

SHIFT - CHANGE

The Newsletter of the New York Taxi Workers Alliance

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VICTORY FOR DRIVERS!

NYTWA Makes Landmark Agreement as Mayor's Livery Bill Passes



On June 20th, 2011 **NYTWA** reached an agreement with the Mayor's Office and TLC Chairman David Yassky for first-time rights and higher income if the new bill passes giving street hail rights to liveries only in areas underserved by us in the outer boroughs and upper Manhattan. The bill passed Senate and Assembly on Friday, June 24th, 2011. Our agreement implementation is now beginning.

**A NEW DAY HAS DAWNED IN THE TAXI INDUSTRY.
The Drivers Have Won!**

After 10 years of illegal pick-ups, we have secured central core of Manhattan and the Airports for ourselves! Also, through the Task Force established in the bill, we will still have protected exclusive street hail rights in five parts of each of the outer boroughs where our presence is already established. Owner-

drivers will now stay protected: you will make enough as drivers to pay the mortgage AND fellow drivers will make enough so the market will have buyers. Your medallion price is secured.

This has been the biggest issue in the taxi industry in the past 30 years, since the industry changed from commission to leasing. Back then, drivers lost. The garages won. Since then, the garages and brokers have controlled the political voice in this industry. The city turned to them first and only in making changes to the industry. Today, the city turned to us and made concessions to us. Today, the drivers won. The garages lost.

The first proposal from Garages/Brokers was to require every taxi driver to complete one full shift only in the outer boroughs once a week. NYTWA Defeated It. They then proposed selling 1,500 new medallions and getting 12 free medallions for every mini fleet. NYTWA Defeated Both Proposals AND Won Rights for Drivers!

NYTWA-City Hall Agreement Short-Circuits

What the Garages & Brokers Wanted: Requiring Us to Do Outer-Borough Shifts and Free Medallions

After the Mayor announced during his State of the City address that he wanted to give liveries street hail rights in the outer boroughs, taxi garages and brokers came up with two plans of their own.

First, they lobbied the City Council and the Mayor to sell 900 new medallions and require every working taxi driver (including owner-operators) to work one full shift only in the outer boroughs. The garages/brokers said the TLC could use GPS to ticket drivers who, on their outer borough shifts, were working in Manhattan and the airports. NYTWA fought against the plan. It would have been a disaster for over 40,000 taxi drivers who would be burning fuel and paying sky high leases on those shifts. Basically, the wealthy garages/brokers wanted the drivers to provide charity 12-hour back-breaking labor. Because of NYTWA's opposition, the city pushed the garages/brokers to come up with a different lease amount for those shifts. Of course, the garages/brokers refused and instead dropped their idea.

Next, the garages/brokers lobbied for the city to sell 1,500 new regular yellow medallions and give six free outer borough medallions for every one mini-fleet medallion. (They know from the past 15 years that the medallion price shoots up during an auction, so they were more than happy to propose new medallions.) So for two corporate medallions (considered one mini-fleet), the big owners would get twelve free outer borough medallions. The original plan included zero free outer borough medallions for owner-operators. They then changed the plan to include one free outer borough medallion for one owner-driver medallion. It was because of this garage/broker plan that the 1,500 new medallions were proposed. They were never part of the Mayor's original plan announced in February. The garages' proposal was introduced as legislation by State Assemblyman Carl Heastie, Chairman of the NYS Assembly City Committee. The bill memo stated, "The taxi industry supports the plan." In fact, MTBOT and the New York State Federation took out a full-page ad in the Daily News promoting this plan. They lobbied not only city and state politicians, but also labor unions and community groups to support the 1,500 regular medallions and 6,000 outer borough medallions, saying the money could go for firehouses and teachers. They never mentioned once the money going to drivers' benefits or even enforcement against the illegal pick-ups.

It's clear from the public response that the Mayor wants to address street hail service in the outer boroughs. If the Governor doesn't sign the bill, the garages/brokers have only this plan to fall back on: get free medallions for themselves and put the entire burden on us. And who were the garages and brokers main political supporters? City Council leadership.

Hotline To Report Illegal Pick-Ups

To monitor the enforcement plan and keep making it better, we need you! Be our eyes and ears on the street so we can watch over the TLC's enforcement! NYTWA has set up a hotline for you to call and report any illegal pick-ups (by TLC plates or private plates) that you witness in Manhattan, the airports, or anywhere else in the city! You can also report illegal hotel bribes to the hotline. We will use the information in regular monthly meetings with the TLC's Deputy Commissioner of Enforcement.

917-652-6868

Why Do Garages and Brokers Want the Governor to Veto the bill? One Word: POWER.

Garages and brokers want to keep their monopoly on private taxis in the city of New York. They have ruled this industry with an iron fist for generations. In 1971, the medallion was valued in the \$30,000's. In June 2011, a mini-fleet (two corporate medallions) sold for \$1,950,000. Driver incomes are the same. After 9/11, when our business was destroyed, the garages lobbied for a lease cap increase. When our incomes plummeted from high gas prices following Katrina, the garages sued to stop hybrids. When the livery taxi issue was raised, they lobbied for free medallions and were ready to sacrifice us for the slaughter.

The garages and brokers don't face refusal summonses. In fact, when the City Council voted to raise the penalties on refusals, the garages and brokers supported the bill. The garages and brokers also don't face the anger of the riders who feel underserved. Their profit is from the medallion value which comes from trading inside the industry. We depend on rider support for day to day income, safety and fare raises.

Telling the Governor to veto the bill protects the monopoly garages and brokers have in this industry. It does nothing for us. When passengers say that yellow cabs don't serve their neighborhood, it doesn't affect the garages and brokers interest. It affects only the drivers. If the Governor vetoes, the drivers will face more problems. The garages and brokers will be more powerful.



We came out on Friday, July 22nd, to see the crackdown against illegal pick-ups in action. This limousine was ticketed, while other private cars were towed.

ENFORCEMENT. As the *New York Post* reported, the TLC has started enforcement against illegal pick-ups thanks to our agreement! Under the plan, the TLC has taken TLC inspectors currently assigned to general enforcement against yellow cabs and redirected them to target illegal pick ups. For the first time in the TLC's 40-year history, inspectors will be used to protect taxi driver income. We will go from less than five inspectors to over 60 by September 2011. By January 2012, there will be close to 90 inspectors in the first-ever anti-illegal street hails enforcement unit. The undercover officers will concentrate at hotels, transportation hubs, tourist attractions, the Meatpacking District, midtown Manhattan and airports during rush hours. The TLC will also use GPS and other technologies and, by Fall this year, establish contracts with tow pounds so an unlimited number of private plates can be towed. This is just the beginning.

Garages and Brokers Power Over the Industry

Historic Agreement: What We Won

Agreement reached between NYTWA and the Mayor's Office and TLC:

- **COMPREHENSIVE ENFORCEMENT** against illegal pick-ups has already started! The TLC now has an "anti-illegal street hails enforcement unit" just to protect Manhattan and the Airports for yellow cab drivers! By January 2012, the unit will have 90 officers. Up to now, there have been none. The unit will be double enforcement at the Airports along with Port Authority. The comprehensive enforcement includes unlimited tow pound space, increased fines for FHV operators and vehicle owners, and the use of GPS and other technologies to block the new livery taxis from picking up in areas reserved exclusively for us. NYTWA will meet regularly with TLC and receive real-time reports. NYTWA will also use information from our hotline to monitor the enforcement.
- **Turn rights!** NYTWA will work with the TLC and Department of Transportation on turn rights for taxis (the same as buses)
- **Protection against lease cap overcharges!** TLC will form a first-ever "lease cap violations enforcement unit" to police garages and brokers who overcharge drivers, and pass new rules to protect our incomes from high leases. (The real reason the garages are crying and calling our agreement "meaningless benefits")
- **Gradual introduction of new medallions!** TLC agrees to slowly phase in new vehicles: new medallions will be issued 500 at a time over three years - not all at once! For the first time, TLC will also conduct a study on the impact of the new vehicles on drivers' incomes, before issuing more medallions.
- **Health Fund!** TLC and NYTWA will create a Task Force to create the first-ever Taxi Driver Health and Wellness Fund.
- **Lower Credit Card fees!** TLC will reduce credit card transaction fees from 5% down to 4% and will explore reducing debit card fees even lower.

What We Give Up: Virtually Nothing!

Sales will begin in January for permits (\$1,500 each) for livery cabs to legally pick-up north of East 96th Street and north of West 110th Street in upper Manhattan and in parts of the outer boroughs. Yellow cabs will remain the only private transportation in NYC with exclusive right to street pick-ups in all five boroughs and the airports. A Task Force will conduct hearings and decide on five neighborhoods in every outer borough where yellow cabs already provide sufficient service. The liveries will not be allowed to pick up in those outer borough neighborhoods. The new cars will have a metered fare, credit card machine, GPS, insurance against accidents for driver and passenger, and will be subject to the 50 cent MTA surcharge. They will also be painted a different color. This measure is intended to improve service outside of Manhattan.

GPS will be used to stop any illegal pick-ups by the liveries. Among existing livery and black car drivers, the permits will be issued only to vehicle owners. Bases who own the car and want to remain strictly on dispatched calls will be able to do so. The new permits – authorized to be a maximum of 30,000 – will not increase the number of working drivers. Instead, it will give a new option to current livery, black car and taxi drivers.

So we have secured Manhattan and the Airports for ourselves for the first time since the city was carved out in 1970 with the start of the livery industry and again in 1980 with the start of the black car industry. When those transitions happened, affecting the livelihood of taxi drivers, the city made no agreement to protect drivers. We are the first generation of drivers to win protections for ourselves. And what do we give up? Virtually Nothing! The areas where we work over 95% of the time will now finally be secured and the demands of the riding public will have been met.

Our Opposition: Groups Representing Garage and Broker Interests

MTBOT: Metropolitan Taxicab Board of Trade. Oldest garage trade association in the industry. President is Ron Sherman, owner of Midtown Garage and GPS vendor, CMT.

GNYTA: Greater New York Taxi Association. Garage association. Owner members own hybrid taxis, marking its main difference from MTBOT.

CTS: Committee for Taxi Safety. Brokers Association. President is Neil Greenbaum, owner of All Taxi Management and Hereford Insurance. Executive Director is David Pollack, publisher of *Taxi Insider*. Ever wonder why the paper has so many ads from brokers? Now you know.

LOMTO: League of Mutual Taxi Owners. Has credit union for financing medallions. Supported GPS. Historically sides with garages and brokers on industry issues.

NYS Federation and Fernando Mateo: Free agent millionaire, once the mouthpiece of City Hall, now the mouthpiece of the garages. Supported GPS. Said there should be no lease cap and garages/brokers should be able to charge whatever they want of drivers. Friend of Mayor Giuliani. In June, protested livery drivers getting summonses for illegal pick-ups. In July, claiming to represent taxi drivers. Next month, we're not sure who he will claim to represent.



Staff member Asim Akhtar can often be seen at LaGuardia and JFK airports.

Drivers to Garages/Brokers: We Are Not For Sale!

Garages and brokers are defeated and desperate. They offered drivers up to \$500 to drive up to Albany with them. They are handing out flyers badmouthing NYTWA and calling our historic agreement "meaningless benefits." They have also hired non-drivers claiming to work for NYTWA to get drivers to sign a petition to the Governor calling for a veto. And they are sending drivers commands through GPS to call the Governor or attend a rally. It appears that they have spent so much money trying to bribe politicians that they are now also asking drivers to pay \$20 every month for a lobbying fund. Of course, these are the same people who won't give even \$5 credit if the car breaks down or you are injured. Keep up driver unity! Keep showing garages and brokers that we are not for sale!

Remarks by Bhairavi Desai,
Executive Director, New York
Taxi Workers Alliance
AFL-CIO Executive Council
Meeting
Wednesday, March 2, 2011
Washington, D.C.

Good morning. Thank you, President Trumka. Thank you, members of the Executive Council. I am so excited to be here. I am not only an organizer in the labor movement, I am a huge fan. You are some of our favorite people and real heroes of the working class. I am a proud member of the working class and so I'm honored to be here.

My family and I came to this country in 1979, when I was six years old. I first came to understand the

word "scab" to mean when my mom, who was a factory worker, suffered an injury, if it was a union shop, she would get a band-aid. If it wasn't a union shop, she would get a scar on her hand and we would see the scab. I don't think my English interpretation was so far off.

I'm proud to now work in the movement that helped keep my mom safe at work. The New York Taxi Workers

Alliance is an independent organization of New York City yellow cab drivers. We are a union. The fight of our public sector brothers and sisters of today is the same fight taxi drivers waged in the 1970's and 1980's. The drivers lost that fight and, generations later, we are still paying the price. The union at the time corroborated with the bosses. Drivers were declassified from commission employees to independent contractors under present-day leasing. But employee or independent contractor, a worker is a worker is a worker. We don't give a damn what the law says, what the state or the city say and certainly not what the bosses say. All workers have an inalienable right to representation and so today we stand proudly as a union outside of and regardless of the NLRB. Make no mistakes. The NLRA must be changed to reflect the economic reality of our times. But as a movement, we cannot afford to wait for that change before we

organize workers who are at the front lines of attack.

Under leasing, drivers no longer have guaranteed income and are not paid wages. The bosses of our billion-dollar industry don't have to provide "jobs," just rentals of the taxi and medallion where, through a lease paid up front by the driver, the companies are guaranteed a profit while the workers sweat out the first 5 to 6 hours of a 12 hour shift just to break even. Besides the relegation of drivers as independent contractors without labor protection, there was one other significant development during the change from commission to leasing. Companies, who had entered into a private contract with the union, started to create mini corporations outside of the contract. And new forms of sub-contracting emerged. So by the mid-nineties, when we started organizing, only about 25% of the drivers were under the union contract and the overwhelming majority were not. The workers were divided

seized control over our destiny and set it back on the right path. For the first time under leasing, through the strikes, drivers could feel their power. Similarly, when we went out on strike in 2007, thousands of drivers beyond our membership participated. Despite the attacks, the dismantling of our rights, the pitting worker against worker on the street, we have self-organized for a unified voice. I am proud to report to you that, today, we stand tall with 15,000 registered members.

During the declassification, there was a systematic effort to not only drag us down from employee to independent contractor but, more importantly, from worker to small business owner/service provider. The regulatory agency went from a labor framework to consumer rights - a convenient narrative when, for the bosses, the "customer" is the taxi driver from whom they collect a lease - not the riding public.

In a society where our civil rights and workers' rights are continually under attack and dwindling, we are sold the false satisfaction of our rights as consumers. It's a convenient sell for the state when it's no longer the big corporation that's responsible to the consumer but, rather, the worker stripped of all their rights, turned independent contractor/small businessman. Already, we have seen this being played out in the rhetoric against our public sector brothers and sisters. And so, today, we as a society face the danger of the student being redefined as a child that benefits from a teacher's labor, to a "consumer" of education.

When workers lose, so does the public.

In the midst of these attacks, there is no question that what we need is a progressive, militant, independent, fearless labor movement. No one can answer to capital's attack on working people more than organized labor. There is no doubt that you cannot have democracy on the streets without democracy on the shop floor. And you cannot have democracy on the shop floor without democracy in the union. Our organizations must reflect the values we seek to build in our society. We have to activate the base at all times. On every flyer, we write, "Workers Build Unions." We remind members, it's not the other way around. We need mass participation and ground-up organizing. It's our ultimate power.

I am proud to tell you that, today, after



Pictured: Bhairavi Desai and Javid Tariq outside the Dept of Labor, Washington, D.C.

and powerless. Two factors were responsible: first, the union, which had helped usher in leasing, stopped organizing. Second, the bosses meanwhile remained relentless and worked to cement their power.

When we first started organizing, we were always clear that we wanted to build an independent, active, democratic union that would fight like hell for drivers. In 1998, we had 700 registered members. With that base, we lead a strike that successfully organized over 90% of the workforce - there were about 40,000 licensed taxi drivers at the time. The victory of that strike was that we sent a resounding message to the city and the industry that drivers - who they had aggressively, systematically attempted to divide - stood tall in unity. Despite a decades-long assault and restructuring, they had failed. And we, a new generation, had

years of organizing and strikes and mass collective actions, both the industry and the regulator have begun to collectively bargain with us.

I wanted to be a movement worker since I was young. I wanted to change the world. I wanted to fight for the oppressed. I chose this movement, the labor movement, to work in because I believe with my whole heart that a progressive, militant, independent, fearless labor movement can answer to all the social, racial, economic inequities in this country and in this world. We should be proud that the labor movement built the middle class in this country. But the majority of our brothers and sisters in the U.S. are working class and working poor. They don't identify with being middle class, though they strive for it. But they do identify with unions. We risk alienating this majority, unless we have more class conscious unionism. And our labor movement must represent the needs of the whole working class.

I am a child of immigrant workers. I am an immigrant myself. Our workforce is 94% immigrants. And every immigrant can tell you, you don't leave the land that you love, where you first learned to read and write and play and where you first fell in love, you don't leave all of that behind for anything other than one primary reason: a better economic reality. Immigrant workers understand that a better economic reality is only possible with a powerful labor movement. When we went out on strike in 1998, then-Mayor, Rudolph Giuliani, called us "taxi terrorists" and threatened to bring out (what was then) the INS, along with the state troopers and National Guard on us. Immigrant workers face egregious threats and violent attacks. But our members didn't buckle. We resisted and we stood united. Immigrant rights and workers' rights are two sides of the same coin. One cannot exist without the other. The labor movement must organize and stand tall with our immigrant brothers and sisters.

In 2007, we were voted into the NYC Central Labor Council, the first time a worker rights organization or worker center was

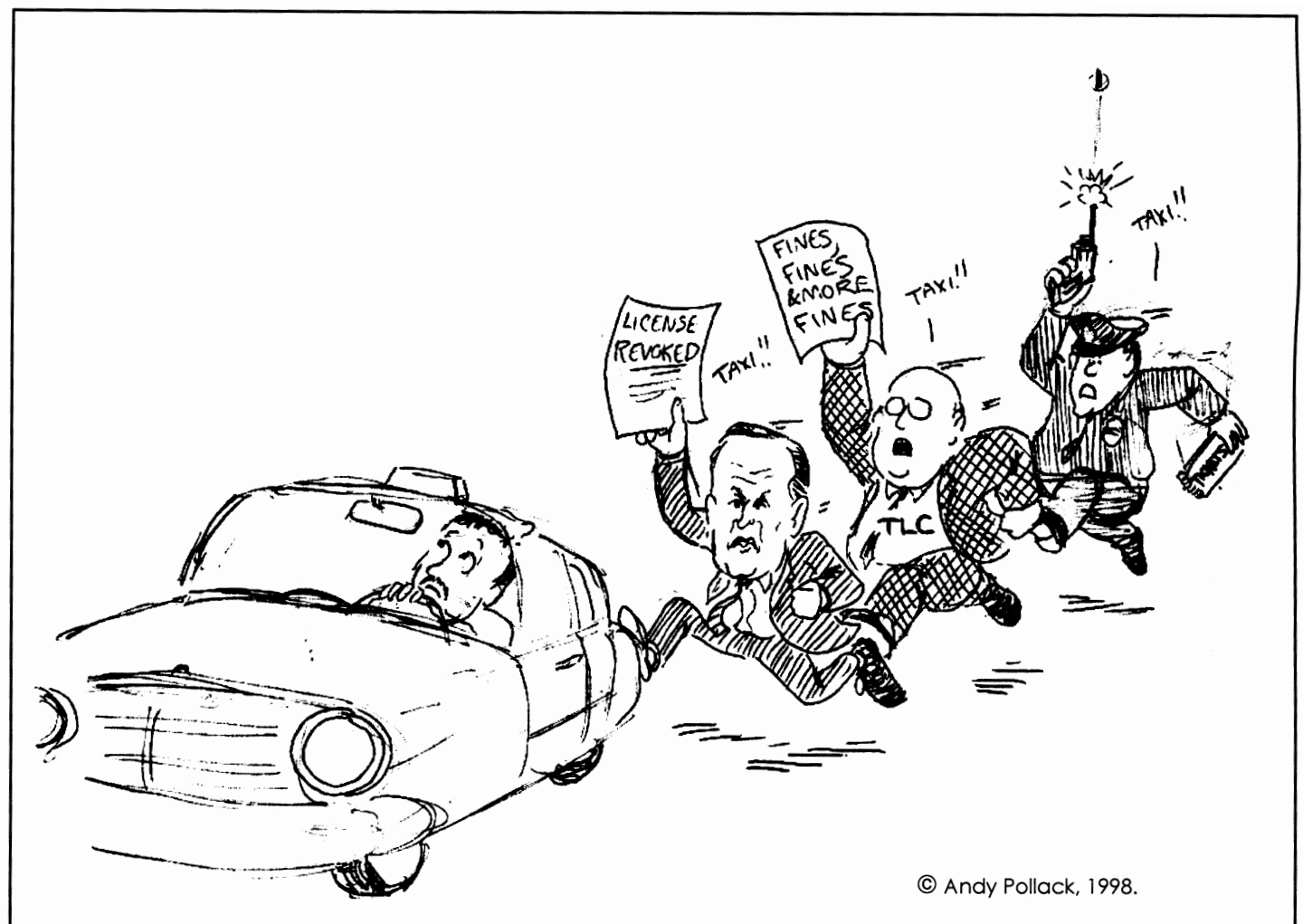
voted into a CLC. It was a profound moment in our 14-year history because it gave us a new, certain legitimacy in the eyes of the city. For some elected officials, organizing tens of thousands of workers for strikes was not enough. The CLC's endorsement elevated how seriously they took us. TWU Local 100 hosted our strike headquarters in 2007 and (then UFT) President Randi Weingarten addressed the strikers at our strike day rally. These acts of solidarity have been crucial to securing our place at the table and the fight for worker power. All of you are what we are aiming to achieve. You are us. We are you. Together, we are one large labor movement and our movement is bigger and bolder than the other side realizes.

NYTWA Addresses AFL-CIO Executive Council (Summary)

Executive Director Bhairavi Desai spoke before the AFL-CIO Executive Council, the 57-member leadership body of America's 13 million union members, to bring attention to the struggle of taxi workers and all immigrant workers in the US. Bhairavi drew comparisons between the public workers of today defending their right to collective bargaining and the taxi workers' struggle of the 1970's and 1980's. She recounted drivers' valiant history of collective action and the independent spirit of NYTWA. AFL-CIO President Trumka recalled the history of his union, the Mine Workers, and their efforts to organize taxi drivers in the 1950's. Several union presidents, including the Steel Workers' Leo Gerard and American Federation of Teachers' Randi Weingarten, echoed the call of Ed Ott who addressed the Council the day before, calling NYTWA a viable alternative model for the future direction of the labor movement. International Presidents and heads of Central Labor Councils offered the support of their unions and pledged solidarity with taxi workers. The event marks a profound moment for taxi drivers and we hope it will lead to historic and meaningful new alliances.

CARTOON FLASHBACK:

Remembering the time of Mayor Giuliani and the 1998 taxi strike.



Garage Faces Overcharge Investigation

NYTWA's complaint of overcharges by SLS Jet Management has led to a TLC investigation of the garage. Another garage is facing a padlock summons (the city could seize their property for continued violations). The charges were made by the union on behalf of members whose identities have remained confidential throughout the process. NYTWA strongly encourages drivers to come in with complaints so we can follow up on your behalf.

It was just two years ago, March 2009, when NYTWA won a number of landmark regulations to protect drivers against garages and brokers. Before the new rules, only drivers could file complaints. During the first almost thirty years of leasing, even undercover TLC inspectors or executive staff could not file an overcharge complaint against fleets and brokers. Only drivers, left defenseless to retaliation, could file complaints. Today, TLC inspectors can issue the overcharge summonses and NYTWA can file on drivers' behalf. Also, drivers who file themselves are protected by a strong anti-retaliation rule:

"An Owner must not retaliate against any Driver for making a good faith complaint against any Owner for violation of the leasing provisions in §58-21 of this chapter. "Retaliation" will be broadly construed, and will include imposing any adverse condition or consequence on the Driver or withholding or withdrawing any beneficial condition or consequence from the Driver." Fine: \$1,000. *TLC rule Â§58-21 (j) Leasing a Taxicab or Medallion.*



Sign-Up for Healthy Living Series for Drivers

Project RICE is a free research program in conjunction with NYTWA and NYU School of Medicine where you will receive support from a Community Health Worker to help you live a healthier life and prevent chronic diseases such as diabetes and heart attack. Our Community Health Workers are members of the taxi worker community with extensive knowledge of health and the needs of drivers.

If you are eligible to participate, you will receive a series of 6 free educational sessions:

- Healthy Living and Preventing Chronic Diseases
- Healthy Eating
- Staying Active
- Heart Disease and Diabetes Complications
- Managing Stress
- Accessing Health Services in NYC

Each of them are held at the NYTWA office for one hour in small group settings. Day Drivers: Mondays @ 6:00 p.m. Night Drivers: Monday night shift at 12:00 a.m. midnight.

Our surveys last fall and winter with 137 South Asian NYC taxi workers showed that 82% of taxi workers do not engage in the level of physical activity recommended by the American Heart Association and 26% of those who were ever screened for diabetes were told by a health professional that they have diabetes. Let's change these statistics. Get screened!



New Owner-Must-Drive Rules

Existing rules dictate that all Owner-Drivers (those who own both the medallion and the vehicle) with a medallion purchase from 1990 or later must drive their cab themselves, for a minimum of 210 shifts a year (9 hours each). This makes it difficult to retire or reduce one's work load should it become necessary, even medically so. These drivers would instead be forced to sell the medallion to meet TLC regulation.

As per the June 16th public hearing, some flexibility (and some new penalties) have been introduced. Rule changes are as follows:

- Owner-Drivers are now required to complete 180 shifts a year, down from 210.
- Owners who are at least 62 years old and have been driving for 10 years or more are further able to reduce their shifts to 150 a year, at 7 hours each.
- Driving requirements can now be split between multiple owners of the medallion, up to four people. Each person must own at least a 25% stake in the value of the medallion.
- An Owner-Driver may stop driving completely under certain conditions. a) The driver must lease the medallion to a driver who owns the vehicle with the medallion on it or has a contractual agreement for its purchase, b) the driver must drive the taxi 120 hours a month on average and meet the 180 (9 hour) shifts a year requirement, c) the original owner has owned and driven the car for at least 2 years, d) the future driver must own and drive for at least 10 years, e) the original owner must sign up for this option before the applicable year begins, and f) the original owner must pay \$5,000 a year in order to accept this option.
- Penalties have been increased for drivers who fail to meet their minimum shift requirements (\$1,000 to \$10,000 in fines) and the brokers who fail to manage their medallions in accordance with the new Owner-Must-Drive rules (\$1,000 to 10,000 per medallion and/or suspension).
- An owner who buys a medallion together with a vehicle previously hacked up with that medallion can continue to use that vehicle until its scheduled retirement date.

NYTWA Membership Benefits

\$100 Annual Membership Dues

License Protection

- ✓ DMV Tickets
 - Discount on legal representation
 - You don't need to attend hearing
 - Our lawyer posts bonds for you
 - We mail and call you with the result
 - Manhattan, non-speeding: \$60
 - Speeding, any borough: \$100
 - Queens/Brooklyn/Bronx, any violation: \$100
 - Staten Island: \$200
 - More than one ticket per incident: \$25 each additional
 - Upstate/out-of-state: Depends on the procedure of the county.
- All our work is free. If an attorney is required, we will find one low-cost for you.

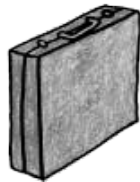


- ✓ TLC Tickets
 - Customer Complaints: \$150; you get \$50 back if customer does not show up
 - Other TLC (JFK, Queens Blvd, revocations, fitness hearings, etc): \$25-\$200

- ✓ Free Appeals & Motions to Vacate
- ✓ Free Evaluations & Advice on Points
- ✓ Free Updates about new DMV & TLC rules and policies

Industry Grievances Representation

- ✓ Unfair TLC Suspension
- ✓ Removal of Medallion by Broker
- ✓ Garage demand for vehicle repair money
- ✓ Broker Repossession of Car



NYTWA uses the power of the union to solve your problems with a Garage, Broker, GPS Vendor, TLC, or NYPD.

Education

- ✓ Ask us about free computer training, one-on-one or in small classes.

Most importantly, your \$100 dollars a year helps us to have the resources to fight for your rights and the rights of all taxi drivers. Your participation strengthens our voice. Cut out the form below and mail it to us to become part of the union! Checks can be made out to "NYTWA" and sent to 250 Fifth Ave, Suite 310, New York, NY 10001.



NYTWA MEMBERSHIP FORM

NEW MEMBER RENEWAL

Hack Number: _____ First Name: _____ Last Name: _____

Address: _____ Apt # _____ City: _____ State: _____ Zip: _____

Home #: _____ Cell #: _____

E-mail: _____ 1st Language: _____ Shift: Day Night Both

DMV License #: _____ - _____ - _____ Date of Birth: ____/____/19____ Last Four Social Security #: _____

I lease from a: Garage Broker (or from a driver who leases from a broker) Private Owner (or driver who owns a medallion),

OR: I am an Owner-Operator Other Medallion Number: _____

Garage/Broker Name OR Address: _____

SIGNATURE: _____ Date: _____

DO NOT FILL OUT BELOW. OFFICE STAFF WILL COMPLETE REST OF THE FORM.

Hack Expiration Date: _____ Gender: Male Female _____ entered into database

Financial Security

- ✓ Free Tax & Earned Income Tax Credit Filing
- ✓ Free Savings-Checking Account (no minimum requirement) with Amalgamated Bank
- ✓ **Life Insurance.** Membership includes free \$5,000 Term Life & \$5,000 Accidental Death & Dismemberment Insurances.



Legal Support

- ✓ General Counsel
 - Free Consultations
 - Discount Representation on ALL Matters: Immigration, Bankruptcy, Workers Compensation, Personal Injury, Property Damage, Divorce, Adoptions, etc.
- ✓ Free Parking Tickets Defense
- ✓ Up/Out of State & Criminal Traffic Court
 - Our work is free. If an attorney is needed, we will find you one at low-cost.

Health

- ✓ Community Health Worker on staff
- ✓ Free Annual Health Fairs for comprehensive check-ups
- ✓ Health Insurance Options: You may qualify for free or low-cost programs (Family Health Plus, Child Health Plus, Medicaid, Medicare Applications & Renewals)
- ✓ Free Workers Comp. Medical Clinic at Mt. Sinai Hospital
- ✓ Social Security, Retirement & Disability
- ✓ Discount Dental Program
 - 1,400 Dentists (NY & NJ)
 - Annual Fee (\$63 individuals, \$86 family)
 - Free Dental Exam & X-rays
 - Free Prescription Discount Card



- ✓ **Crime Victim Support.** If you are assaulted, harassed, or robbed, NYTWA will stand with you for justice.

15% Fare Raise Now Under Review

NYTWA submitted a petition to the TLC on May 4th, asking that taxi fares be increased in order to meet the high price of gas and leases. Taxi drivers have not had a raise since 2004, while the cost of living continues to climb, and they now earn below both the NY state minimum wage for a 12 hr shift and a NYC Living Wage (by 40%).

Seven years ago, when drivers got their last raise, gas was \$1.80 and leases were \$600/week. Today, gas is over \$4.15/gallon and the lease is over \$850/week. Meanwhile, 50% of taxi drivers are uninsured - double the rate of their fellow New Yorkers - and no driver is covered under state disability insurance or receives any type of benefits, despite working a job that requires 60-70 hour work weeks. NYTWA's announcement for a fare raise proposal has already received wide media coverage, including a guest interview on NY1's *Inside City Hall* and editorial support from the *New York Post*. A portion of this raise would go to the industry's first-ever Health and Wellness Fund.

Drivers have nothing but the fare revenue for income; fleets and agents/brokers have medallion equity, ad revenue, a slice of the 5% on all of the drivers' credit card transactions, and a float on the MTA tax which is collected daily/weekly but turned over quarterly, in addition to the ever-increasing lease. All the while, they pay not one penny for fuel. This raise is long-overdue for drivers and we won't let it be stolen.

[Get Our E-mail Newsletter!](#)

Prefer a shorter version of *Shift Change* delivered right to your e-mail inbox? Click this button on our website at www.nytwa.org to sign up, or send your full name and e-mail address to media@nytwa.org.

Membership Recruitment Drive: Spread the Word!

Campaigns for a Fare Raise, Health and Wellness Fund, and greater collective bargaining rights are high underway and have never been so close within our reach. Now, we need to build driver power by getting more drivers involved and becoming members! If you have friends who you think would be interested in learning more about NYTWA, please let us know and we will reach out to them. All drivers should feel free to come by our office at any time during open office hours (Monday-Thursday, 2:00-10:00 p.m., Friday 2:00-8:00 p.m.) or call for more information (212-627-5248). We are located at 250 Fifth Avenue, Suite 310, New York, NY 10001.



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