



**THE COUNCIL OF THE CITY OF NEW YORK  
FINANCE DIVISION**

**LATONIA MCKINNEY, DIRECTOR**

**FISCAL IMPACT STATEMENT**

**PROPOSED INTRO. NO.: 1080-A  
COMMITTEE: Transportation**

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**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to fare quotes for black car and luxury limousine service.

**Sponsor:** By The Speaker (Council Member Mark-Viverito) and Council Members Garodnick, Rodriguez, Torres and Menchaca

**SUMMARY OF LEGISLATION:** This bill would prohibit black car and luxury limousine bases, or a dispatch service provider operating on behalf of such base, from providing a fare estimate to a passenger that is higher than the fare listed in the rate schedule filed with the Taxi and Limousine Commission (“Commission”). In addition, any booking app must allow passengers to request a fare estimate prior to booking the transportation and issue a one-time notification to passengers that they have the right to request such an estimate. Once a fare has been quoted, the legislation would prohibit black car and luxury limousine bases, or dispatch service provider operating on behalf of such base, from charging a fare that is more than 120 percent higher than the estimate provided unless such passenger changes the estimated route. Moreover, if the fare is quoted as a range, the charged fare could not be higher than 150 percent of the low end of the range or 120 percent of the higher end of the range. The bill would require that any base or entity that fails to comply with the requirements of the legislation be subject to a civil penalty of not less than \$250 or more than \$500 for each offense, except in cases where a too high fare was charged and, within ten days of a passenger requesting that the fare be lowered to comply with the law, the base or entity refunds the overcharge amount.

**EFFECTIVE DATE:** This local law would take effect 120 days after it becomes law, except that the Taxi and Limousine Commission would take such actions as are necessary for the implementation of this local law, including the promulgation of rules, prior to such date.

**FISCAL YEAR IN WHICH FULL FISCAL IMPACT ANTICIPATED:** Fiscal 2018

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**FISCAL IMPACT STATEMENT:**

	Effective FY17	FY Succeeding Effective FY18	Full Fiscal Impact FY18
<b>Revenues (+)</b>	\$0	\$0	\$0
<b>Expenditures (-)</b>	\$0	\$0	\$0
<b>Net</b>	\$0	\$0	\$0

**IMPACT ON REVENUES:** Although this legislation would impose civil penalties on those who violate its provisions, because it is intended as a deterrent to would-be violators of the legislation and full compliance is anticipated, it is estimated that there would be no impact on revenues resulting from the enactment of this legislation.

**IMPACT ON EXPENDITURES:** Because the Commission would use existing resources to implement this local

law, it is anticipated that there would be minimal to no impact on expenditures resulting from the enactment of this legislation.

**SOURCE OF FUNDS TO COVER ESTIMATED COSTS:** N/A

**SOURCE OF INFORMATION:** NYC Council Finance Division  
Mayor's Office of Legislative Affairs

**ESTIMATE PREPARED BY:** Rui Xu, Legislative Financial Analyst, New York City Council Finance Division

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**LEGISLATIVE HISTORY:** This legislation was introduced as Intro. No. 1080 by the Council on February 24, 2016 and referred to the Committee on Transportation. A hearing was held by the Committee on February 29, 2016 and the legislation was laid over. The legislation was subsequently amended and the amended version, Proposed Intro. No. 1080-A, will be considered by the Committee on April 6, 2016. Upon successful vote by the Committee, Proposed Intro. No. 1080-A will be voted on by the full Council on April 7, 2016.

**DATE PREPARED:** April 5, 2016