

In Re Commission Meeting NYC - Taxi & Limousine Commission
June 25, 2025

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2 NEW YORK CITY
3 TAXI & LIMOUSINE COMMISSION
4 PUBLIC MEETING
5 -----X
6 33 Beaver Street
7 New York, New York
8 June 25, 2025
9 10:07 a.m.
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14 H E L D B E F O R E:
15 DAVID DO - COMMISSIONER AND CHAIR
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22 Sabrina Brown Stewart,
23 Court Reporter
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1 A P P E A R A N C E S:

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3 BOARD OF COMMISSIONERS:

4 COMMISSIONER KENNETH C. MITCHELL

5 COMMISSIONER THOMAS SORRENTINO

6 COMMISSIONER ELISA VELAZQUEZ

7 COMMISSIONER PAUL BADER

8 COMMISSIONER KENNETH Y.K. CHAN

9 COMMISSIONER ANDREA BIERSTEIN

10 SHERRYL ELUTO - GENERAL COUNSEL

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12 PRESENTER:

13 FABIAN CANCEL - Director of Base & Business Services

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1 CHAIR DO: All right. Good morning.
2 I'm calling this meeting to order at
3 10:07 a.m. I am David Do, commissioner of
4 the Taxi and Limousine Commission. I'm
5 joined today by our board of commissioners;
6 Commissioner Mitchell, Commissioner
7 Sorrentino, Commissioner Velazquez,
8 Commissioner Chan, Commissioner Bader, and
9 Commissioner Bierstein.

10 I want to start to say a few words
11 before we move on to a much anticipated vote.
12 As some of you already know, on June 5th,
13 many of us gathered at our Woodside
14 Inspection Facility, to celebrate a historic
15 milestone. More than 50 percent of our
16 active taxis are now wheelchair accessible.
17 Let's give that a round of applause.

18 (Applause).

19 CHAIR DO: It was a great event. And
20 once again, I'd like to thank all of the
21 advocates, including the Deputy Mayor of
22 Operations, our Commissioner Bader, for
23 coming out, industry partners, and my TLC
24 team for coming and making that event a
25 fantastic event and increasing accessibility

1 for years to come. That good work continues.

2 On that note, I'd like to remind
3 everyone that applications for the Accessible
4 Taxi Loan Assistance Service pilot program,
5 otherwise known as ATLAS, are now open.
6 Under this program, 100 small business
7 medallion owners who own no more than one
8 medallion, and meet all of the
9 qualifications, can apply for a special low
10 interest loan on a Sienna WAV. For more
11 information, visit [newyorkcity.gov/tlc](https://nyc.gov/tlc).

12 Now, let's get to today's business.
13 Making New York City a more affordable place
14 to live is a top priority for this
15 administration, and our vote today on the
16 amendments to driver pay is about exactly
17 that. I'd like to thank the driver
18 community, who are here today, and the
19 advocate organizations for their patience
20 over the last year, as we worked on the
21 revised set of rules we'll be voting on
22 today.

23 In New York City, we respect and
24 protect our driver workforce. We invented
25 minimum pay for rideshare drivers, and we've

1 done more to protect their pay than any city
2 in the nation. As multi-billion dollar
3 companies have continuously sought ways to
4 pay them less, the rule we're voting on today
5 reflects that commitment. Our licensees have
6 waited a long time for this vote. Last year,
7 the City's rideshare drivers suffered through
8 months of harmful and unnecessary lockouts by
9 Uber and Lyft. They oftentimes found
10 themselves locked out from the apps in the
11 middle of their shifts, as they were working
12 hard to pay for their bills and feed their
13 families.

14 The app companies were exploiting
15 loopholes in our rules to artificially
16 increase utilization rates, to avoid paying
17 drivers more, which is unacceptable. These
18 proposed rules not only go a long way towards
19 closing this loophole and providing further
20 lockout protections for drivers, but they
21 also provide a sensible pay increase based on
22 inflation and increased expenses.

23 We have taken several months to
24 carefully review the public comments we
25 received. The statement of basis and purpose

1 in the final version of the rule proposal
2 discusses the comments and our consideration
3 of them. One area of focus among the
4 comments received from the high-volume
5 companies was the assumption in Dr. Parrott's
6 driver expense report, that gas-powered and
7 electric vehicles are fully depreciated after
8 five and six years, respectively, based on
9 typical load lengths reported by survey
10 respondents and hold minimum residual resale
11 value. The assumption that financed vehicles
12 are fully depreciated at the end of the loan
13 term is consistent with the methodology we
14 adopted in 2018 and does not represent a
15 change in approach by Dr. Parrott or the TLC.

16 However, recognizing that an older,
17 high-mileage vehicle used intensively for
18 for-hire vehicle service may nevertheless
19 retain some resale value. TLC deemed it
20 reasonable to quantify an amount of residual
21 value. This estimation was tailored to
22 vehicles used to provide for-hire service in
23 New York City and incorporated into the
24 composite expense factor. Using inspection
25 records and estimated vehicle trade-in values

1 provided by the Kelley Blue Book, TLC worked
2 with Dr. Parrott on a supplemental expense
3 report to estimate the residual value of
4 common older vehicle still active in
5 providing service.

6 The weighted average for the trade-in
7 values derived from this analysis was \$7,200
8 for gas-powered vehicles and \$10,800 for EVs.
9 These values were incorporated into the
10 expense factors for owned vehicles on an
11 amortized basis. These modifications to the
12 expense model developed in December 2024
13 report slightly reduce the net impact on the
14 increase per-mile expense factor to 87 --
15 .879 percent.

16 Together, TLC's increase in the
17 per-mile driver expense rate, alteration of
18 the time-based utilization rate, the addition
19 of the distance-based utilization rate, and
20 the March 2025 inflation increase to per-mile
21 pay rate pursuant to the CPI-W of
22 3.92 percent, will result in a minimum
23 per-trip payment of approximately \$29.07 for
24 a sample trip of 7.5 miles and 30 minutes.
25 The revision, accounting for the residual

1 value of older vehicles, reflects an overall
2 approximate increase of five percent compared
3 to the 2024 rates and 26.3 percent compared
4 to the original 2019 rates.

5 In addition, TLC also clarifies in the
6 rule that 16-hour driver assess requirement
7 resets after the driver has been logged out
8 for eight hours. This is consistent with the
9 eight-hour reset period in the TLC's
10 longstanding driver fatigue rules.

11 Before I hand it over to our general
12 counsel for official business, I'd like to
13 ask if any of our commissioners would like to
14 say a few words, and I think I want to
15 recognize Commissioner Bader first, to say a
16 few words.

17 COMMISSIONER BADER: Thank you very
18 much, Commission and Chair. What we are
19 voting on today --

20 AUDIENCE MEMBER: Your mic is not on.

21 COMMISSIONER BADER: I'm sorry. Is
22 that better? There we go. I was waiting for
23 the green light. You know. that's very
24 important. We're only supposed to go forward
25 when we have a green light; we all know that.

1 Red light, we stop. Yellow light, we watch.
2 Yeah, we all have to watch. Thank you very
3 much.

4 (Laughter).

5 COMMISSIONER BADER: What we are about
6 to vote on today is a reflection of a lot of
7 watching that this Commission and the staff
8 have done for a number of years. This
9 dynamic of for-hire vehicles is a relatively
10 new dynamic in the City of New York,
11 considering how old the City is and how long
12 we've had taxis on the streets of New York.
13 So, we, as the regulatory body, are in a
14 position where we have to constantly reassess
15 what works and what doesn't work and what the
16 priorities are and how we protect the
17 passengers, the riders, the drivers, the
18 vehicles, so that we have a safe and
19 responsible industry in the City of New York.

20 And I think that what we are proposing
21 today and what we'll be voting on today is a
22 reflection of that, and it is a step forward
23 in making sure that there is a lot of -- that
24 we'll have that protection, particularly for
25 these proposals, which are mostly about

1 protecting the drivers. There was a big
2 issue in previous relative to lockouts.
3 Personally, I was very upset about that. No
4 one wants to go to any kind of work
5 environment where they don't know for sure
6 when they're going to be working.

7 So, by putting in what we did today,
8 what we're proposing today, which is a
9 72-hour advance notice to any driver if they
10 will not be available, plus the fact that if
11 there is a lockout, there is a penalty and a
12 fine that's pretty severe for each individual
13 action, we feel we're moving in that
14 direction, to ensure that people for whom
15 driving a for-hire vehicle is their
16 profession, is their career, that they will
17 have some protection, and they will be able
18 to earn an income that will make their life,
19 as the magic word in New York City is today,
20 so they can live affordably in the City of
21 New York, and that's the direction that we're
22 moving in with these proposals today.

23 So, I want to thank everybody on the
24 Commission and all the staff for making this
25 possible. We listen, and I think the

1 proponents who are here were helpful and we
2 listened, and I want to thank everybody
3 involved.

4 (Applause).

5 CHAIR DO: Thank you, Commissioner
6 Bader.

7 Commissioner Bierstein.

8 COMMISSIONER BIERSTEIN: Yes. I just
9 want to say, I wanted to thank our Chair,
10 Commissioner Do, and the staff of the TLC for
11 their hard work on these regulations. As
12 Commissioner Do mentioned, it's been a
13 process of identifying the problem, finding
14 the regulations that would help to address it
15 and getting it through to today where we're
16 doing the vote, and I thank everyone for
17 their hard work. I think this is a really
18 important vote in terms of protecting drivers
19 from the predatory actions of companies that
20 would, you know -- that might otherwise be
21 exploiting drivers unfairly, and that this is
22 an important step in protecting drivers and
23 protecting their livelihoods.

24 (Applause).

25 CHAIR DO: Commissioner Velazquez.

1 COMMISSIONER VELAZQUEZ: Thank you. I
2 would like to thank you, Chair Do, and I
3 would like to also just thank my fellow
4 commissioners for their comments, and I
5 totally concur. I also want to thank the
6 staff at the TLC for working collaboratively
7 with the stakeholders in this room.

8 And just to add to what was eloquently
9 said, the drivers are part of the skeleton of
10 this city or part of the infrastructure. If
11 we don't have a strong skeleton and a strong
12 infrastructure, we will not be able to
13 support what New York City does every day.

14 So, what we are doing today ensure that
15 we are shoring that up, and I'm very proud to
16 be part of it.

17 Thank you very much.

18 (Applause).

19 CHAIR DO: Thank you, Commissioner
20 Velazquez.

21 And now, onto our official business, so
22 that we can vote on this extraordinary pay
23 increase.

24 MS. ELUTO: Okay. Commissioners, a few
25 items before the vote. So, the first item

1 before you are the minutes for the April 30,
2 2025, Commission meeting. I will now call a
3 vote to adopt those minutes.

4 All those in favor, please raise your
5 hands.

6 (All hands raised).

7 MS. ELUTO: Thank you. The minutes are
8 adopted unanimously.

9 I will now call on our Director for
10 Base and Business Services, Fabian Cancel, to
11 present the base license applications.

12 MR. CANCEL: Good Morning,
13 Commissioners and attendees. My name is
14 Fabian Cancel. I'm the director of TLC's
15 Base Business Licensing Unit.

16 20 bases have been submitted for your
17 review, and we are awaiting your approval.

18 MS. ELUTO: Commissioners, any
19 questions, or can we move to a vote on
20 adopting the base license recommendations?
21 All those in favor of adopting, please raise
22 your hands.

23 (All hands raised).

24 MS. ELUTO: Thank you. They pass
25 unanimously.

1 MR. CANCEL: Thank you.

2 MS. ELUTO: Commissioners, we will now
3 turn to Item 5A on the agenda, the driver pay
4 for high-volume for-hire vehicles rule
5 package. The proposed rules were published
6 in the City Record on January 3, 2025, for
7 public comment. A public hearing was held by
8 the TLC on February 5th, and the public
9 comment period ended on March 5th. On
10 June 20th, the final version of the proposed
11 rule was posted on our website and circulated
12 to the commissioners, along with the hearing
13 transcript and all written comments that were
14 received.

15 Commissioners, may we move for a vote?
16 All those in favor of adopting the rules
17 amended, please raise your hands.

18 (All hands raised).

19 MS. ELUTO: And the vote is unanimous.
20 (Applause).

21 AUDIENCE MEMBER: Let's do it again in
22 six months.

23 (Laughter).

24 CHAIR DO: All right. Today is a great
25 day for our drivers, for our advocates, and

1 for all those who work in the for-hire
2 industry.

3 (Applauses).

4 CHAIR DO: Your advocacy over the last
5 year has made today a reality. It is all of
6 your outreach work and dedication that made
7 us to this point today. So, again, I want to
8 thank the TLC staff. I want to thank our
9 board of commissioners for their courage in
10 stepping up instead of stepping down. And
11 for all of you who are stepping up to ensure
12 that we got here today, congratulations.

13 (Applause).

14 CHAIR DO: All right. And with that,
15 the time now is 10:21, and I'll close this
16 meeting.

17 Thank you, everybody.

18 (Applause).

19 (TIME NOTED: 10:21 a.m.)
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C E R T I F I C A T E

STATE OF NEW YORK)

:SS

COUNTY OF QUEENS)

I, Sabrina Brown Stewart, a Notary Public
within and for the State of New York, do hereby
certify:

That the witness whose examination is
hereinbefore set forth was duly sworn and that such
an examination is a true record of the testimony
given by such a witness.

I further certify that I am not related to
any of these parties to this action by blood or
marriage, and that I am not in any way interested in
the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my
hand on this 3rd day of July, 2025.

Sabrina Brown Stewart
Sabrina Brown Stewart

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