые

В прошлом месяце мы организовали в Комиссии слушание, посвященное охране труда и другим экономическим аспектам отраслей, которые мы регулируем. Слушание длилось целый день и привлекло очень много водителей. Комиссия каждые два года организует слушание, посвященное тарифам такси и предельным ставкам лизинга, но в этот раз мы впервые рассмотрели экономические вопросы сегмента арендуемого транспорта (FHV). Комиссия с удовлетворением констатирует, что более 80 человек нашли время поделиться с нами своим мнением. Это было чрезвычайно полезно и помогло нам сформировать представление об условиях труда и получить информацию для будущих политик.

На протяжении всего слушания Комиссия выслушивала свидетельства об экономических трудностях отраслей, регулируемых Комиссией, в том числе от владельцев жетонов, которые работают в трудных условиях, и водителей арендуемого транспорта (FHV), у которых доходы сокращаются из-за снижения тарифов, повышения сборов и высоких расходов на обслуживание автомобилей. Также водители рассказали о том, насколько непосредственно рассчитываются тарифы в сегменте арендуемого транспорта. Комиссия связывается с зарегистрированными водителями из разных сегментов, чтобы получить дополнительную информацию об экономических аспектах отрасли.

В феврале Комиссия получила обращение от Гильдии независимых водителей (Independent Drivers Guild) — группы живущих в Нью-Йорке водителей, работающих для интернет-компаний Uber. Это обращение содержало просьбу предложить такие правила, чтобы пассажиры, заказывающие поездки через приложения на смартфонах, имели возможность оставить водителю чаевые.

В апреле Комиссия объявила о том, что предложит правила, предусматривающие возможность оставлять чаевые для поездок на арендуемых автомобилях. Согласно этому предложению, диспетчерские службы аренды автомобилей (FHV) обязаны будут разрешать пассажирам оставлять чаевые водителям, используя один из используемых способов оплаты. Однако эти правила будут распространяться на весь сегмент арендуемого транспорта, включая традиционные и интернет-компании. Если компания по аренде транспорта разрешает пассажирам оплачивать поездки только банковской картой, пассажиры должны иметь возможность оставить водителю чаевые, используя банковскую карту. Если компании принимают только оплату наличными, чаевые можно будет по-прежнему оставлять наличными.

Это правило может повысить заработки водителей в сегменте арендуемого транспорта и упростить оставление чаевых водителям, но важно отметить, что это

всего лишь один аспект в контексте общих усилий по улучшению экономического положения водителей. Комиссии еще предстоит большая работа: мы должны обеспечить прозрачную процедуру расчета заработка водителей и определить, какие еще меры по защите доходов водителей необходимы, чтобы водители могли достойно зарабатывать. Я буду регулярно информировать вас о мерах, которые Комиссия осуществляет, чтобы обеспечить справедливый уровень дохода профессиональным водителям города Нью-Йорка.

Повторяя тему прошлого месяца, хочу еще раз акцентировать внимание на недавно принятых законах, которые снимают барьеры, заложенные в системе жетонов. Два законопроекта отменили устаревший регламент системы жетонов, сделав покупку и продажу жетона лицензированного такси аналогичной продаже других лицензий TLC (например, лицензий диспетчерской службы). Законодательно теперь также отменено разделение на корпоративные и независимые жетоны и сняты ограничения на количество жетонов, которые могут находиться во владении физического или юридического лица.

Также Комиссия ослабила другие обременительные ограничения в системе жетонов; в частности, было отменено требование «владелец должен быть водителем», из-за которого более 5000 владельцев жетонов были обязаны лично отрабатывать за рулем своего такси более 150 смен за год. Это понижало цену жетонов для владельцев-операторов и было особенно тяжелым бременем для пожилых владельцев жетонов. Комиссия также увеличила срок допустимой эксплуатации автомобилей и разрешила владельцам таксомоторов сдавать автомобили в аренду водителям за фиксированную комиссию, что предпочтительно для абсолютного большинства водителей.

Мы всегда высоко ценим готовность представителей различных отраслей поделиться с нами информацией и мнениями. Благодарим всех за участие и просмотр прямой трансляции слушания.

Деятельность Комиссии в рамках FOIL

Я хочу воспользоваться случаем и поблагодарить за успешную работу юридический отдел Комиссии, на который возложена обязанность отвечать на запросы в рамках Закона о свободе информации (Freedom of Information Law, FOIL). Комиссия по такси и лимузинам отмечена газетой «Village Voice» в числе учреждений, оперативнее других реагирующих на запросы в рамках закона FOIL: хотя мы получаем тысячи обращений, среднее время ответа составляет менее четырех дней. Эти достижения подтверждают эффективность, креативность и самоотверженность, с которой работают сотрудники Комиссии, отвечающие за реализацию закона FOIL, и наши партнеры и коллеги, предоставляющие информацию, необходимую для оперативного ответа на запросы.

Борьба с усталостью за рулем

В рамках проводимой Комиссией борьбы с усталостью за рулем изменились требования к подаче данных о поездках для арендуемого транспорта. Начиная с июня диспетчерские службы арендуемого транспорта обязаны

регистрировать информацию о посадке и высадке пассажиров для всех координируемых ими поездок. Эта информация должна быть включена в данные о регистрируемых поездках за июнь, которые будут поданы в Комиссию.

Комиссия связывается с диспетчерскими службами, чтобы предоставить инструкции по регистрации и предоставлению этой дополнительной информации. Обновленные инструкции по отправке данных о регистрируемых поездках можно найти на нашем сайте по адресу:

http://www.nyc.gov/html/tlc/html/industry/fhv_etrip_record_submission.shtml

Усталость водителя при вождении так же опасна, как алкогольное опьянение. Мы высоко ценим усилия, которые представители отрасли предпринимают, чтобы повысить безопасность улиц нашего города для водителей, пассажиров и других участников движения.



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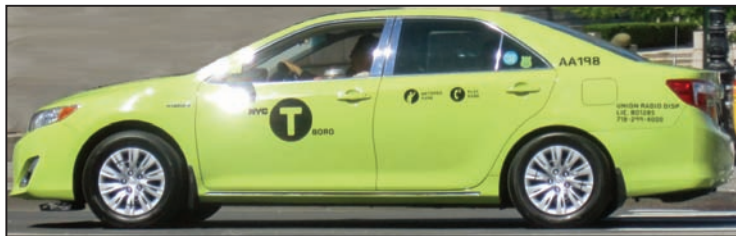
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TAXI NEWS FROM AROUND THE WORLD

PARIS Cab Driver Returns \$1.6 Million Art Work

An unidentified art dealer on his way to visit a client in Paris left behind

a \$1.6 million painting in the trunk of a taxi cab.

The work is by Argentina-born Italian sculptor and painter Lucio Fontana, from his famed series of pierced abstractions entitled "Concetto spaziale."

Distracted by a phone call, the dealer says he forgot to take the

artwork out of the cab with him after stopping at a Paris gallery last Thursday.

Searches for the cab with the artwork went unsuccessful and the dealer then filed a theft complaint with police.

On Tuesday, the cab driver reportedly returned the artwork.



Traffic Backed Up On 3RD 8AM

By M. Simon



On 3RD By M. Simon



Apparently Store Owners On Mott Street Have Had Enough Of Nypd Vehicles Taking Patron's Parking

By David Pollack



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ANASTASIA Broadhurst Theatre 235 West 44th Street	KINKY BOOTS Al Hirshfield Theater 203 West 45th Street
ARTHUR MILLER'S THE PRICE American Airlines Theatre 227 West 42nd Street	LES MISERABLES Imperial Theatre 249 West 45th Street
BANDSTAND Bernard B. Jacobs Theatre 242 West 45th Street	THE LION KING Minskoff Theatre 200 West 45th Street
BEAUTIFUL THE CAROLE KING MUSICAL Stephen Sondheim Theatre 124 West 43rd Street	THE LITTLE FOXES Samuel J Friedman Theatre 261 West 47th Street
THE BOOK OF MORMON Eugene O'Neil Theatre 230 West 49th Street	MARVIN'S ROOM American Airlines Theatre 227 West 42nd Street
A BRONX TALE - THE MUSICAL Longacre Theatre 200 West 48th Street	MISS SAIGON Broadway Theatre 1681 Broadway
CATS Neil Simon Theatre 250 West 52nd Street	NATASHA, PIERRE AND THE GREAT COMET OF 1812 Imperial Theatre 249 West 45th Street
CHARLIE AND THE CHOCOLATE FACTORY Lunt-Fontanne Theatre 205 West 46th Street	OH, HELLO ON BROADWAY Lyceum Theatre 149 West 45th Street
CHICAGO Ambassador Theatre 219 West 49th Street	ON YOUR FEET! THE STORY OF EMILIO AND GLORIA ESTEFAN Marquis Theatre 1535 Broadway
CIRQUE DU SOLEIL PARAMOUR Lyric Theatre 214 West 43rd Street	OSLO Vivian Beaumont Theater 150 West 65th Street
COME FROM AWAY Schoenfeld Theatre 236 West 45th Street	THE PHANTOM OF THE OPERA Majestic Theatre 242 West 45th Street
DEAR EVAN HANSON Belasco Theatre 111 West 44th Street	THE PLAY THAT GOES WRONG Lyceum Theatre 149 West 45th Street
FROZEN St. James Theatre 246 West 44th Street	PRESENT LAUGHTER St. James Theatre 246 West 44th Street
GROUNDHOG DAY August Wilson Theatre 245 West 52nd Street	SCHOOL OF ROCK Winter Garden Theatre 1634 Broadway
HAMILTON Richard Rodgers Theatre 226 West 46th Street	

Off Broadway Shows

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THE ACCIDENTAL PERVERT 13th Street Repertory 50 West 13th Street	DRUNKLE VANYA Tolstoy's Lounge Upstairs at The Russian Samovar 256 West 52nd Street
THE AMAZING MAX Theater at Blessed Sacrament 152 West 71st Street	ERNEST SHACKLETON LOVES ME Tony Kiser Theater 305 West 43rd Street
AND THEN THERE WERE NONE Players Theatre 115 Macdougall St	THE FANTASTICKS Snapple Theater Center 210 West 50th Street
ANGEL & ECHOES 59E59 Theaters 59 East 59th Street	FOSSILS 59E59 Theaters 59 East 59th Street
AVENUE Q New World Stages 340 West 50th Street	GALLI THEATER FAIRY TALES Gloria Maddox Theater 151 West 56th Street
BAD WITH MONEY & PATTI ISSUES The Duplex 61 Christopher Street	GAZILLION BUBBLE SHOW New World Stages 340 West 55th Street
BLACK ANGELS OVER TUSKEGEE Actors Temple Theatre 339 West 47th Street	GENTLY DOWN THE STREAM Public Theater 425 Lafayette Street
BLUE MAN GROUP Astor Plae Theatre 424 Lafayette Street	GRANNY'S BLUE-MERS The Duplex 61 Christopher Street
C.S. LEWIS ONSTAGE: THE MOST RELUCTANT CONVERT Acorn Theatre 410 West 42nd Street	HAPPY DAYS Polonsky Shakespeare Center 262 Ashland Place
CAGNEY Westside Theatre 407 West 43rd Street	I LIKE IT LIKE THAT - A MUSICAL Puerto Rican Traveling Theatre 204 West 47th Street
CELEBRITY AUTOBIOGRA- PHY: THE NEXT CHAPTER The Triad 58 West 72nd Street	IN & OF ITSELF Daryl Roth Theatre 103 East 15th Street
CHURCH & STATE New World Stages 340 West 50th Street	THE LION, THE WITCH AND THE ROBBER BRIDEGROOM Laura Pels Theatre 111 W 46th Street
CRY HAVOC! New Ohio Theatre 154 Christopher Street	LUCKY CHENG'S DRAG CABARET Lucky Cheng's 605 West 48th Street
DIVINE ASSIGNMENT American Theatre of Actors 314 West 54th Street	THE LUCKY ONE Beckett Theatre at Theatre Row 410 West 42nd Street
THE DOZEN DIVAS SHOW Metropolitan Room 34 West 22nd Street	MURDERED BY THE MOB Arno Ristorante 141 West 38th Street
DRUNK SHAKESPEARE The Lounge at Roy Arias Theatre	NAKED BOYS SINGING Kirk Theatre 410 West 42nd Street

(Continued on Page 38)

Excelsior Scholarship

(Continued from Page 11)

up to \$125,000 per year, would qualify to attend college tuition-free at all CUNY and SUNY two- and four-year colleges in New York State.

A regional breakdown of families who would be eligible for the program is available below.

credits one semester than another.

Students are required to maintain a grade point average necessary for the successful completion of their coursework, and, as the program makes a major investment in the state's greatest asset—our young people—scholars will be required to live and work in-state for the same number of years after graduation as they received the scholarship

Region	Number of Families with College-Age Students	Percentage Eligible
Western New York	68,712	78.8%
New York City	461,499	84.3%
Long Island	112,890	55.6%
Hudson Valley	92,333	63%
Capital Region	44,108	74.9%
Mohawk Valley	24,845	84.8%
Finger Lakes	55,747	79.2%
North Country	18,542	84.8%
Central New York	37,922	79.6%
Southern Tier	25,588	81.2%
Statewide Total:	942,186	75.7%

The new program will be phased in over three years, beginning for New Yorkers making up to \$100,000 annually in the fall of 2017, increasing to \$110,000 in 2018, and reaching \$125,000 in 2019. Scholars must be enrolled in college full-time and average 30 credits per year (including Summer and January semesters) in order to receive the funding, however, the program has built in flexibility so that any student facing hardship is able to pause and restart the program, or take fewer

while in school.

The Budget provides a record \$7.5 billion in total support for higher education, a \$448 million, or 6.3 percent, increase over last year. These initiatives build on the Governor's commitment to making college affordable for all students in the Empire State, including the nation-leading 'Get On Your Feet' Loan Forgiveness Program, which allows eligible college graduates living in New York to pay nothing on their student loans for the first two years out of school.

Photo by David Pollack



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.
- Museum of Chinese In America-211 Centre St
- Museum of Jewish Heritage- Holocaust Edmond J. Safra Plaza - 36 Battery Place
- Museum at FIT-Seventh Ave.
- Museum of Modern Art (MoMA) 11 W 53rd St
- Museum of Modern Art Design-81 Spring St # A
- National Museum of the American Indian
- Alexander Hamilton U.S. Custom House, 1 Bowling Green
- New Museum of Contemporary Art-235 Bowery
- New World Art Ctr-250 Lafayette St # 5
- New York City Police Museum-100 Old Slip
- Poets House - Ten River Terrace
- Queens Museum of Art-49th Ave. and 111th St.
- Rubin Museum of Art-150 West 17th Street
- Skyscraper Museum - 39 Battery Place
- South Street Seaport Museum - 12 Fulton Street
- The Tenement Museum-108 Orchard St

Broadway Shows

(Continued from Page 37)

- SIGNIFICANT OTHER**
Booth Theatre
222 West 45th Street
- SIX DEGREES OF SEPARATION**
Ethel Barrymore Theatre
243 West 47th Street
- SUNDAY IN THE PARK WITH GEORGE**
Hudson Theatre
139-141 West 44th Street
- SUNSET BOULEVARD**
Palace Theatre
1564 7th Ave & W 47th Street
- WAITRESS**
Brooks Atkinson Theatre
256 West 47th Steet
- WAR PAINT**
Niederlander Theatre
208 W. 41st St.
- WICKED**
Gershwin Theater
222 West 51st Street

Off Broadway Shows

(Continued from Page 37)

- NEWSical**
Kirk Theatre
410 West 42nd Street
- 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
- SEX TIPS FOR STRAIGHT WOMEN FROM A GAY MAN**
The 777 Theatre
777 Eighth Avenue
- 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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