



New York City Council
Hon. Julie Menin, Speaker of the Council
Hon. Linda Lee, Chair, Finance Committee
Hon. Sean Abreu, Chair, Committee on Transportation and Infrastructure

**Report on the Fiscal 2027 Preliminary Plan,
the Fiscal 2027 Preliminary Capital Commitment Plan, and the Fiscal 2026
Preliminary Mayor’s Management Report for the Taxi and Limousine
Commission**

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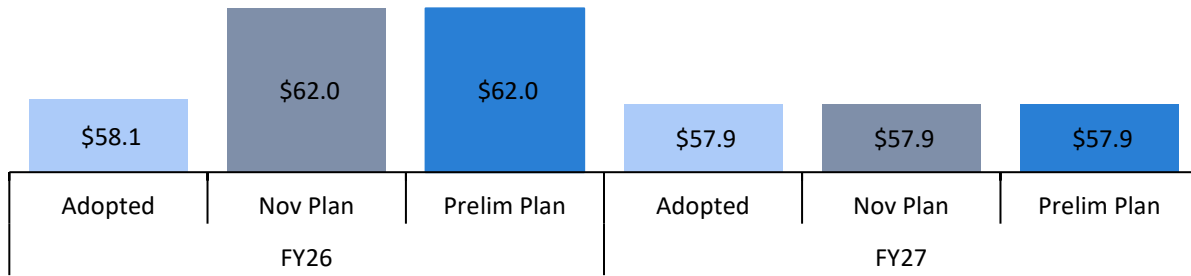
Fiscal 2027 Preliminary Plan

Taxi and Limousine Commission Budget Overview

The New York City Taxi and Limousine Commission (TLC), created in 1971, is the agency responsible for licensing and regulating New York City's Medallion (Yellow) taxi cabs, for hire vehicles (community-based liveries, black cars and luxury limousines), commuter vans, and paratransit vehicles. The Commission's Board consists of nine members, eight of whom are unsalaried Commissioners. The salaried Chair/ Commissioner presides over regularly scheduled public commission meetings and is the head of the agency.

The Preliminary Financial Plan for Fiscal 2026-2030 (Preliminary Plan) includes a proposed Fiscal 2027 budget of \$57.9 million for TLC, unchanged from the November Plan. TLC's Fiscal 2026 budget in the Preliminary Plan is also unchanged from the Fiscal 2026 budget presented in the November Plan. The current Fiscal 2027 budget is \$212,517 less than the \$58.1 million Fiscal 2026 budget at adoption.

Comparison of the Last Three Financial Plans



Dollars in Millions

Source: New York City Office of Management and Budget

TLC Financial Summary

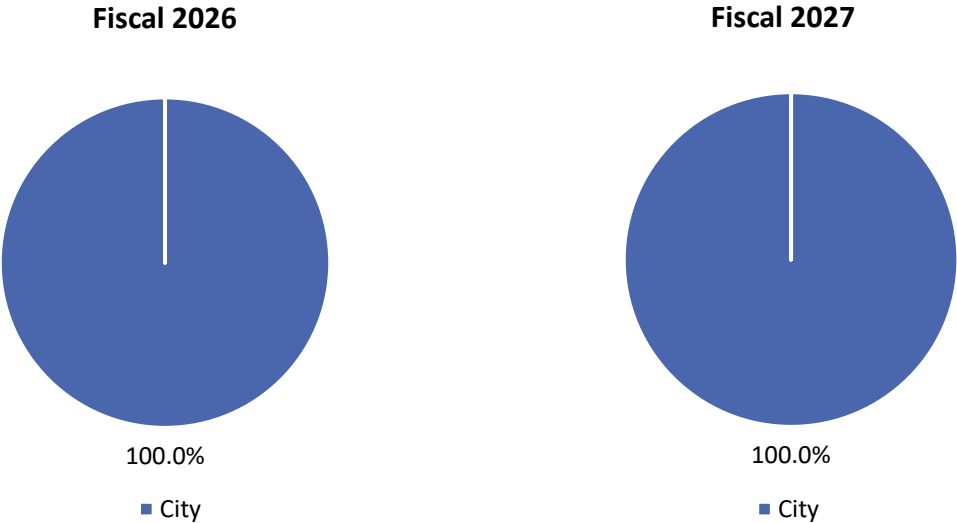
Dollars in Thousands	FY24	FY25	FY26	Preliminary Plan		*Difference
	Actual	Actual	Adopted	FY26	FY27	FY27 - FY26
Budget by Unit of Appropriation						
Personal Services (001)	\$38,475	\$36,504	\$45,088	\$42,557	\$45,502	\$414
Other Than Personal Services (002)	15,991	17,205	13,046	19,477	12,419	(627)
TOTAL	\$54,467	\$53,709	\$58,134	\$62,034	\$57,921	(\$213)
Funding						
City Funds	\$54,467	\$53,709	\$58,134	\$62,034	\$57,921	(\$213)
TOTAL	\$54,467	\$53,709	\$58,134	\$62,034	\$57,921	(\$213)
Budgeted Headcount						
Full-Time Positions - Civilian	423	424	546	546	546	0
TOTAL	423	424	546	546	546	0

*The difference of Fiscal 2027 Preliminary Budget compared to Fiscal 2026 Adopted Budget.

Source: New York City Office of Management and Budget

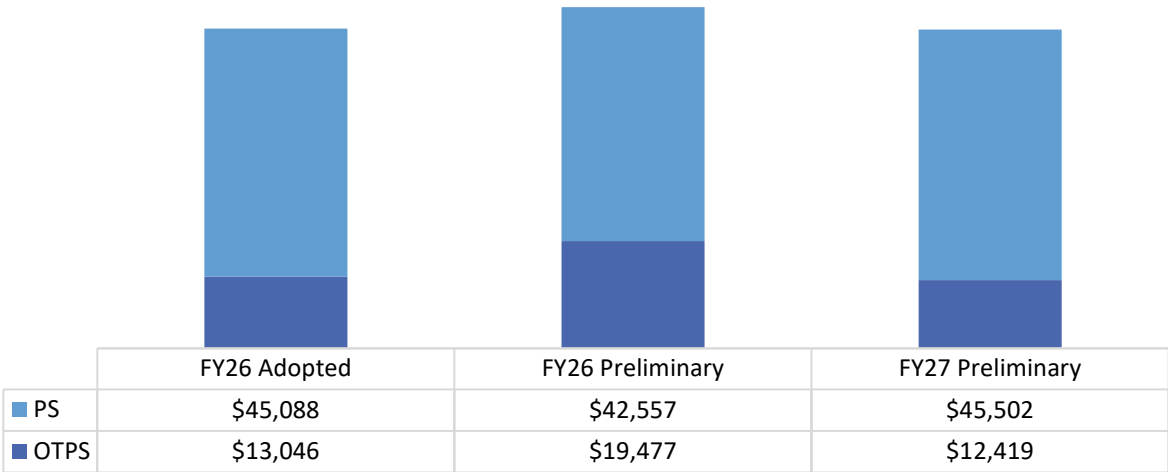
Budget by Funding Source

Fiscal 2027 City Funds: 100 percent



Source: New York City Office of Management and Budget

Personal Services (PS) and Other Than Personal Services (OTPS)



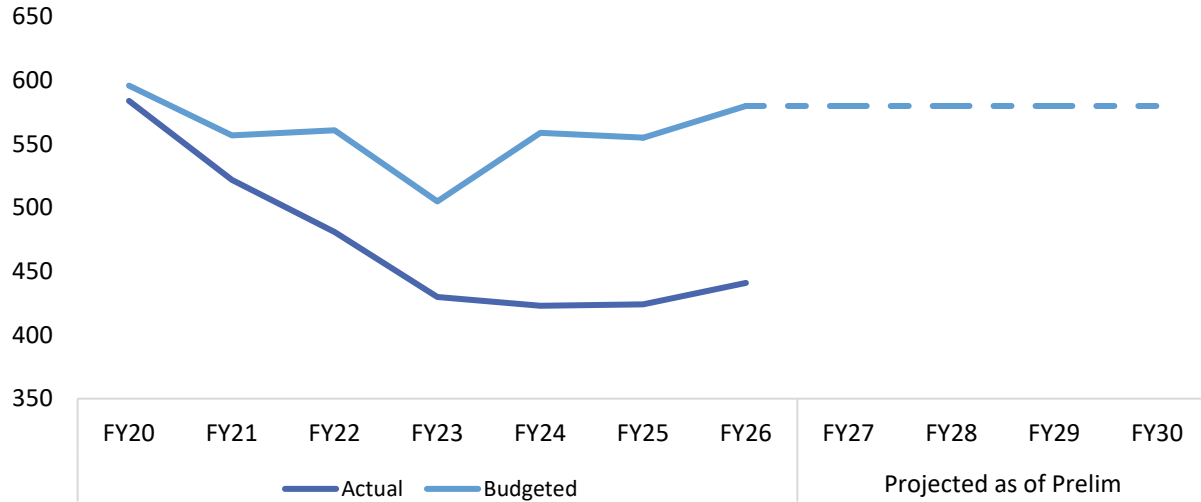
Dollars in Thousands
 Source: New York City Office of Management and Budget

Headcount

FY26 Budgeted Full-Time Positions: 580
Actual Headcount as of January 2026: 441

FY27 Budgeted Full-Time Positions: 580
Vacancy Rate as of January 2026: 24.0 percent

Budgeted and Actual Headcount FY20-FY30



Source: New York City Office of Management and Budget

Note: Budgeted and actual headcounts are as of the end of the fiscal year, except for Fiscal 2026 where budgeted headcount is as of the Preliminary Plan and actual headcount is as of January 2026.

TLC Contract Budget

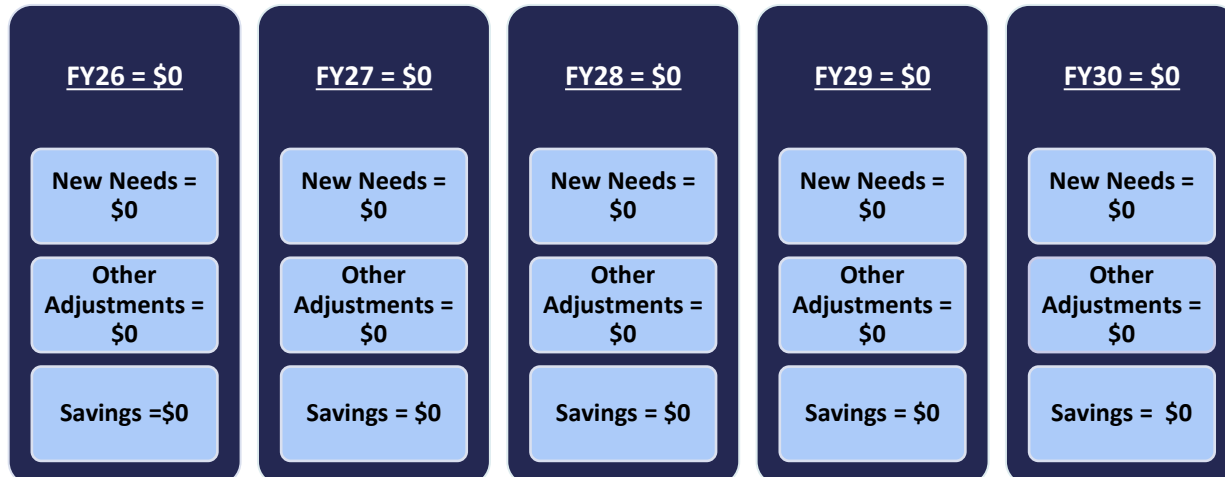
Fiscal 2027 Contract Budget: \$3.8 million
Number of Contracts in Fiscal 2027: 30

Dollars in Thousands

Category	FY26 Adopted	Number of Contracts	FY27 Preliminary	Number of Contracts
Contractual Services General	\$2,539	14	\$1,975	14
Cleaning Services	95	1	95	1
Data Processing Equipment	15	1	15	1
Maintenance and Repair General	120	2	120	2
Office Equipment Maintenance	1	1	1	1
Printing Contracts	100	3	100	3
Professional Services Computer	967	1	967	1
Professional Services Other	5	1	5	1
Security Services	431	2	431	2
Telecommunications Maintenance	129	2	0	0
Temporary Services	40	3	40	3
Training Program City Employees	5	1	5	1
TOTAL	\$4,449	32	\$3,755	30

Source: New York City Office of Management and Budget

Preliminary Plan Changes



Dollars in Millions

Savings in this chart are the sum of all expense savings, from all revenue sources, including but not limited to, City, State, and federal savings. As some agency savings may be revenue actions or savings from non-City sources, this number will not necessarily equal the agency's PEG value.

Preliminary Mayor's Management Report

The Preliminary Mayor's Management Report (PMMR) for Fiscal 2026 reports on one service area and five goals for TLC. Noteworthy metrics that were reported are detailed below.

- Patrol Summonses.** There has been a significant decrease in illegal street hail summonses over the last few years. In Fiscal 2022, TLC issued 2,056 patrol summonses for illegal street hails for drivers and owners; in Fiscal 2023, it declined to 1,172, then further to 749 in Fiscal 2024 but saw a slight increase in Fiscal 2025 as it increased to 1,058. For the first four months of Fiscal 2026, TLC issued 289 illegal street hail summonses compared to 298 summonses during the same four-month period of Fiscal 2025. The PMMR does not indicate the reason for these changes, and it is unclear whether it is due to an effort to ensure better compliance, or if there has been a surge in illegal street hails.
- Safety and Emissions Inspection Time.** The average time to conduct a safety and emissions inspection of a for-hire vehicle increased in the first four months of Fiscal 2026 to 17 minutes, up from 14 minutes during the same period last year. The average time in Fiscal 2022 was 18 minutes, increasing to 20 minutes in Fiscal 2023, and again increasing to 23 minutes in Fiscal 2024. The time to conduct the same inspection for medallion taxis and borough taxis also increased in the first four months of Fiscal 2026 to 24 minutes and

26 minutes, from 16 minutes and 18 minutes, respectively, during the same period last year. Notably, all average times reported are well below the target of one hour. Though average inspection times have been increasing recently, TLC has consistently met stated targets for this indicator and therefore should consider lowering their targets. The PMMR explains that this was largely due to the additional time and attention needed to inspect aging vehicles, especially wheelchair accessible vehicles, which are no longer subject to retirement requirements.

- **Customer Service to Passengers.** The PMMR shows there has been an increase in complaints lodged against TLC drivers, with 9,965 in the first four months of Fiscal 2026 as compared to 9,220 complaints in the same period during Fiscal 2025. Between Fiscals 2022 and 2024, the number of complaints steadily increased from 16,629 to 28,025, before decreasing to 26,514 in Fiscal 2025. This brings to light a serious concern that passengers in TLC licensed vehicles may be feeling less safe. This also raises the issue of whether TLC has enough funding and staffing to meet the needs for enforcement, driver support, and case management. There are currently 139 vacancies at the TLC, a relatively high vacancy rate of 24 percent.

Budget Issues and Concerns, Including Federal and State Budget Risks

- **Commuter Vans.** There are concerns as to whether TLC has sufficient resources and personnel to effectively carry out enforcement of the commuter van industry. Commuter vans provide an important service by supplementing the City's public transit system, particularly for those that live in parts of the City with limited affordable and accessible public transportation options. TLC data shows that the number of TLC-affiliated commuter vans in service has decreased by roughly 93 percent since 2015, with just 39 vehicles still licensed to operate as of January 2025, down from 215 a decade ago. According to MTA officials and union representatives for bus operators the downturn in licensed "dollar vans" have caused an increase in the number of unlicensed commuter vans that block bus stops and bus lanes, contributing to the decline in bus speeds. In June 2024, TLC published the Commuter Van Safety Study, which reported there is limited enforcement on unlicensed vans. For instance, TLC issued five summonses for traffic safety violations in calendar year 2023 to TLC-licensed van owners and drivers compared to 70 summonses issued to unlicensed operators and four vans seized. Given the large number of unlicensed operator violations, it is important that TLC has enough enforcement officers to effectively enforce licenses and to seize unlicensed commuter vans. There is also a concern that TLC does not have an adequate number of vehicles to

effectively carry out enforcement, as well as what, if any, impact increased enforcement would have on the Police Department or TLC overtime costs. ¹

Budget Actions in the November and Preliminary Plans

<i>Dollars in Thousands</i>	FY26			FY27		
	City	Non-City	Total	City	Non-City	Total
TLC Budget as of the Adopted FY26 Plan	\$55,682	\$0	\$55,682	\$58,134	\$0	\$58,134
Changes Introduced in the November 2025 Plan						
New Needs						
Medallion Loan Guarantee (MLG)	\$3,900	\$0	\$3,900	\$0	\$0	\$0
Subtotal, New Needs	\$3,900	\$0	\$3,900	\$0	\$0	\$0
TOTAL, All Changes in November 2025 Plan	\$3,900	\$0	\$3,900	\$0	\$0	\$0
TLC Budget as of the November 2025 Plan	\$59,582	\$0	\$59,582	\$58,134	\$0	\$58,134
Changes Introduced in the FY27 Preliminary Plan						
No Net Changes						
TLC Budget as of the FY27 Preliminary Plan	\$59,582	\$0	\$59,582	\$58,134	\$0	\$58,134

Source: New York City Office of Management and Budget

¹ Village Preservation, Greenwich Society for Historical Preservation Annual Report
<https://media.villagepreservation.org/wp-content/uploads/2024/08/23144422/VP-Annual-Report-2024-WEB.pdf>

² New York City Taxi & Limousine Commission, Commuter Van Safety Study for Calendar Year 2023,
https://www.nyc.gov/assets/tlc/downloads/pdf/commuter_van_safety_study_2023.pdf June 8 2024

Budget by Unit of Appropriation

PS (U/A 001) & OTPS (U/A 002)						
<i>Dollars in Thousands</i>						
	FY24	FY25	FY26	Preliminary Plan		*Difference
	Actual	Actual	Adopted	FY26	FY27	FY27-FY26
Spending						
Personal Services (U/A 001)						
Full-Time Salaried - Civilian	\$32,272	\$31,632	\$40,811	\$38,279	\$41,226	\$415
Additional Gross Pay	1,949	1,560	1,300	1,300	1,300	0
Additional Gross Pay - Labor Reserve	867	3	0	0	0	0
Amounts to be Scheduled	0	0	204	204	204	0
Fringe Benefits	213	218	145	145	145	0
Overtime - Civilian	1,454	1,495	809	809	809	0
P.S. Other	(9)	(1)	0	0	0	0
Unsalaries	1,729	1,598	1,819	1,819	1,818	0
Subtotal	\$38,475	\$36,504	\$45,088	\$42,557	\$45,502	\$415
Other Than Personal Services (U/A 002)						
Contractual Services	\$2,784	\$2,913	\$3,476	\$3,317	\$2,783	(\$694)
Contractual Services - Professional Services	1,261	2,408	973	3,178	973	0
Contractual Services - Social Services	60	33	0	137	0	0
Fixed & Misc. Charges	2,659	2,315	100	4,216	100	0
Other Services & Charges	7,367	7,790	7,011	7,321	7,011	0
Property & Equipment	594	768	339	238	339	0
Supplies & Materials	1,266	979	1,147	1,071	1,214	67
Subtotal	\$15,991	\$17,205	\$13,046	\$19,477	\$12,419	(\$627)
TOTAL	\$54,467	\$53,709	\$58,134	\$62,034	\$57,921	(\$212)
Funding						
City Funds			\$58,134	\$62,034	\$57,921	(\$212)
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Source: New York City Office of Management and Budget

Miscellaneous Revenue

- The Preliminary Plan includes approximately \$60.6 million of TLC miscellaneous revenue in Fiscal 2027, \$709,000 greater than the Fiscal 2026 Adopted Budget. The increase is attributable to an additional \$760,000 of revenue from high volume licenses. Revenue from taxi licenses, which comprise the largest portion of TLC's revenue generation, have declined from \$49.3 million in Fiscal 2024 to an anticipated \$38.7 million in Fiscal 2027, a decrease of 21.5 percent.

<i>Dollars in Thousands</i>						
Revenue Sources	FY24	FY25	FY26	Preliminary Plan		*Difference
	Actual	Actual	Adopted	FY26	FY27	FY27-FY26
HAIL LICENSES	\$12	\$24	\$78	\$78	\$27	(\$51)
HIGH VOLUME LICENSES	0	760	0	0	760	760
Stipulation/SETTLEMENT FINES	8,687	8,716	11,600	11,600	11,600	0
TAXI INSPECTION & TLC FEES	9,992	8,937	9,500	9,500	9,500	0
TAXI LICENSES	49,285	40,903	38,670	38,670	38,670	0
TOTAL	\$67,976	\$59,340	\$59,848	\$59,848	\$60,557	\$709

**The difference of Fiscal 2027 Preliminary Budget compared to Fiscal 2026 Adopted Budget.*

Source: New York City Office of Management and Budget