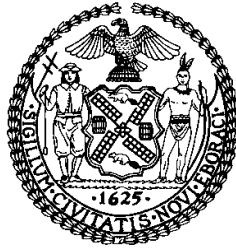


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**THE COUNCIL OF THE CITY OF NEW YORK**

Andrea Vazquez, Legislative Director

**COMMITTEE REPORT AND BRIEFING PAPER OF THE INFRASTRUCTURE  
DIVISION**

Bradley J. Reid, Deputy Director

**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**

Hon. Selvena N. Brooks-Powers, Chair

February 10, 2025

**Oversight – TLC: The Status of the Yellow Cab Industry**

**INT. NO. 193:**

By Council Members Gutiérrez, Restler, Hudson, Gennaro, Rivera, Won, Cabán, Hanif, Powers, Joseph, Farías, Menin, Avilés, Krishnan, Nurse, Brannan, Bottcher and Sanchez

**TITLE:**

A Local Law to amend the administrative code of the city of New York, in relation to requiring taxis and for-hire vehicles to display a decal warning passengers to look for cyclists when opening the door

**ADMINISTRATIVE CODE:**

Adds a new section 19-557

**INT. NO. 373:**

By Council Members Powers and Riley

**TITLE:**

A Local Law in relation to extending scheduled vehicle retirement dates for taxicabs during the COVID-19 state disaster emergency and the repeal thereof

**INT. NO. 676:**

By Council Members Farías, Gennaro, Gutiérrez, Louis and Restler

**TITLE:**

A Local Law to amend the administrative code of the city of New York, in relation to requiring the taxi and limousine commission to conduct a study and report on increasing the use of electric for-hire vehicles and installing new charging infrastructure

**ADMINISTRATIVE CODE:**

Adds a new section 19-557

**INT. NO. 1050:**

By Council Members De La Rosa, Ayala, Banks, Ossé, Marte, Hudson, Williams, Restler, Krishnan, Gutiérrez, Sanchez, Stevens, Nurse, Brannan, Menin, Powers, Dinowitz, Joseph, Brewer, Bottcher, Zhuang, Farías, Narcisse, Rivera, Louis and Carr

**TITLE:**

A Local Law to amend the administrative code of the city of New York, in relation to limiting the amount of liability coverage that the taxi and limousine commission may require for vehicles it licenses

**ADMINISTRATIVE CODE:**

Adds a new section 19-557

**RES. NO. 80:**

By Council Members Farías and Hanif

**TITLE:**

Resolution calling on the New York State Legislature to pass, and the New York State Governor to sign, legislation that would create a surcharge for for-hire vehicles (FHVs) that would go towards funding the expansion of wheelchair accessible and all-electric FHVs.

## **INTRODUCTION**

On February 10, 2025, the Committee on Transportation and Infrastructure, chaired by Majority Whip Selvena N. Brooks-Powers, will conduct an oversight hearing to receive an update from the Taxi and Limousine Commission (“TLC”) on the status of the yellow cab industry in New York City (“NYC” or “City”). In addition, the Committee will hear: Int. No. 193, sponsored by Council Member Gutiérrez, in relation to requiring taxis and for-hire vehicles to display a decal warning passengers to look for cyclists when opening the door; Int. No. 373, sponsored by Council Members Powers, in relation to extending scheduled vehicle retirement dates for taxicabs during the COVID-19 state disaster emergency and the repeal thereof; Int. No. 676, sponsored by Council Member Farías, in relation to requiring the taxi and limousine commission to conduct a study and report on increasing the use of electric for-hire vehicles and installing new charging infrastructure; Int. No. 1050, sponsored by Council Member De La Rosa, in relation to in relation to limiting the amount of liability coverage that the taxi and limousine commission may require for vehicles it licenses; and Res. No. 80, sponsored by Council Member Farías, in relation to calling on New York State to create a surcharge for for-hire vehicles that would fund an expansion of wheelchair accessible and all electric for-hire vehicles. Those invited to testify include representatives of the TLC, medallion owners and taxi drivers, industry advocates, and other interested stakeholders.

## **BACKGROUND**

The TLC, created in 1971, is responsible for the regulation and licensing of: taxicabs, including medallion taxicabs (also known as yellow taxis or yellow cabs) and street hail liveries (also known as green or boro taxis); For-Hire Vehicles (“FHVs”); commuter vans; and paratransit

vehicles.<sup>1</sup> A medallion taxicab is the only vehicle licensed to pick up individuals who hail a vehicle on the street at any location in the City.<sup>2</sup> The number of medallions available in the City is limited by State law.<sup>3</sup> Currently there are 13,587 yellow taxis in the City and each vehicle must have a medallion affixed to it.<sup>4</sup> The TLC has approximately 600 employees and its Board consists of nine members, eight of whom are unsalaried Commissioners, along with the salaried Commissioner and Chair (“TLC Chair”).<sup>5</sup> The TLC Chair is the head of the TLC and presides over its public meetings.<sup>6</sup> The TLC regulates over 200,000 TLC licensees in NYC.<sup>7</sup>

Over the last decade, the FHV industry has experienced tremendous changes, particularly with the introduction of mobile application-based (“app-based”) FHVs in the City. Following their introduction, the number of licensed FHVs significantly increased from approximately 39,700 in 2011<sup>8</sup> to more than 130,000 in March 2018, with the TLC issuing licenses to approximately 2,000 new FHVs per month at that time.<sup>9</sup> Ultimately, this led to the Council’s passage of Local Law 147 of 2018,<sup>10</sup> which paused the issuance of new FHV licenses, with an exception for wheelchair-accessible vehicles, and Local Law 149 of 2018, which created a new license category, High-

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<sup>1</sup> NYC TLC, About, *About TLC*, available at <https://www1.nyc.gov/site/tlc/about/about-tlc.page>

<sup>2</sup> NYC MyCity, Business, About: *Medallion Owner, Individual*, available at <https://nyc-business.nyc.gov/nycbusiness/description/medallion-owner-individual#:~:text=Medallion%20owners%20have%20a%20license,street%2C%20anywhere%20in%20the%20city>

<sup>3</sup> *Id.*

<sup>4</sup> NYC TLC, Businesses, *Yellow Cab*, available at <https://www.nyc.gov/site/tlc/businesses/yellow-cab.page>

<sup>5</sup> *Id.*

<sup>6</sup> *Id.*

<sup>7</sup> *Id.*

<sup>8</sup> NYC TLC, *2011 Annual Report*, available at [https://www1.nyc.gov/assets/tlc/downloads/pdf/annual\\_report\\_2011.pdf](https://www1.nyc.gov/assets/tlc/downloads/pdf/annual_report_2011.pdf).

<sup>9</sup> See Testimony of Former TLC Commissioner Joshi before the NYC Council Committee on For-Hire Vehicles, March 8, 2018, available at <https://legistar.council.nyc.gov/View.ashx?M=F&ID=5872328&GUID=DB0BCBEA-4B02-468F-B948-512FA842D7EE>

<sup>10</sup> See Local Law 147, available at <https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=3331789&GUID=6647E630-2992-461F-B3E3-F5103DED0653&Options=Advanced&Search>

Volume For-Hire Services (HVFHS) for TLC-licensed FHV bases that dispatch more than 10,000 trips per day.<sup>11</sup> In 2022, TLC allowed an exemption for an additional 1,000 electric vehicle FHV's.<sup>12</sup> In September 2024, TLC data indicated that the total number of FHV licenses was 107,932.<sup>13</sup>

App-based FHV's and the emergence of new technology has increased competition for trips in the City, leading to a decrease in the number of medallion taxi trips in the City and corresponding decline in the daily fares collected per taxi medallion.<sup>14</sup> Since 2014, there has also been a rapid decline in taxi medallion values.<sup>15</sup> In 2013, corporate (also known as “minifleet”) medallions, which had to be owned in groups of two or more, were routinely sold for approximately \$1.2 million and individual medallions were sold for approximately \$890,000.<sup>16</sup> By November 2019, the average sales price for taxi medallions declined to approximately \$165,000 with a median sale price of \$200,000.<sup>17</sup> As discussed further below, during the COVID-19 pandemic, many medallions were put into storage while trip volumes plummeted.<sup>18</sup> According to TLC's sales data as of September 2023, the average sale price for taxi medallions declined to approximately \$133,055 with a median sales price of \$120,000.<sup>19</sup>

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<sup>11</sup> NYC TLC, Businesses, *For-Hire Vehicle Base*, available at <https://www.nyc.gov/site/tlc/businesses/high-volume-for-hire-services.page>

<sup>12</sup> NYC TLC, *Charged Up! TLC's Roadmap to Electrifying the For-Hire Transportation Sector in New York City*, available at [https://www.nyc.gov/assets/tlc/downloads/pdf/Charged\\_Up!\\_TLC\\_Electrification\\_Report-2022.pdf](https://www.nyc.gov/assets/tlc/downloads/pdf/Charged_Up!_TLC_Electrification_Report-2022.pdf)

<sup>13</sup> NYC Office of the Mayor, *TLC's Fiscal Year 2024 Mayors Management Report*, available at <https://www.nyc.gov/assets/operations/downloads/pdf/mmr2024/tlc.pdf>

<sup>14</sup> NYC Council, *Report of the Taxi Medallion Task Force*, January 2020, available at

<http://council.nyc.gov/data/wp-content/uploads/sites/73/2020/01/Taxi-Medallion-Task-Force-Report-Final.pdf>

<sup>15</sup> *Id.*

<sup>16</sup> *Id.*

<sup>17</sup> NYC TLC, Businesses, *Medallion Transfers*, available at <https://www1.nyc.gov/site/tlc/businesses/medallion-transfers.page>

<sup>18</sup> NYC TLC, *2022 Taxi Strategic Plan*, available at

[https://www1.nyc.gov/assets/tlc/downloads/pdf/taxi\\_strategic\\_plan\\_2022.pdf](https://www1.nyc.gov/assets/tlc/downloads/pdf/taxi_strategic_plan_2022.pdf)

<sup>19</sup> NYC TLC, *Medallion Transfer Report*, September 2023, available at

[https://www.nyc.gov/assets/tlc/downloads/excel/medallion\\_transfer\\_report/sep\\_2023\\_medallion\\_price\\_list.xls](https://www.nyc.gov/assets/tlc/downloads/excel/medallion_transfer_report/sep_2023_medallion_price_list.xls)

The large decline in medallion values, coupled with the decrease in total fares collected, has continued to cause severe financial hardship for many taxi medallion owners. Many taxi medallion owners have been saddled with large loans that featured either interest-only payments or balloon payments at maturity. A *New York Times* investigation in 2019 revealed that more than 950 medallion owners had filed for bankruptcy, with many trapped in “exploitative loans.”<sup>20</sup> In 2021, there were 521 foreclosures on taxi medallions in the City.<sup>21</sup> More recently, TLC data reveals that between January 2022 and May 2022, there were 281 foreclosures on taxi medallions.<sup>22</sup>

### ***TLC’s Taxi Medallion Owner Relief Program***

The financial crisis in the taxi medallion sector has prompted many owners, drivers, and advocates to call for action to address the debt faced by medallion owners. In September 2021, then-Mayor Bill de Blasio announced the creation of a \$65 million Taxi Medallion Owner Relief Program (“MRP”) to help financially distressed medallion owners.<sup>23</sup> The MRP is intended to allow small medallion owners struggling with debt to work with lenders in order to restructure their loans, reduce principal amounts and lower their monthly payments.<sup>24</sup> Under the MRP, eligible participants can receive up to a \$20,000 down payment to help restructure medallion-related loans

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<sup>20</sup> Brian M. Rosenthal, *New York Times*, *They Were Conned: How Reckless Loans Devastated a Generation of Taxi Drivers*, May 19, 2019, available at <https://www.nytimes.com/2019/05/19/nyregion/nyc-taxis-medallions-suicides.html>

<sup>21</sup> Jose Martinez, *The City*, *After Signing Medallion Debt Deal, Firm Says Cabbie Union Twisted Arm in New Suit*, June 5, 2022, available at <https://www.thecity.nyc/2022/6/5/23155715/medallion-debt-firm-cabbie-union-new-lawsuit>

<sup>22</sup> *Id.*

<sup>23</sup> NYC Office of the Mayor, Press Release, *First Taxi Medallion Owners see Over \$5 Million in Debt Relief*, September 25, 2021, available at <https://www1.nyc.gov/office-of-the-mayor/news/650-21/first-taxi-medallion-owners-see-5-million-debt-relief>

<sup>24</sup> NYC TLC, About, *Taxi Medallion Owner Relief Program*, available at <https://www1.nyc.gov/site/tlc/about/taxi-medallion-owner-relief-program.page>

and up to \$9,000 in additional monthly debt payment assistance if they can demonstrate specific hardships after the restructuring of their loans.<sup>25</sup> In addition, the TLC created the Supplemental Loan Deficiency Guaranty, otherwise known as the “MRP Plus.”<sup>26</sup> This program allows for a \$30,000 grant for medallion owners to help restructure medallion-related loans with a remaining principal balance of \$170,000 or less.<sup>27</sup> This option, however, does not include monthly debt payment assistance, though it does include a loan guaranty for lenders.<sup>28</sup> Participants in both programs also receive legal and financial guidance at TLC’s Driver Resource Center, which was launched in May 2020.<sup>29</sup>

Notably, during a September 27, 2021 TLC public hearing on proposed rules relating to the MRP, numerous members of the public argued that the financial benefits set up by the TLC for the MRP were simply not sufficient to address the amount of debt faced by medallion owners.<sup>30</sup> Advocates at the hearing and in other public forums continued to propose alternative plans for relief, including a plan put forward by the New York Taxi Workers Alliance (“NYTWA”) to completely forgive taxi medallion debt.<sup>31</sup> Nevertheless, the TLC adopted the proposed rules to help implement the MRP on October 6, 2021.<sup>32</sup>

In November 2021, then-Mayor Bill de Blasio, with former TLC Commissioner Heredia Jarmoszuk and United States Senator Charles Schumer, announced an agreement with the City,

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<sup>25</sup> *Id.*

<sup>26</sup> *Id.*

<sup>27</sup> *Id.*

<sup>28</sup> *Id.*

<sup>29</sup> *Id.*

<sup>30</sup> See September 27, 2021 TLC Virtual Meeting on the Proposed Rules for the Taxi Medallion Relief Program, video recording available at <https://www.facebook.com/nyctaxilimo/>

<sup>31</sup> New York Taxi Workers Alliance, *Medallion Debt Forgiveness Campaign*, available at <https://www.nytwaworkers.org/debt-forgiveness>

<sup>32</sup> See October 6, 2021 TLC Virtual Meeting to vote on the Medallion Relief Program Rules, video recording available at <https://www.facebook.com/nyctaxilimo/>

NYTWA, and Marblegate Asset Management (currently the largest medallion lender) to supplement the MRP with a City-funded deficiency guarantee.<sup>33</sup> On March 17, 2022, the TLC also established the Supplemental Loan Deficiency Guaranty through MRP Plus by promulgating amendments to the MRP-related rules.<sup>34</sup> The amended rules establish the eligibility criteria for applying for a Supplemental Loan Deficiency Guaranty.<sup>35</sup> On August 30, 2022, Mayor Eric Adams, with TLC Chair and Commissioner David Do, announced that the finalized agreement with Marblegate had been reached.<sup>36</sup> This agreement provides hundreds of millions of dollars in debt relief for more than 3,000 medallions owners through MRP Plus, and allows medallion lenders and owners to move forward with renegotiated loan agreements that include a City-funded loan guarantee.<sup>37</sup> On September 19, 2022, medallion owners were able to begin to restructure their loans through this agreement.<sup>38</sup>

By September 30, 2022, more than 1,000 medallion owners had already achieved more than \$225 million in debt relief from the MRP Plus.<sup>39</sup> Approximately six months later, on March 9, 2023, TLC reported in testimony before the City Council Committee on Transportation &

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<sup>33</sup> NYC, Office of the Mayor, News, *Mayor, Senator Schumer, NY Taxi Workers Alliance, and Marblegate Asset Management Announce Agreement to Supplement Medallion Relief Program with City Backstop*, November 3, 2021, available at <https://www1.nyc.gov/office-of-the-mayor/news/739-21/mayor-senator-schumer-ny-taxi-workers-alliance-marblegate-asset-management-announce>

<sup>34</sup> See Hearing Transcript of the March 17, 2022 TLC Board Meeting, available for download at [https://www1.nyc.gov/assets/tlc/downloads/About/commission\\_meeting\\_transcript/transcript\\_03\\_17\\_22.pdf](https://www1.nyc.gov/assets/tlc/downloads/About/commission_meeting_transcript/transcript_03_17_22.pdf)

<sup>35</sup> *Id.*

<sup>36</sup> NYC, Office of the Mayor, News, “Mayor Adams, TLC, Marblegate Asset Management, NYTWA Announce Historic Taxi Medallion Debt Relief Program Deal, Providing Hundreds of Millions of Dollars in Relief to NYC Medallion Owners, August 30, 2022, available at <https://www1.nyc.gov/office-of-the-mayor/news/629-22/mayor-adams-tlc-marblegate-asset-management-nytwa-historic-taxi-medallion-debt-relief>

<sup>37</sup> *Id.*

<sup>38</sup> *Id.*

<sup>39</sup> NYC, Office of the Mayor, News, *Mayor Adams, TLC, Senator Schumer, NYTWA, Marblegate Asset Management Announce More Than \$225 Million in Debt Relief Already Achieved Under Historic Taxi Medallion Debt Relief Program*, September 30, 2022, available at <https://www1.nyc.gov/office-of-the-mayor/news/711-22/mayor-adams-tlc-senator-schumer-nytwa-marblegate-asset-management-more-225#/0>



Infrastructure that the MRP Plus program had provided nearly \$370 million in debt relief to eligible medallion owners.<sup>40</sup> Most recently, in January 2025, TLC reported in their Fiscal Year 2025 Preliminary Mayor's Management Report that the program has provided over \$472 million in total debt relief to greater than 2,000 medallion owners since the MRP Plus program was launched in March 2021.<sup>41</sup>

### ***Medallion and License Storage***

The COVID-19 pandemic was particularly harmful to medallion owners. As NYC faced an unprecedented public health crisis, the NYC FHV industry was heavily impacted. Although non-essential businesses were closed after a citywide state of emergency was issued in March 2020, taxis and for-hire drivers were deemed essential and allowed to continue to operate.<sup>42</sup> During the week of March 15, 2020, at the beginning of the pandemic, demand for all transportation in NYC dramatically declined, with the average daily trip numbers from yellow taxis, street hail liveries, and high-volume FHVs, declining by 84% of their pre-COVID levels by the beginning of April.<sup>43</sup> Only 26% of all drivers were still operating, and yet, weekly earnings for those still in operation dropped by 49%.

Due to the decreased demand for transportation caused by the pandemic, many medallion owners chose to place their medallions in temporary storage to avoid paying insurance costs.<sup>44</sup> The

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<sup>40</sup> See TLC Testimony at NYC Council Fiscal Year 2024 Preliminary Budget Hearing, available at <https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=6027987&GUID=53B870B4-7790-47FE-A86D-9E9D88805E79&Options=&Search=>

<sup>41</sup> NYC Office of the Mayor, *TLC's Fiscal Year 2025 Preliminary Mayors Management Report*, available at <https://www.nyc.gov/assets/operations/downloads/pdf/pmmr2025/tlc.pdf>

<sup>42</sup> NYC TLC, About-Data and Research, *COVID-19 Impact on the NYC For-Hire Industry*, available at <https://www1.nyc.gov/assets/tlc/downloads/pdf/covid-impact-report.pdf>

<sup>43</sup> *Id.*

<sup>44</sup> *Id.*

number of medallions in storage was at an all-time high of 7,364 in April 2021.<sup>45</sup> With the easing of COVID-19 restrictions, medallion owners slowly began taking their medallions out of storage to meet increasing demand for transport. However, as of November 2021, there were still 6,215 medallions left in storage.<sup>46</sup> During testimony before the Council at TLC’s Fiscal Year 2022 Preliminary Budget hearing, TLC stated that it anticipated a return of active vehicles as the City began to reopen.<sup>47</sup> However, monthly data reports released by TLC indicate that the number of unique yellow taxis on the road as of July 2024 declined by approximately 24% when compared to pre-pandemic July 2019, from 11,366 taxis to 9,144.<sup>48</sup>

### ***Congestion Pricing’s Impact on Taxis and FHV’s***

In April 2019, the Metropolitan Transit Authority (“MTA”) Reform and Traffic Mobility Act<sup>49</sup> was signed by then-Governor Andrew Cuomo and took effect immediately.<sup>50</sup> That law required the MTA’s Triborough Bridge and Tunnel Authority to design, develop, build, and run a Congestion Pricing-Central Business District Tolling Program (“CBDTP”), which would be NYC’s congestion pricing program.<sup>51</sup> The main goals of the CBDTP are to reduce congestion in heavily congested areas, collect revenue to improve and modernize the MTA public transit

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<sup>45</sup> *Id.*

<sup>46</sup> *Id.*

<sup>47</sup> See TLC Testimony from NYC Council TLC Preliminary Budget for Fiscal Year 2022, available at <https://legistar.council.nyc.gov/View.ashx?M=F&ID=9442547&GUID=82E08FF8-B5F2-4682-8A1D-2446B02AF201>

<sup>48</sup> NYC TLC, *Monthly Data Reports*, available at [https://www.nyc.gov/assets/tlc/downloads/csv/data\\_reports\\_monthly.csv](https://www.nyc.gov/assets/tlc/downloads/csv/data_reports_monthly.csv)

<sup>49</sup> See Consolidated Laws of New York, Chapter 43-A, Article 3, Title 3, available at <https://www.nysenate.gov/legislation/laws/PBA/553-K>

<sup>50</sup> MTA, NYS DOT, and NYC DOT, *Central Business District Tolling Program (CBDTP)*, available at <https://new.mta.info/project/CBDTP/why-NYC-needs-central-business-district-tolling>

<sup>51</sup> *Id.*

systems, improve air quality, and expand access for low-income residents and visitors by improving travel options.<sup>52</sup> In recent years, City motor vehicle traffic levels have returned to greater than 90% of pre-pandemic levels, far outpacing the recovery of mass transit ridership.<sup>53</sup> In 2021, a year after the start of the COVID-19 pandemic, the City was rated as among the most congested cities in the United States by INRIX, a data and software company, leading congestion pricing advocates to view the tolling program as a necessary step towards reducing traffic levels.<sup>54</sup>

Under NYC’s CBDTP, a Central Business District (“CBD”), also known now as the Congestion Relief Zone (“CRZ”), was created to include 60<sup>th</sup> Street in Manhattan and all roadways south of 60<sup>th</sup> Street, except for: the FDR Drive and West Side Highway/9A, including the Battery Park Underpass and surface roadway portion of the Hugh L. Carey Tunnel connecting to West Street.<sup>55</sup> Those in the CRZ are charged a toll for entering or remaining in the CRZ.<sup>56</sup> Specific exemptions and the specific cost of the tolls vary based on sector and vehicle type.<sup>57</sup>

Prior to the launch of congestion pricing, taxi medallion owners and FHV drivers voiced concerns regarding the City’s congestion pricing initiative, with many seeing it as a possible threat to their industry.<sup>58</sup> When taxi and FHV drivers are required to pay additional tolls, the impact is generally passed onto customers, increasing fares.<sup>59</sup> Drivers and medallion owners have raised concerns that this ultimately could drive down passenger demand for taxis and FHVs.

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<sup>52</sup> *Id.*

<sup>53</sup> *Id.*

<sup>54</sup> *Id.*

<sup>55</sup> *Id.*

<sup>56</sup> *Id.*

<sup>57</sup> *Id.*

<sup>58</sup> Ana Ley, The New York Times, *Yellow Cabs Are Struggling. Congestion Pricing Could Deal a New Blow*, October 11, 2022, available at <https://www.nytimes.com/2022/10/11/nyregion/nyc-traffic-yellow-cab-tolls.html>

<sup>59</sup> *Id.*

On January 5, 2025, MTA launched its congestion pricing program in the City. Under the program, passengers of yellow taxis, green cabs, and black cars are charged an additional \$0.75 for each trip into, out of, and within the CRZ.<sup>60</sup> In addition, the surcharge for an Uber or Lyft is \$1.50 per trip.<sup>61</sup> The fee was set higher for car services, such as Uber and Lyft, because they make fewer pick-ups than other TLC licensed vehicles and more frequently idle in the zone.<sup>62</sup> According to the New York Times, “in 2023, taxis made an average of 12 daily trips, while ride-hail vehicles made an average of six.”<sup>63</sup> Moreover, the yellow taxi fee was set lower due to the hardships the yellow industry faced over the last decade.<sup>64</sup>

### ***Uber’s Partnership with Yellow Taxis***

In an effort to help both the high-volume FHV industry and yellow taxis after the COVID-19 pandemic, Uber announced on March 24, 2022 a partnership with two yellow taxi companies, Curb and CMT, to allow New Yorkers to order a yellow taxi on the Uber app.<sup>65</sup> This is the first large-scale taxi-FHV agreement of its kind in the United States.<sup>66</sup> Fares are based on Uber’s pricing and policies, including surge pricing, with pricing to be about the same price for a yellow taxi as for a standard individual UberX ride.<sup>67</sup> Under the partnership, yellow taxi drivers have the option to accept or reject the hail, with pricing presented to them upfront.<sup>68</sup>

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<sup>60</sup> Ana Ley, New York Times, *Hailing a Car in Midtown Manhattan is Becoming More Expensive*, January 5, 2025, available at <https://www.nytimes.com/2025/01/05/nyregion/congestion-pricing-uber-lyft.html>

<sup>61</sup> *Id.*

<sup>62</sup> *Id.*

<sup>63</sup> *Id.*

<sup>64</sup> *Id.*

<sup>65</sup> Winnie Hu, Kellen Browning, Karen Zraick, The New York Times, *Uber Partners With Yellow Taxi Companies in NYC*, March 24, 2022, available at <https://www.nytimes.com/2022/03/24/business/uber-new-york-taxis.html>

<sup>66</sup> *Id.*

<sup>67</sup> *Id.*

<sup>68</sup> *Id.*

### ***TLC’s “LOOK! For Cyclists” Decals***

Collisions that occur when a driver or passenger in a car opens a door into the path of a cyclist is often referred to as “dooring.”<sup>69</sup> NYC does not publish data on the number of doorings that occur in the City annually, however, a 2015 study done in the City of Vancouver, British Columbia determined that doorings were the most common type of reported cycling collision in Vancouver, representing approximately 15.2 percent of all reported cycling collisions.<sup>70</sup> In addition, the Illinois Department of Transportation reported that in the same year, 17.5 percent of crashes involving bicycles in the City of Chicago were caused by doorings.<sup>71</sup> In 2012, under Mayor Bloomberg’s Administration, TLC began distributing 26,000 window stickers reading “LOOK! For Cyclists” for the City’s 13,000 yellow-taxi fleet.<sup>72</sup> Today, TLC issues these stickers for free at its Woodside Safety and Emissions Facilities.<sup>73</sup> These stickers are placed inside the passenger door to remind passengers to be cautious when exiting the taxi, however, under current law, it is not mandatory that drivers affix the decals to their vehicles.

### ***Yellow-Cab Vehicle Retirement***

To operate a vehicle as a yellow taxi in NYC, a medallion owner must complete the TLC

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<sup>69</sup> Tanya Mohn, New York Times, *The Dutch Reach: A No-Tech Way to Save Bicyclists’ Lives*, October 5, 2018, available at <https://www.nytimes.com/2018/10/05/smarter-living/the-dutch-reach-save-bicyclists-lives-bicycle-safety-drivers.html>

<sup>70</sup> City of Vancouver, *Cycling Safety Study*, January 22, 2015, available at <https://vancouver.ca/files/cov/cycling-safety-study-final-report.pdf>

<sup>71</sup> PBS WTTW, *Chicago “Dooring” Reports Saw Steep Increases in 2015*, available at <https://news.wttw.com/2017/04/21/chicago-dooring-reports-saw-steep-increase-2015-data-shows>

<sup>72</sup> Jamie Schuh, Patch Media, *New Decals Want You to LOOK! Out for Cyclists*, September 25, 2012, available at <https://patch.com/new-york/foreshills/new-decals-want-you-to-look-out-for-cyclists>

<sup>73</sup> NYC TLC, *Vision Zero Markings on TLC-Licensed Vehicles*, available at <https://www.nyc.gov/site/tlc/about/vision-zero-markings.page>

hack-up certification and inspection.<sup>74</sup> The hack-up process requires a medallion owner to request that the TLC Licensing Division certify that the vehicle can be used with the specific medallion.<sup>75</sup> Only TLC-approved vehicles can be used as yellow taxis.<sup>76</sup> After seven-years, yellow cabs are “retired” or removed from the road, however, an extension can be granted through a “Hardship Vehicle Retirement Extension”.<sup>77</sup> Extensions up to a maximum of six months from the vehicle’s retirement date can be granted to taxicab owners that own no more than one medallion and are experiencing a hardship.<sup>78</sup> According to TLC, “to qualify for an extension, owners must demonstrate an “economic or other hardship” which results in an owner’s inability to replace their current vehicle. Examples of such a hardship include: illness or family emergency that prevents the owner from working; loss of income due to business changes; a change in personal circumstances or unanticipated expenses; inability to get a loan for the purchase of a vehicle; and delayed vehicle delivery.”<sup>79</sup>

### ***TLC’s Electric Fleet***

According to TLC, in Fiscal Year 2022, TLC-licensed vehicles produced around 600,000 tons of CO<sub>2</sub>, representing approximately 4 percent of total emissions from the City’s transportation sector.<sup>80</sup> In 2022, the Commission released a report titled: *Charged Up! TLC’s Roadmap to*

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<sup>74</sup> NYC TLC, *Yellow Hack-Up*, available at [https://www.nyc.gov/site/tlc/businesses/yellow\\_cab\\_hackup.page](https://www.nyc.gov/site/tlc/businesses/yellow_cab_hackup.page)

<sup>75</sup> *Id.*

<sup>76</sup> *Id.*

<sup>77</sup> NYC TLC, *Taxi Medallion*, available at <https://www.nyc.gov/site/tlc/businesses/medallion-owners-and-agents.page>

<sup>78</sup> NYC TLC, *Businesses, Hardship Vehicle Retirement Extension*, available at <https://www.nyc.gov/site/tlc/businesses/hardship-vehicle-retirement-extension.page>

<sup>79</sup> *Id.*

<sup>80</sup> NYC TLC, *Charged Up! TLC’s Roadmap to Electrifying the For-Hire Transportation Sector in New York City, 2022*, available at [https://www.nyc.gov/assets/tlc/downloads/pdf/Charged\\_Up!\\_TLC\\_Electrification\\_Report-2022.pdf](https://www.nyc.gov/assets/tlc/downloads/pdf/Charged_Up!_TLC_Electrification_Report-2022.pdf)

*Electrifying the For-Hire Transportation Sector in New York City*, which outlined TLC’s commitment to transitioning the majority of its licensed fleet to electric vehicles (EVs) by 2030 and provided a guide to electrification. According to the report, as of 2022, approximately one percent of TLC-licensed vehicles were electric vehicles (EVs).<sup>81</sup> Moreover, most TLC-licensed EVs were in the for-hire industry (97 percent), with just 3 percent of yellow taxis utilizing electric vehicles.<sup>82</sup> According to a March 2023 article by *The City*, only 1,159 of the 100,000 vehicles licensed by TLC were electric.<sup>83</sup> This includes 34 yellow medallion taxis and 1,125 for-hire vehicles.<sup>84</sup> Overall, TLC has stated that the FHV industry faces several unique hurdles to electrification of its fleet, including “high daily mileage driven due to high trip volumes, drivers living in the outer boroughs and in environmental justice communities, as well as the various charging needs of industry stakeholders.”<sup>85</sup>

In September 2024, TLC released another report titled: *Electrification in Motion, An Update on New York City’s Electric For-Hire Vehicle Fleet*.<sup>86</sup> According to the report, as of August 2024, approximately 20 percent of high-volume trips utilized either EV or WAV.<sup>87</sup> Overall, in 2024, more than 14 million EV TLC vehicle trips saved a combined 19,000 metric tons of CO2 emissions and a total of 10,000 TLC-licensed EVs are registered on City streets.

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<sup>81</sup> *Id.*

<sup>82</sup> *Id.*

<sup>83</sup> Jose Martinez, Samantha Maldonado, *The City, TLC Pushes Electric Rides, But Drivers Say a Good Charger is Hard to Find*, March 17, 2023, available at <https://www.thecity.nyc/2023/3/17/23644173/electric-vehicle-charging-stations-needed>

<sup>84</sup> *Id.*

<sup>85</sup> *Id.*

<sup>86</sup> NYC TLC, *Electrification in Motion, An Update on New York City’s Electric For-Hire Vehicle Fleet*, September 2024, available at [https://www.nyc.gov/assets/tlc/downloads/pdf/electrification\\_in\\_motion\\_report\\_2024.pdf](https://www.nyc.gov/assets/tlc/downloads/pdf/electrification_in_motion_report_2024.pdf)

<sup>87</sup> *Id.*

## ***TLC Personal Injury Protection Insurance***

Personal injury protection (PIP), also known as “no-fault insurance”, is a type of insurance that, regardless of fault, covers medical expenses and lost wages for drivers and passengers injured in a traffic collision.<sup>88</sup> NYC currently requires TLC vehicles to purchase \$200,000 of PIP insurance coverage, four times greater than the \$50,000 amount required for all drivers under New York State law.<sup>89</sup> The City’s rate was set in 1998, after an increase in taxi accidents led former Mayor Rudolph W. Giuliani to propose a series of changes to increase passenger safety, including increasing PIP insurance requirements from \$50,000 to \$200,000.<sup>90</sup>

American Transit Insurance Co. (American Transit) currently provides insurance to approximately 60 percent of for-hire vehicles in the City. However, in its most recent financial filing, the company reported \$700 million in losses from existing and projected claims from past accidents, rendering the business insolvent.<sup>91</sup> According to the New York State Department of Financial Services, American Transit awarded “excessive” bonuses to executives, gave questionable payments to affiliates, and underpriced insurance, claims denied by American Transit.<sup>92</sup> According to the New York Times, if American Transit “were to collapse altogether,

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<sup>88</sup> Progressive Insurance, *What is personal injury protection*, available at January 30, 2025, available at <https://www.progressive.com/answers/personal-injury-protection/>

<sup>89</sup> Annie McDonough, City & State New York, *Can lowering insurance minimums help address a crisis in for NYC taxi drivers?*, December 17, 2024, available at <https://www.cityandstateny.com/policy/2024/12/can-lowering-insurance-minimums-help-address-crisis-nyc-taxi-drivers/401661/>

<sup>90</sup> Andy Newman, New York Times, *As Accidents Rise, Giuliano Seeks Stricter Rules for Cabbies*, April 30, 1998, available at <https://www.nytimes.com/1998/04/30/nyregion/as-accidents-rise-giuliano-seeks-stricter-rules-for-cabbies.html>

<sup>91</sup> Winnie Hu, Eli Tan, and Ana Ley, New York Times, *Looming Insurance Crisis Threatens Taxis and Ubers in New York City*, September 16, 2024, available at <https://www.nytimes.com/2024/09/16/nyregion/american-transit-insurance-uber-lyft-nyc.html>

<sup>92</sup> Annie McDonough, City & State New York, *Can lowering insurance minimums help address a crisis in for NYC taxi drivers?*, December 17, 2024, available at <https://www.cityandstateny.com/policy/2024/12/can-lowering-insurance-minimums-help-address-crisis-nyc-taxi-drivers/401661/>



thousands of taxis, Ubers, Lyfts, and livery cars would be immediately taken off the road until they could find other insurance, which is likely to be difficult and costly since most large insurers do not offer this specialized insurance in the City.”<sup>93</sup>

## **CONCLUSION**

The Committee on Transportation & Infrastructure expects to receive an update from TLC on the status of the yellow cab industry in the City. In addition, the Committee would like to learn more about the status of the City’s MRP and how the Commission is anticipating congestion pricing to impact the yellow cab industry

## **LEGISLATIVE ANALYSIS**

**Int. No. 193-2024, A Local Law to amend the administrative code of the city of New York, in relation to requiring taxis and for-hire vehicles to display a decal warning passengers to look for cyclists when opening the door**

This bill would require all taxis, coaches, FHV’s, commuter vans, and wheelchair accessible vans to display an anti-dooring decal on the inside of the front passenger and rear passenger doors. The decals would be provided by TLC to the drivers or owners of the vehicles at no cost to the drivers or owners.

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<sup>93</sup> Winnie Hu, Eli Tan, and Ana Ley, New York Times, *Looming Insurance Crisis Threatens Taxis and Ubers in New York City*, September 16, 2024, available at <https://www.nytimes.com/2024/09/16/nyregion/american-transit-insurance-uber-lyft-nyc.html>

This bill would take effect 120 days after it becomes law.

**Int. No. 373-2024, A Local Law in relation to extending scheduled vehicle retirement dates for taxicabs during the COVID-19 state disaster emergency and the repeal thereof**

This bill would permit taxicab owners, whose vehicles are not currently scheduled to be converted to wheelchair accessible vehicles at the next scheduled retirement date, to apply to the Taxi and Limousine Commission for a vehicle retirement extension of 12 months during the Disaster Emergency issued by the State of New York in relation to the COVID-19 pandemic. This bill would also permit such taxicab owners to apply for a vehicle retirement extension of up to 12 additional months if an owner can demonstrate an economic or other personal hardship that the commission determines would create an undue burden upon the owner if the extension were not granted. Taxicab owners whose vehicles are currently scheduled to be converted to wheelchair accessible vehicles at the next scheduled retirement date may apply to the Taxi and Limousine Commission for a vehicle retirement extension of 6 months during the Disaster Emergency issued by the State of New York in relation to the COVID-19 pandemic.

This bill would take effect immediately.

**Int. No. 676-2024, A Local Law to amend the administrative code of the city of New York, in relation to requiring the taxi and limousine commission to conduct a study and report on increasing the use of electric for-hire vehicles and installing new charging infrastructure**

This bill would require the TLC to conduct a study on the costs, challenges, and opportunities related to increasing the use of electric for-hire vehicles and installing new charging infrastructure and to report on the findings of the study, including recommendations for incentive programs to encourage the use of electric for-hire vehicles and recommended locations for new electric vehicle charging stations. The bill would also require the TLC to set targets for issuance

of licenses to electric vehicles and installation of charging infrastructure and report twice a year on progress towards those targets.

This bill would take effect immediately.

**Int. No. 1050-2024, A Local Law to amend the administrative code of the city of New York, in relation to limiting the amount of liability coverage that the taxi and limousine commission may require for vehicles it licenses**

This bill would prohibit the Taxi and Limousine Commission from requiring the vehicles it licenses to have personal injury protection (also known as no-fault) liability coverage in an amount greater than the amount required by state law. It would not prevent anyone from voluntarily purchasing liability coverage in excess of the amount required.

This bill would take effect immediately.

**Res. No. 80-2024, Resolution calling on the New York State Legislature to pass, and the New York State governor to sign, legislation that would create a surcharge for for-hire vehicles (FHVs) that would go towards funding the expansion of wheelchair accessible and all-electric FHVs**

This resolution would call for state legislation to create a surcharge for for-hire vehicles (FHVs) that would go towards funding the expansion of wheelchair accessible and all-electric FHVs.

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Int. No. 193

By Council Members Gutiérrez, Restler, Hudson, Gennaro, Rivera, Won, Cabán, Hanif, Powers, Joseph, Farías, Menin, Avilés, Krishnan, Nurse, Brannan, Bottcher and Sanchez

A Local Law to amend the administrative code of the city of New York, in relation to requiring taxis and for-hire vehicles to display a decal warning passengers to look for cyclists when opening the door

Be it enacted by the Council as follows:

Section 1. Chapter 5 of title 19 of the administrative code of the city of New York is amended by adding a new section 19-557 to read as follows:

§ 19-557 Anti-dooring decal. a. For purposes of this section, the term “anti-dooring decal” means a sign affixed to the inside of a vehicle's passenger doors that warns passengers to look for cyclists before opening the door.

b. Every owner of a taxicab, coach, for-hire vehicle, commuter van, or wheelchair accessible van shall prominently display anti-dooring decals on the inside of the front passenger and rear passenger doors.

c. The anti-dooring decals shall be provided by the commission at no cost to the driver or owner of the vehicle.

d. The commission shall promulgate rules establishing the penalty for violation of subdivision b of this section.

§ 2. This local law takes effect 120 days after it becomes law.

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11/2/2023

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Int. No. 373

By Council Members Powers and Riley

A Local Law in relation to extending scheduled vehicle retirement dates for taxicabs during the COVID-19 state disaster emergency and the repeal thereof

Be it enacted by the Council as follows:

Section 1. a. Definitions. As used in this section, the following terms have the following meanings:

Accessible taxicab. The term “accessible taxicab” means a taxicab that is licensed by the commission and that meets the specifications of the americans with disabilities act as described in section 67-05.2 of title 35 of the rules of the city of New York.

Commission. The term “commission” means the taxi and limousine commission.

COVID-19 state disaster emergency. The term “COVID-19 state disaster emergency” means the state disaster emergency declared by the governor of New York in executive order number 11.6 issued on May 15, 2022 or any executive order renewing or extending such emergency.

Medallion. The term “medallion” means the metal plate issued by the commission for displaying the license number of a licensed taxicab on the outside of the vehicle.

Scheduled vehicle retirement date. The term “scheduled vehicle retirement date” means the date by which a taxicab is scheduled to be retired from service, as determined pursuant to title 35 of the rules of the city of New York or by local law.

Taxicab. The term “taxicab” means a motor vehicle, yellow in color, bearing a medallion indicating that it is licensed by the commission to carry up to five passengers for hire and authorized to accept street hails.

Vehicle retirement extension. The term “vehicle retirement extension” means an extension from the scheduled vehicle retirement date for a taxicab.

b. Any owner of a taxicab that is affiliated with a medallion that is not scheduled to be converted to an accessible taxicab at the next scheduled vehicle retirement date in accordance with section 58-50 of title 35 of the rules of the city of New York, that applies in writing to the commission for a vehicle retirement extension during the COVID-19 state disaster emergency, shall be granted an extension of 12 months from the scheduled vehicle retirement date, provided that such taxicab continues to meet all safety and emission requirements throughout the duration of such extension.

c. Any owner of a taxicab that is affiliated with a medallion that is scheduled to be converted to an accessible taxicab at the next scheduled vehicle retirement date in accordance with section 58-50 of title 35 of the rules of the city of New York, that applies in writing to the commission for a vehicle retirement extension during the COVID-19 state disaster emergency, shall be granted an extension of 6 months from the scheduled vehicle retirement date, provided that such taxicab continues to meet all safety and emission requirements throughout the duration of such extension.

d. The commission shall withdraw any extension granted pursuant to subdivisions b and c whenever such taxicab is determined by the commission to be unsafe for operation.



e. Any owner of a taxicab that received a vehicle retirement extension pursuant to subdivision b may apply for up to an additional 12 month extension if such owner continues to meet the requirements of subdivision b at the time such owner applies for the extension and the owner can demonstrate an economic or other personal hardship that the commission determines would create an undue burden upon the owner if the extension were not granted.

f. The chairperson of the taxi and limousine commission shall post conspicuously on the commission's website, information on the vehicle retirement extensions provided for by this local law.

g. Nothing in this local law is intended to interfere or conflict with any court order, or is intended to supersede section 67-19 of title 35 of the rules of the city of New York.

§ 2. This local law takes effect immediately and expires and is deemed repealed on January 1, 2024.

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LS #5459  
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Session 12  
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LS #5459  
5/16/22

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By Council Members Farías, Gennaro, Gutiérrez, Louis and Restler

A Local Law to amend the administrative code of the city of New York, in relation to requiring the taxi and limousine commission to conduct a study and report on increasing the use of electric for-hire vehicles and installing new charging infrastructure

Be it enacted by the Council as follows:

Section 1. The taxi and limousine commission shall conduct a study on costs, challenges, and opportunities related to increasing the use of electric for-hire vehicles and installing new charging infrastructure. No later than 1 year after the effective date of this local law, the taxi and limousine commission shall submit a report on the study's findings to the mayor and the speaker of the council. Such report shall include, but need not be limited to:

1. An estimate of the total number of electric vehicle charging stations required to transition all licensed for-hire vehicles to electric vehicles;

2. How the availability of overnight charging impacts the number of rides for-hire vehicle drivers can provide and the income of drivers;

3. An assessment of whether and how additional electric vehicle charging stations in the borough of Manhattan would affect congestion and traffic flow;

4. Recommended locations for additional electric vehicle charging stations based on the residences of for-hire vehicle drivers;

5. An analysis of the cost and feasibility of installing electric vehicle charging stations in the locations that the taxi and limousine commission recommends;

6. The estimated utilization of any charging locations that the taxi and limousine commission recommends;

7. The average fuel and maintenance costs of an electric for-hire vehicle over the average time period that an electric vehicle is used as a for-hire vehicle compared to the average fuel and maintenance costs of an internal combustion engine for-hire vehicle over the average time period that an internal combustion engine vehicle is used as a for-hire vehicle;

8. The average weekly and monthly cost for a for-hire vehicle driver to rent a for-hire electric vehicle licensed by the taxi and limousine commission compared to the weekly and monthly cost to rent a licensed for-hire internal combustion vehicle; and

9. An analysis of potential incentive programs to encourage the adoption of electric for-hire vehicles, including the issuance of additional for-hire vehicle licenses when internal combustion engine for-hire vehicles are replaced by electric for-hire vehicles.

§ 2. Chapter 5 of title 19 of the administrative code of the city of New York is amended by adding a new section 19-557 to read as follows:

§ 19-557 Electric vehicles and charging stations. a. The commission shall establish targets for the issuance of vehicle licenses to electric vehicles and the installation of charging infrastructure. Each January 1 and July 1, the commission shall submit a report to the mayor and the speaker of the council on progress towards these targets. Such report shall include the following:

1. The number and location of electric vehicle charging stations installed since the preceding report, disaggregated by charging level, borough, and whether the charger was installed at a gas station; and

2. The number of vehicle licenses issued by the commission for electric vehicles since the preceding report.

§ 3. This local law takes effect immediately.

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3/6/2024 11:00 AM

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Int. No. 1050

By Council Members De La Rosa, Ayala, Banks, Ossé, Marte, Hudson, Williams, Restler, Krishnan, Gutiérrez, Sanchez, Stevens, Nurse, Brannan, Menin, Powers, Dinowitz, Joseph, Brewer, Bottcher, Zhuang, Farías, Narcisse, Rivera, Louis and Carr

A Local Law to amend the administrative code of the city of New York, in relation to limiting the amount of liability coverage that the taxi and limousine commission may require for vehicles it licenses

Be it enacted by the Council as follows:

Section 1. Chapter 5 of title 19 of the administrative code of the city of New York is amended by adding a new section 19-557 to read as follows:

§ 19-557 Liability coverage for licensed vehicles. The commission shall not require an owner of a licensed vehicle to maintain liability coverage for the expenses specified in paragraphs (1), (2), and (3) of subdivision (a) of section 5102 of the insurance law in an amount that exceeds the amount of liability coverage for such expenses required by state law. This section does not prohibit any person from voluntarily purchasing liability coverage in excess of such amount.

§ 2. This local law takes effect immediately.

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9/19/2024 3:45 PM

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Res. No. 80

Resolution calling on the New York State Legislature to pass, and the New York State Governor to sign, legislation that would create a surcharge that would go towards funding the expansion of wheelchair accessible and all-electric for-hire vehicles

By Council Members Farías and Hanif

Whereas, A surcharge is an additional payment that is added to the cost of a good or service beyond the initially quoted price, sometimes imposed due to a governing body's need to dedicate additional revenue, sometimes for a specific purpose related to the good or service but not otherwise funded by the transaction; and

Whereas, In New York State (NYS), there are several examples of a surcharge related to transportation, and particularly related to New York City's (NYC) standard metered taxi fare, including the: 50 cent Metropolitan Transportation Authority (MTA) State Surcharge for all trips that end in NYC or Nassau, Suffolk, Westchester, Rockland, Dutchess, Orange or Putnam Counties; \$1 Improvement Surcharge; \$1 overnight surcharge related to rides from eight pm to six am; \$2.50 rush hour surcharge for trips from four pm to eight pm on weekdays, excluding holidays; and NYS Congestion Surcharge for all trips that begin, end or pass through Manhattan south of 96<sup>th</sup> Street and vary from 75 cents for shared rides, \$2.50 for yellow taxi rides, and \$2.75 for green taxi and for-hire vehicles (FHV); and

Whereas, The existing surcharges added onto a taxi fare are implemented in part to fund transit and related improvements, likewise an additional surcharge added to the taxi fare could be beneficial in order to provide financial aid for FHV drivers in transitioning their vehicles to be wheelchair accessible and all-electric; and

Whereas, In NYC, for calendar year 2022, the NYC Taxi and Limousine Commission (TLC) reported that there were 95,129 total vehicle licenses for FHV's, both affiliated and not affiliated with high volume for-hire services, of which only 4,858 were wheelchair accessible vehicles (WAVs); and

Whereas, In addition, according to the TLC, as of 2022, only one of every one hundred, or 1%, of TLC vehicles were all-electric; and

Whereas, As the number of WAVs and all-electric FHV's are relatively low in number, and the TLC is committed to transitioning the majority of its licensed fleet to all-electric vehicles by 2030 and expanding accessibility in electric vehicles through making them WAVs, a surcharge added to taxi fares in NYC could provide financial aid for FHV drivers to make the, at-times costly, transition to these types of vehicles and would improve the way in which New Yorkers, particularly those with disabilities and who are elderly, travel in the City; now, therefore, be it

Resolved, That the Council of the City of New York calls upon the New York State Legislature to pass, and the New York State Governor to sign, legislation that would create a surcharge that would go towards funding the expansion of wheelchair accessible and all-electric for-hire vehicles.

Session 13  
LS #12760  
01/18/2024

Session 12  
KK  
LS #12760  
5/10/23