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Taxi industry outmaneuvers city's bid to shift lawsuit to Manhattan

Undermining city lawyers' argument that a change of venue would simplify matters by combining two cases into one, medallion lenders persuaded another group of plaintiffs to join them in Queens.



By Erik Engquist

















Photo: Katrina Samuelson

Some medallion lenders are now fighting to keep a lawsuit in Queens court.

Taxi-medallion lenders have countered the de Blasio administration's attempt to move their lawsuit to Manhattan from Queens by securing an agreement to combine their legal challenge with a separate one filed earlier in Manhattan. That compelled the administration to abandon its argument that "judicial economy" would be served by changing the venue to Manhattan so the two cases could be joined.

The city's Law Department is nonetheless pressing forward, claiming that Manhattan remains the appropriate borough for the case to be heard because the lawsuit was filed against the Manhattan-based Taxi and Limousine Commission. The downstate office of another defendant, state Attorney General Eric Schneiderman, is also in Manhattan.

But the lenders say the city's attempt to change the venue is "judge shopping." They assert that Queens is an appropriate venue because many Taxi and Limousine Commission functions are handled there and that 43% of taxi drivers live in Queens, more than in any other borough. Also, the six vehicle bases of Uber's New York City operation, whose rapid erosion of yellow cabs' market share triggered the lawsuit, share a single address in Queens.

"The 'nerve center' for the Taxi and Limousine Commission, and by extension, the entire for-hire transportation industry, is located in Queens, making it not just a proper venue for these proceedings, but also the most appropriate one," said Todd Higgins, the lead attorney for the plaintiffs. "That is not just the view of the petitioners; it is also the view of Matthew Daus, who served as chairman of the TLC for eight and one half years."

He was referring to a statement answering Mr. Higgins' questions that Mr. Daus supplied to the court system Monday to avoid being subpoenaed for them by Mr. Higgins. Mr. Daus pointed out that he had not taken sides in the legal dispute, which centers on four credit unions' complaint that the value of taxi medallions has fallen because the city and state are not enforcing yellow cabs' exclusive right to pick up street hails. (The other lawsuit was filed by a group of medallion owners.)

To further bolster their case for Queens to remain the venue, the medallion lenders' lawyers have dug up a number of other lawsuits against city



agencies filed in Queens, Brooklyn and the Bronx in which the city did not object to the venue. The lawyers said they could not find one in which the city asked to move the proceedings to Manhattan.

The de Blasio administration and Uber maintain that summoning a vehicle with a smartphone app is pre-arranged travel and not the equivalent of a street hail. Uber, whose business model in the city relies on that interpretation, is not a defendant in the suit.

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