

The background features a stylized, light gray map of New York City's street grid. Overlaid on the map is a large, black silhouette of a taxi cab, shown from a side profile, facing left. The taxi's roof and front end are prominent, and it appears to be driving across the city streets.

FARE AND LEASE CAP

RULE UPDATES

JULY 16, 2015

NYC[®]

**Taxi & Limousine
Commission**

OVERVIEW

Evening rush hour surcharge for JFK trips

Allow non-cash payments to Drivers

Provide flexibility for all-in DOV leases

Remove optional gasoline surcharge

JFK SURCHARGE

Existing rush hour surcharge does not apply to flat-rate trips between Manhattan and JFK.

Average evening rush hour trip from Manhattan to JFK and back takes 3 hours, during which time Drivers could complete 9 metered trips.

Proposed \$4.50 JFK evening surcharge would compensate Drivers for the additional time it takes to complete these trips in traffic as well as lost surcharge funds.

NON-CASH PAYMENTS

Existing rules require Lessors to reimburse Drivers for credit card payments in cash.

Large amounts of cash in and around garages pose a security risk to drivers and operators.

The proposed rules would no longer mandate cash payments but require that payments be offered without cost to Drivers.

ALL-IN DOV LEASES

TLC rules require that title pass to Drivers after 3 years. Agents are currently unable to offer lower payments over a longer period of time.

Proposed rule would allow Agents and Drivers to extend the term of the all-in lease.

However, the cap for vehicle payments remains unchanged from the existing 3-year lease cap structure.

GAS SURCHARGE

Proposed rules eliminate the gas surcharge available to taxicab Lessors.

Lessors did not utilize this option.

THANK YOU



QUESTIONS?