



# NEW YORK CITY TAXI & LIMOUSINE COMMISSION

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## TLC NEWS | TESTIMONY

### FY 2006 Executive Budget Testimony By New York City Taxi & Limousine Commissioner Matthew W. Daus

#### Before the New York City Council Committees on Transportation and Finance

May 19, 2005 – 3:00 pm

Good afternoon, Chairman Liu, Chairman Weprin, and members of the City Council Transportation and Finance Committees. My name is Matthew Daus, and I am the Commissioner/Chair of the New York City Taxi and Limousine Commission, the TLC. Thank you for the opportunity to appear before you today to present testimony specific to the Fiscal Year 2006 Executive Budget for the TLC. Joining me are First Deputy Commissioner Andrew Salkin and Deputy Commissioner for Finance and Administration Louis Tazzi.

As you know, the Taxi and Limousine Commission is a licensing and regulatory agency that plays an integral part in the lives of all New Yorkers. Our agency oversees the for-hire vehicle industries in New York City including yellow medallion taxis, community car service bases and vehicles, black car services, luxury limousines, commuter vans and paratransit services. Combined, TLC regulates industries that are responsible for over 500,000 daily trips, serving over 1,000,000 passengers. Our role is to ensure that each passenger's riding experience is safe, comfortable and convenient.

I will begin today by providing a brief overview of the TLC's Executive budget for fiscal year 2006. Then I will provide some updates on key initiatives that the TLC is working on.

The TLC's operations will be conducted within a Budget for Fiscal Year 2006 of \$25,989,397. Of that amount, \$20,431,470 is for Personal Services (PS) and \$5,557,927 is for Other Than Personal Services (OTPS). Our agency is responsible for licensing and regulating 12,760 taxicabs, more than 42,000 livery and black car vehicles, over 300 commuter vans and 500 paratransit vehicles. The TLC also licenses and regulates nearly 100,000 drivers and over 700 for-hire vehicle bases, in addition to paratransit bases, medallion brokers and agents, taximeter shops and commuter van authorities.

As I discussed during my testimony several months ago on the Preliminary Budget, the most recent sale of taxicab medallions was a resounding success with over 600 bids accepted and nearly 300 medallions sold. I am happy to report today that all medallions were successfully closed, yielding \$97,865,477.73 for the City's General Fund. All 273 medallions are now on the road, providing rides for the public, including, 27 medallions dedicated for use with wheelchair accessible vehicles.

As you know, in 2004, the TLC was authorized by the State and the City Council to sell up to 900 taxicab medallions. With last October's sale, the TLC has auctioned nearly 600 medallions. We anticipate the next sale of medallions, also through a closed bid auction, to occur in Fiscal Year 2006. No specific auction dates have been set at this time. We will of course keep the Council apprised of our efforts in planning the next sale.

Providing accessible service for all members of the potential riding public in New York City, including members of the disability community, is an issue of vital importance to the TLC. The sale of 27 accessible medallions represents progress towards determining what types of vehicles can actually be used to provide effective service and the real costs involved. To that end, the TLC will be working with its Disability Advisory Board to evaluate the 27 wheelchair accessible yellow taxis with the goal of creating standards that would best meet the needs of the entire riding public.

In addition, the TLC is continuing to work with the disability community and the for-hire-vehicle industry to ensure that it is able to provide the same level of service to all passengers. We are enforcing our rules requiring the provision of accessible service, and educating for-hire-vehicle base owners about their obligations and how they can meet them, as well as following up on complaints about bases that are not providing equivalent service.

The TLC's enforcement efforts continue to proactively address issues for our regulated industries. We partner with the NYPD's local precincts and their Surface Transportation Enforcement District (S.T.E.D.) to ensure that our licensees are providing the highest and safest level of service for the riding public. The TLC is also in the process of recruiting a new class of trainees for our next enforcement class, which is scheduled to begin later this summer.

Thank you again for the opportunity to testify today and I would now be happy to take any questions you may have.

