



Michael R. Bloomberg, Mayor
 Matthew W. Daus, Chairman/Commissioner

TLC TIMES

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Commissioner Daus leaves TLC after 14 yrs.



Commissioner Daus talks to taxicab drivers at the JFK holding lot.

On February 12, 2010, Mayor Michael R. Bloomberg announced that TLC Commissioner/Chair Matthew W. Daus will not seek to be re-appointed for a third term. Rather, Commissioner Daus is leaving the TLC after 14 years of service to pursue business opportunities in the private sector and join the City of University of New York (CUNY) Transportation Research Center of The City College of New York as a Distinguished Lecturer. In addition, Commissioner Daus was nominated to be appointed as Commissioner of the NYC Civil Service Commission, which is an independent quasi-judicial agency that hears and decides appeals under the New York State Civil Service Law.

Commissioner Daus is the longest-serving TLC Commissioner/Chair in the agency's history, presiding over the country's largest and most respected for-hire ground transportation industries in the world. In 2001, he was appointed as the tenth Commissioner/Chair of the TLC by former Mayor Rudolph Giuliani, and was re-appointed for a seven-year term, in 2003, by Mayor Michael R. Bloomberg. Prior to his appointment as Commissioner/Chair, Matthew W. Daus served the TLC as General Counsel and Deputy Commissioner for Legal Affairs.



Mayor Bloomberg, Commissioner Daus, and Council Members at the commuter van passenger's bill of rights bill signing.

Under Commissioner Daus' leadership, the TLC has had numerous accomplishments that have included:

- **Taxi Technology** – oversaw the installation of advanced technology in all 13,237-medallion taxicabs, which provides credit/debit card payment options, Global Positioning Systems, and passenger and driver information screens in all taxicabs that enable data collection and lost property recovery;
- **For-Hire Vehicle Passenger Reforms** – established a passenger bill of rights, and increased vehicle and safety standards;
- **Medallion Sales** – several medallion sales yielding \$200,000,000 in revenue to New York City's General Fund;
- **Taxi Group Rides** – passengers ride share at stands where passengers pay less and drivers earn more;
- **Livery Stand Pilot Program**- passengers obtain more efficient car services via dispatchers on private property;
- **Taxi of Tomorrow** – development and issuance of a Request for Proposals for a custom-built iconic future taxicab;
- **Transit Strike Contingency Plan** – implemented successful ride-sharing plan during 2005 transit strike and private bus strikes;



Award-winning taxicab drivers celebrate with Commissioner Daus at the TLC's 2008 Driver Recognition Ceremony.

- Distracted Driving Program – implemented the strictest rules in the country to promote safety and prevent the problem of licensees using mobile devices while driving;
- Accessible Taxi Dispatch System Pilot Program – accessible taxi service for wheelchair users available by calling the City’s 311 hotline;
- Hybrid Taxicabs – oversaw the introduction of clean air taxicabs to reduce the City’s carbon emissions, which comprise almost 25% of the fleet; and
- 9/11 Business Recovery Plan – agency policies expedited economic recovery of regulated industries.

In Matthew W. Daus’ final monthly column as TLC’s Commissioner/Chair, he wrote:

“I cannot believe that I am writing my final monthly column after serving for almost 9 years as your TLC Commissioner and Chair. My emotions are a combination of sadness, pride and excitement. Without getting too sentimental, I must say that it has been both a long and challenging, but successful journey at this agency over the past 14 years. To take but a moment to reflect on the events of the past decade and a half is difficult – but I will nevertheless try to put things into perspective. The years have included taxi strikes, transit strikes, blackouts, lawsuits, recessions and driver shortages, medallion sales, fare increases, border wars with other TLCs, lost musical instruments, meter zappers, and the list goes on and on....you name it - we saw it - and experienced it firsthand.

My first days at the TLC involved floods, overcrowding and what was known as March Madness. March 26th will be my last day at the TLC, and I visualize and compare the long lines around the corner and cramped quarters of what once was – and now proudly peer across empty waiting rooms at our facilities. Every aspect of the agency has been made more efficient and transparent. In 1998, as General Counsel, I drafted the most significant rule reforms that the industry had ever seen which raised driver licensing standards and caused the taxi strike of 1998 – including drug testing, criminal background checks, point systems, probationary licenses, defensive driver training and higher vehicle insurance limits.

I took over the agency as Chair just a few weeks before 9/11, and experienced a dramatic tragedy along with my TLC colleagues only a few short blocks away from Ground Zero; and we worked together with the industry to achieve economic recovery before most other affected industries.

I brought to an end border wars between New York City, New Jersey, and Nassau and Westchester Counties through reciprocity agreements and laws that set high licensing standards for the region – resulting in a nationwide model for inter-jurisdictional standards. I helped to eliminate a taxicab driver shortage that took place in the late 1990s and now leave the agency with a record number of drivers; the shortage was never experienced again due to the living wage fare increase we provided to drivers for the first time several years ago. We came to the assistance of New Yorkers more than once, during not only the 2005 transit strike, but also to help commuters get around during several franchise bus strikes, by developing and implementing a contingency plan with zone fares and group rides.

Many of our accomplishments over the years are being implemented around the United States and the world, and we have firmly established ourselves as world leaders. One crowning example is the taxi technology systems that were implemented here first, where credit cards, information screens and GPS transformed our service and opened a world of possibilities, including better service and more tips for drivers. I set out to hold only the second series of medallion auctions since the Great Depression, which provided many of our drivers and small business owners with economic opportunities, and I maintained the economic health of the industry for many years where, during my tenure, average medallion prices soared from approximately \$200,000 to over \$775,000. I helped to provide the first-ever wheelchair accessible dispatch medallion service in New York City by simply calling the 311 hotline. Not only are there more accessible taxis in our City than anywhere in the country, but we have more hybrid and clean-air cabs than anyone else comprising over 23% of our fleet; helping drivers save on fuel costs while reducing our carbon footprint.

Continued on pg 3....

Livery Stands



If the stickers are on the side of the car:

- Stickers must have:
1. The base name
 2. The base license number
 3. The base telephone number

Look for the TLC decal (pictured above) on the rear quarter windows. This lets you know it is licensed.



If the stickers are on the back of the car:

- Stickers must have:
1. The base name
 2. The base license number
 3. The base telephone number

On December 1, the TLC released a Request to Participate to invite private property owners to partner with livery bases to create “satellite bases” where a dispatcher will be able to respond to the transportation request of prospective passengers during peak hours. The purpose of the Livery Stand Pilot Program, which will be tested for one-year, is to offer the riding public safe and efficient livery service in areas underserved by yellow taxicabs. However, our rules and regulations that require prearrangement will in no way be compromised, and the “chain of accountability” that is crucial to passenger service and safety will remain intact.

All applications are due by June 1, 2010. For more information about the Livery Stand Pilot Program and to download the Request to Participate, please visit our Web site at www.nyc.gov/taxi.

Continued from pg 3.....

Finally, New York City was the first agency anywhere to ban the use of hands-free and handheld cell phones while driving in 1999, and just recently updated its laws to be the most stringent in the country to prevent accidents and save lives.

Upon leaving the agency, I have prepared a roadmap for future reform which will hopefully be followed – and this is really the first time the TLC has ever had a strategic plan. This plan includes renegotiating the taxi technology contracts to take service to the next level, setting-up livery and taxi group ride stands all over the City to provide more efficient, cost-effective and safe service, continuing to improve the livery industry by implementing the accountability rules put in place last year, building a Taxi of Tomorrow that is an ideal, iconic, affordable, durable, environmentally responsible and accessible taxicab that will be on the road for many years to come, and a voucher program for taxis and liveries to provide service through the MTA's Access-A-Ride program to save the City money and further enhance service to disabled passengers.

I am gratified and relieved that Mayor Bloomberg has selected David Yassky as my successor, knowing that he is dedicated, smart, talented and committed to many of the same goals. I have every bit of faith and confidence that he will continue to build upon our accomplishments and follow the Bloomberg roadmap to bring the TLC and our industry to greater heights of safety and customer service. He is a friend and colleague with whom I have worked for many years in his capacity as a Council Member, and I can think of no better person to take my place. I am confident he will continue the grass roots approach and open door policy that I have maintained from the very beginning.

I would like to take a moment to thank some people – as all of these accomplishments were collective efforts. First, I thank both Mayors Giuliani and Bloomberg for giving me the opportunity to serve the City and for having the confidence that resulted in their appointing me twice. I have learned so much from both Mayors and was continually inspired by their leadership and historic reforms of City government.

I am grateful as well to my colleagues and friends in City government and at the TLC. Our staff is one of the most dedicated and hard-working group of impressive individuals that I have ever met. Every day spent with them was a gift and I will miss everyone tremendously. None of our reforms could have been accomplished without our Board of Commissioners, to whom I am grateful for their support, commitment and insight over the years. Finally, I would like to thank the industries we regulate. You have all become our partners and we have worked together – despite our disagreements – to make our industry the best anywhere. I have always had an open door and the deepest respect for the business owners and drivers that I worked with over the last 14 years at the TLC. Without a doubt, having visited them in their workplaces over the years to learn more about what they do and how they do it has helped me to do a better job.

To all of my friends and readers over the years, I hope to visit or see you in person in future months. It has been an honor and a privilege to serve, and I am humbled to have had the opportunity. My best wishes to each and every one of you. Godspeed and God bless!”

We thank Matthew W. Daus for his leadership and service to the TLC, its regulated industries, and the riding public. We will continue the legacy he leaves behind, by continuing to enhance our regulated industries to provide every New Yorker and visitor from around the world access to the safest and most advanced for-hire ground transportation on the road.

“I will miss the hardworking public servants, business owners and drivers I have come to know and work with over the last decade”.



In 2006, Commissioner Daus announces the “Garden In Transit” community volunteer project that helped celebrate the taxicab centennial.



Community volunteers gather to paint “Garden In Transit” decals that are placed on the hoods of participating medallion taxicabs.



Commissioner Daus (center) and Victor Dizengoff (far right) Executive Director of The Black Car Fund join Port Authority of New York and New Jersey (PANYNJ) Executives for a ribbon cutting ceremony to celebrate the first for-hire vehicle (FHV) holding lot at JFK International Airport.



Commissioner Daus and newly-appointed TLC Commissioner David S. Yassky join Mayor Bloomberg to announce PlaNYC, in 2007, which is a comprehensive sustainability plan for the City's future.



In 2009, announcing Nassau County's eligibility for reciprocity were (left to right) former Nassau's Enforcement Chief Joseph Chierchio, former Nassau TLC Commissioner Roger C. Bogsted, NYC TLC Commissioner Daus, Westchester TLC Commissioner Barbara Z. Monohan, TLC Enforcement Chief Ronald Sobers and TLC Uniformed Services Lieutenant Wattenberg.



In 2007, Commissioner Daus announces the Taxi 07 initiative as part of the taxicab centennial.



July 2008: (from left to right) Richard Kay, CEO & Treasurer, League of Mutual Taxi Owners (LOMTO) Vincent Sapone, Executive Director of LOMTO, and Commissioner Matthew W. Daus "break ground" for LOMTO's new building in Long Island City, Queens.



Ann Roggen (right) receives her lost viola worth approximately \$66,000 from Commissioner Daus (center) and NYC cabbie Deniz Getting. The viola was found due to the GPS technology installed in all 13,237 taxicabs.



Commissioner Daus visits TLC's Safety and Emissions facility to say farewell to TLC inspectors.



Commissioner Daus (at podium), Queens District Attorney Richard Brown (center) and PANYNJ Executive Director Christopher Ward announce the arrest of 18 airport hustlers.



Commissioner Daus celebrates Taxi Appreciation Day in May of 2006 with former President of NYC & Co. Cristyne Nicholas (far left in taxi) and a NYC cabbie.



TLC staff welcome Officer LaLuz (center) after serving in Iraq. Officer LaLuz returned with a certificate of honor from 321st Sustainment Brigade & an American flag that flew above his base.



(from left to right) TLC's Manhattan Commissioner Lauvinska Polanco, TLC Commissioner Edward Gonzales, Commissioner Iris Weinshall, Commissioner/Chair Matthew W. Daus, TLC Deputy Counsel Charles Fraser, Staten Island Commissioner Elias Aroust and Commissioner Jeff Kay give Commissioner Daus a standing ovation during his last TLC public hearing held on March 18, 2010. Daus has not missed one Commission Meeting throughout his 14 years of service at the TLC.

New Distracted Driver Rules

In December of 2009, the TLC enacted new Distracted Driving Regulations that updated and strengthened its cell phone prohibition requirements first approved back in 1999. As of January 29, 2010, new TLC rules have been in effect which prohibit drivers (in the taxicab, black car, livery, limousine, para-transit and commuter van industries) from using a handheld or hands-free cell phone—or any portable electronic devices that one can use for talking or texting—while driving. They also prohibit drivers from having a *Bluetooth* or other wireless/wired devices in or near their ear, even if they are not actually using these devices for talking or listening.

Staten Island Ferry Livery Stand

On March 15, the TLC, along with our partners at the Department of Transportation (DOT) and Economic Development Corporation (EDC), released a Request For Proposals (RFP) for a livery stand at the St. George Ferry Terminal in Staten Island. The RFP plans to seek livery operators to provide exclusive dispatch livery service, and will allow successful proposers to create a combination of on-site dispatch service during peak hours and 24-hour phone service for non-peak hours. Proposals are due by April 14, 2010 at 4PM. To read more about this opportunity, please visit our Web site at www.nyc.gov/taxi.

Taxicab Group Rides

On March 3, the TLC officially launched the Taxicab Group Ride Pilot Program at three locations in Manhattan. This one-year pilot program, which will be in effect during the 6AM to 10AM morning rush hours, aims to reduce fares for taxicab passengers, while increasing the earnings of taxicab drivers.



Pick up multiple passengers, earn more money

Pick up multiple passengers from one of our new locations below, weekdays 6 a.m. - 10 a.m.
Use rate code 6 on your meter!

A W. 72nd Street/
Columbus Ave.:
\$4.00/ per passenger

C W. 57th Street/8th Avenue:
\$3.00/ per passenger

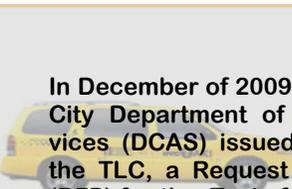
B E. 72nd Street/3rd Ave.:
\$4.00/ per passenger

* Passengers can exit at any corner along Park Avenue down to 42nd Street.

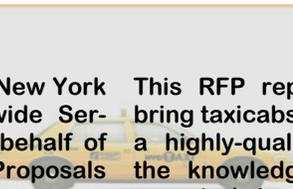
This will be possible in taxicabs carrying 2-4 passengers able to share the fare for a ride along the Park Avenue corridor designated by the Group Ride program. The termination point for these rides is 42nd Street and Park Avenue. The starting point will be from any one of three location stands: West 57th Street and 8th Avenue; East 72nd Street and 3rd Avenue, and West 72nd Street and Columbus Avenue. From the West 57th Street stand, the fare will be \$3 per passenger; from both 72nd Street locations, the fare will be \$4 per passenger. This is appreciably cheaper than the fare passengers riding alone would have to pay. Group-riding passengers can request to be dropped off anywhere along the Park Avenue route.

The stand locations now in operation are the first of six in Manhattan that have been approved. Three other stand locations planned for Manhattan include Grand Central Terminal to 59th Street and 6th Avenue (\$3 fare); Penn Station to 59th Street and 6th Avenue (\$4 fare); and the Port Authority Bus Terminal to 59th Street and 6th Avenue (\$3 fare). Additional pilot stands are being planned for the U.S. Air and Marine Terminals at LaGuardia Airport.

Taxi of Tomorrow Program



In December of 2009, the New York City Department of Citywide Services (DCAS) issued, on behalf of the TLC, a Request for Proposals (RFP) for the *Taxi of Tomorrow* project—part of a major effort to upgrade today's taxi fleet in order to better meet the requirements and desires of passengers, drivers, owners, and the city in general. The *Taxi of Tomorrow* program brings together many Bloomberg Administration goals, among them increasing the number of fuel efficient taxicabs and wheelchair accessible taxicabs, added to the enhancement of passenger comfort amenities.



This RFP represents a new way to bring taxicabs into the market, seeking a highly-qualified manufacturer with the knowledge and relevant experience to bring to reality the TLC's and its stakeholders' vision of the next generation of taxicabs. The design should meet the highest safety standards; offer passengers a superior riding experience and drivers greater comfort and safety; leave a smaller physical footprint; be affordable; accessible for *all* users; and have an iconic design. All proposals are due May 14, 2010 by 2PM, and the contract term will start October 2010.



For more information about the *Taxi of Tomorrow* program and to download the RFP, please visit our Web site at www.nyc.gov/taxi.

*"The rubber
will meet
the road."*

*-
Commissioner
Daus*