

In Re NYC - Taxi & Limousine Commission Public Meeting
September 17, 2025

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2 NEW YORK CITY

3 TAXI & LIMOUSINE COMMISSION

4 PUBLIC MEETING

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6 33 Beaver Street

7 New York, New York

8 September 17, 2025

9 10:02 a.m.

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14 H E L D B E F O R E:

15 DAVID DO - COMMISSIONER AND CHAIR

16 SHERRYL ELUTO - GENERAL COUNSEL

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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 ELISA VELAZQUEZ

5 COMMISSIONER SARAH KAUFMAN

6 COMMISSIONER PAUL BADER

7 COMMISSIONER KENNETH Y.K. CHAN

8 COMMISSIONER THOMAS SORRENTINO

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1 P R E S E N T E R S:
2 FABIAN CANCEL - Director for Base and Business
3 Services, TLC
4 RUSSELL GLYNN - Director of Policy Research, TLC
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1 CHAIR DO: Good morning. I'm calling
2 this meeting to order at 10:02 a.m. I am
3 David Do, commissioner and chair of the Taxi
4 and Limousine Commission, and I'm joined by
5 our board of commissioners today;
6 Commissioner Sorrentino, Velazquez, Chan,
7 Bader, and Kaufman.

8 This has been an incredibly busy week.
9 On Monday, I had the honor of testifying in
10 front of the City Committee on Transportation
11 and Infrastructure, and Commissioner Paul
12 Bader was also there to testify in support
13 and make his opinion known on some of the
14 other bills that were presented in front of
15 the Committee.

16 There were a lot of public comments
17 about Intro 1000. And before we begin to
18 today's hearing, I'd like to tell TLC
19 officers out there that I hear them loud and
20 clear. There are not enough places in the
21 City for drivers to park and go to the
22 restrooms. It's hard for nondrivers to truly
23 understand how stressful this can be, to have
24 to drive around desperately looking for a
25 spot to work and park, and to worry about

1 being ticketed while you run to use the
2 facilities. It's not something that anyone
3 in any workplace should face. At TLC, we
4 don't regulate the City's limited curb space,
5 and there's a lot of competing interest when
6 it comes to how we use it, and for what
7 purposes and for how long.

8 But we have an advisory role, and I
9 want drivers to know that we're actively
10 working with the DOT to not only keep
11 expanding the number of taxi relief stands
12 and FHV relief stands, but to also get them
13 in places where drivers can benefit them the
14 most using data.

15 Lastly, I'll just like to add that it's
16 good to see a healthy amount of TLC drivers
17 at Monday's hearing to make their voice
18 count. I will now hand it over to General
19 Counsel Eluto, to take us through the agenda.

20 MS. ELUTO: Good morning,
21 Commissioners. The first item before you are
22 the minutes for the June 25, 2025, Commission
23 meeting. I will call a vote to adopt those
24 minutes.

25 All in favor of adopting the minutes,

1 please raise your hand.

2 (All hands raised.)

3 MS. ELUTO: Thank you. The vote is
4 unanimous, and the minutes are adopted.

5 I will now call on our Director for
6 Base and Business Services, Fabian Cancel, to
7 present the base license applications.

8 MR. CANCEL: Good morning,
9 Commissioners and attendees. My name is
10 Fabian Cancel. I'm the director of Base
11 Business Application and Licensing.

12 47 bases have been submitted for your
13 review, and we're awaiting your approval.

14 MS. ELUTO: Any questions?

15 COMMISSIONER BADER: Yes. As usual, I
16 have a question. Thank you.

17 Are any of these -- what percentage of
18 these are renewals versus new?

19 MR. CANCEL: I'm sorry. There's 47
20 total, so two are new and 45 are renewals.

21 COMMISSIONER BADER: So, relative to
22 the new ones which, of course, are the ones
23 that we're most concerned about, is there
24 anything unique, unusual about them that we
25 need to know about? Or is -- and are they in

1 areas that are underserved? Is there a need
2 in those areas specifically for more, or is
3 it just a routine, kind of new applications?

4 MR. CANCEL: So, the new applications
5 that have come through were just submitted as
6 normal applications. They are trying to
7 serve their communities. And aside from
8 being licensed by the agency, they haven't
9 actually addressed that they are providing a
10 underserved area. They're just trying to
11 start business.

12 COMMISSIONER BADER: And I see that
13 both of them are from the same address in the
14 Bronx on Bruckner Boulevard.

15 Are we to assume that they're the same
16 ownership?

17 MR. CANCEL: I can't answer that. I
18 don't have that information now, but I could
19 get that for you.

20 COMMISSIONER BADER: I'm just kind of
21 curious to know whether or not there are --
22 is this developing as a situation where there
23 are new independent operators,
24 owner/operators, who are trying to increase
25 the number of available livery, or is it a

1 situation where a few owners who have X
2 number of licenses are applying for multiple
3 more?

4 MR. CANCEL: To be perfectly honest,
5 that would actually require an in-depth
6 review between the applications. We haven't
7 done that as of yet, but that is something
8 that we are considering.

9 COMMISSIONER BADER: Okay. Thank you.

10 MS. ELUTO: All right. Commissioners,
11 can we have a vote on adopting the base
12 license recommendations?

13 All in favor, please raise your hands.
14 (All hands raised.)

15 MS. ELUTO: Thank you.

16 The motion is adopted unanimously.

17 MR. CANCEL: Thank you.

18 MS. ELUTO: Commissioners, we will now
19 have Russell Glynn, director of policy
20 research, present a report on the Street Hail
21 Livery pilot.

22 MR. GLYNN: Thank you.

23 Good morning, everybody. I'm going to
24 try to be a little ambidextrous here with my
25 clicker and my laptop, so we'll see how that

1 goes.

2 So, I'm going to provide a quick
3 overview of the SHL pilot program evaluation
4 report that was included in the materials for
5 today's meeting. All right. So, to kind of
6 cover the most important takeaway from the
7 report upfront here, we're recommending that
8 TLC adopt rules to make the SHL pilot
9 permanent for participating drivers, and
10 allow the licenses issued under the pilot to
11 expire either when the vehicle is no longer
12 affiliated with the base or when the vehicle
13 owner fails to review the license. We're
14 working on a rule-making to this effect that
15 we hope the Board will consider. The report
16 provides more details on how we arrived at
17 this recommendation, but I'll summarize a few
18 of the key points here today.

19 Before I do that, a quick refresher on
20 the SHL pilot. As you probably remember, in
21 May 2023, TLC developed a pilot that
22 introduced a new class of vehicles known as
23 Pilot SHLs. These vehicles had streamlined
24 hack-up requirements compared to the green
25 cabs that came before them, and focused on

1 providing prearranged trips in the outer
2 boroughs. It's worth noting that only EVs,
3 WAVs, and hybrid vehicles were eligible for
4 the pilot.

5 So, the final report analyses the pilot
6 in a few ways. We looked at driver demand
7 for the pilot SHL permits over the course of
8 the pilot, as well as passenger demand for
9 trips in pilot vehicles, and considered the
10 impact of the new permits on the safety and
11 composition of the overall for-hire fleet.
12 In the report, we used TLC data to
13 demonstrate that there has been a significant
14 drop in driver demand for the permits over
15 the course of the pilot.

16 So, at its peak, we had about 900
17 drivers who received the permit and
18 affiliated with the base that was willing to
19 provide trips subject to some of the
20 restrictions in the pilot. However, over the
21 last two years, the number of permits in good
22 standing has fallen significantly. So, as of
23 June of this year, only 563 permits are
24 currently being used. This translates to an
25 attrition rate of about 40 percent over the

1 course of the pilot; again, among those
2 drivers who secured the permit and affiliated
3 with the base. That rate is about five times
4 higher than the rate seen among other types
5 of FHV licenses issued over the same period.

6 Most permit vehicles active today --

7 COMMISSIONER VELAZQUEZ: Excuse me.

8 Can I just ask --

9 MR. GLYNN: Yeah, sure.

10 COMMISSIONER VELAZQUEZ: -- a question
11 just for my own clarification?

12 For the 915 --

13 MR. GLYNN: Yes.

14 COMMISSIONER VELAZQUEZ: -- did they
15 actually get permits or they just expressed
16 an interest?

17 MR. GLYNN: So, they got permits and
18 affiliated with the base. There were 3,500
19 permits created, basically.

20 COMMISSIONER VELAZQUEZ: Okay.

21 MR. GLYNN: But those 915 were drivers
22 who actually went all the way to affiliating
23 with the base and, you know, starting to
24 provide trips.

25 COMMISSIONER VELAZQUEZ: And then, the

1 delta between the 915 and the 3,500, no one
2 just ever took you up on the other 3,500 or
3 on the delta between the --

4 MR. GLYNN: Yeah. Like drivers may
5 have expressed interest, bases may have
6 expressed interest, but it, you know, didn't
7 get to the point where the driver had the
8 permit and affiliated with the base and was
9 ready to, you know, put the vehicle into
10 service.

11 COMMISSIONER VELAZQUEZ: Okay. So
12 then, the rest of those, what was left over
13 from the 915 of the 3,500, those were just
14 never accessed?

15 MR. GLYNN: Right.

16 COMMISSIONER VELAZQUEZ: Okay. Got it.

17 MR. GLYNN: Yes.

18 COMMISSIONER VELAZQUEZ: Thank you.

19 COMMISSIONER BADER: And to what --
20 following up.

21 To what did you attribute this five
22 times higher attrition rate?

23 MR. GLYNN: We can -- I have a couple
24 thoughts on that in this next slide.

25 COMMISSIONER BADER: Oh, okay. I'm

1 sorry.

2 MR. GLYNN: So, if we look at where
3 those active vehicles -- sorry, where those
4 560 vehicles are active today, it's really
5 with the largest, most established
6 non-high-volume bases, so some of the larger
7 traditional black car and community car
8 bases. If we look at vehicles that were
9 affiliated with smaller bases, you know,
10 there are some concerns we have about the
11 reliability of the records we get from those
12 bases, but the data suggests that it was
13 really difficult for drivers who affiliated
14 with those smaller bases to remain
15 profitable. So, you know, that 915 to 560,
16 it's mostly a story of drivers who just
17 didn't get enough trips from the base they
18 affiliated with.

19 So, if you look at that 560 in the
20 context of all the active vehicles in the
21 non-high-volume FHV sector, it's a pretty
22 small share at this point. There are about
23 22,000 vehicles dispatched by non-high-volume
24 bases in June of this year, but we found that
25 those permit vehicles actually perform more

1 trips on average than the typical
2 non-high-volume FHV. So, again, the vehicles
3 that are still active are doing more trips
4 than vehicles that do trips for similar types
5 of bases.

6 If you look at calendar year 2024, the
7 average pilot SHL that's still active did
8 about 900 trips last year, compared to about
9 500 for all other types of vehicles
10 dispatched by those non-high-volume FHV
11 bases.

12 COMMISSIONER KAUFMAN: Did you analyze
13 the usage rates by neighborhood? And is
14 there a potential that some neighborhoods
15 particularly rely on this solution?

16 MR. GLYNN: Yeah. It's a little tough
17 because unlike on the high-volume side, we
18 don't get great geographic detail about where
19 these trips are happening. You know, there
20 wasn't really a clear story from the limited
21 data that we reviewed there. Yeah.

22 CHAIR DO: Do you have information on
23 the bases, that they were located? Is it
24 mostly -- well, they have to be in the outer
25 boroughs; is that right?

1 MR. GLYNN: Yes. They have to provide
2 prearranged service in the outer boroughs.
3 The report has some details on the types of
4 bases that are still using these licenses.

5 So, sort of just to, you know, bring
6 together these two key points that I've hit
7 today, you know, there are fewer SHL permits
8 active today than there were at the peak of
9 the pilot, but they're clearly useful for
10 some drivers and some bases. And so, we want
11 to allow those drivers and bases to continue
12 using them. By making the pilot permanent,
13 we can ensure that even if they're playing
14 this small role in meeting demand in the
15 sector, they can continue to do that. So,
16 that's the recommendation.

17 COMMISSIONER BADER: So, what we're
18 talking about here is the permanency of,
19 approximately 563 permits that are -- will
20 you want to ensure or give the opportunity
21 for them to become permanent?

22 MR. GLYNN: Yes. I think there's some
23 stuff we need to iron out around, you know,
24 is it those 915 who are affiliated? Is it
25 those who are active? But that's the general

1 ballpark.

2 COMMISSIONER BADER: And you're going
3 to come back to us with a more specific
4 proposal for us to --

5 MR. GLYNN: Yes, we'll have a rule
6 package that specifies those sorts of things.

7 All right. Any other questions before
8 I wrap up?

9 COMMISSIONER CHAN: Just a quick follow
10 up to Commissioner Bader's comment.

11 So, by making applying permanent, are
12 we freezing the number of permits, or can
13 drivers still apply for new permits under
14 what now would be the permanent program?

15 MR. GLYNN: I think we are -- only the
16 drivers now participating are eligible. So
17 yes, it will essentially be a freeze.

18 CHAIR DO: All right. Thank you so
19 much, Russell.

20 MR. GLYNN: All right. Thank you.

21 CHAIR DO: And thank you to you and
22 your team for doing a fantastic job.

23 MR. GLYNN: No problem. Thanks.

24 COMMISSIONER VELAZQUEZ: Thank you.

25 MS. ELUTO: Okay. Commissioners, we'll

1 now turn to Item 6A on the agenda, the
2 Cyclist Awareness Decals rule package.

3 The proposed rules were published in
4 the City Record on August 4th for public
5 comment. We held a public hearing on
6 September 3rd, and the public comment period
7 ended on that date. On September 12th, the
8 final version of the proposed rule was posted
9 on our website and circulated to the
10 commissioners, along with the hearing
11 transcript and all written comments that were
12 received.

13 Commissioners, may we move for a vote
14 to adopt? All those in favor, please raise
15 your hands.

16 (All hands raised).

17 MS. ELUTO: Great. The rule passes
18 unanimously. Thank you.

19 Now, we go to 6B on the agenda, the
20 Personal Injury Insurance Coverage
21 Requirements rules package.

22 The proposed rules were published in
23 the City Record on July 29th. A public
24 hearing was held on September 3rd. And then,
25 on September 12th, you received the final

1 versions.

2 Commissioners, can we move for a vote?
3 All those in favor of adopting, please raise
4 your hands.

5 (All hands raised).

6 MS. ELUTO: Okay. The rule is adopted
7 unanimously.

8 Next up, we have item 6C, the
9 Wheelchair Accessible Vehicle Conversion
10 Requirements rule package.

11 Again, the proposed rules were
12 published in the City Record on July 29th. A
13 public hearing was held on September 3rd.
14 September 12th, you received the final
15 version. It was posted on our website.

16 Commissioners, may we move for a vote?
17 Please raise your hands to adopt.

18 (All hands raised).

19 MS. ELUTO: And the rule is adopted
20 unanimously.

21 6D on the agenda, the High-volume
22 For-hire Vehicle Driver Pay Rule package.

23 The proposed rules were published in
24 the City Record on July 29th. A public
25 hearing was held September 3rd. And on

1 September 12, the final version was posted on
2 our website and circulated to you.

3 Commissioners, may we move for a vote?

4 COMMISSIONER BADER: I'd like to speak
5 on this, if I might.

6 MS. ELUTO: Sure.

7 COMMISSIONER BADER: We don't have a
8 large number of representatives here, but
9 this is a very complicated issue. There was
10 a lot of discussion about this at the
11 hearing. It's complicated because it
12 involves not just the geographic area of the
13 City of New York, but its implications for
14 New Jersey, Westchester County, Nassau
15 County, other place, Connecticut, relative to
16 the ability of all of us to regulate at
17 different levels the fees and the driver
18 compensation for rides that start in the City
19 of New York and end outside, and/or rides and
20 drivers that start outside the City and have
21 rides ending in the City.

22 And of course, this is particularly
23 applies relative to the airports, but more
24 specifically to JFK, and it's an issue that
25 we all on the Commission are concerned about,

1 and we are looking for ways that we can work
2 with the State and our partners in these
3 other jurisdictions, to find a way to make it
4 more comprehensive and to ensure that once
5 again the drivers are not left out and are
6 not the people who suffer the most, and that
7 they are fairly compensated and their time is
8 compensated and their interest, their
9 concerns are taken into consideration before
10 and after when there are any rules that are
11 being made, so this is a growing issue. More
12 and more people, especially to JFK, do not
13 want to drive from Westchester and Nassau,
14 and so it's something that we -- it's
15 important and we're going to see what we can
16 do to, you know, make some kind of
17 comprehensive planning for.

18 Thank you.

19 MS. ELUTO: Okay. Commissioners, may
20 we move for a vote? All those in favor of
21 adopting the rule, please raise your hand.

22 (All hands raised).

23 MS. ELUTO: The vote passes
24 unanimously.

25 And we have one more item. Item 6E is

1 the waiver of the 30-day period after
2 promulgation, so that the driver rules -- the
3 driver pay rules can go into effect sooner
4 than ordinarily.

5 Can we please move for a vote on that?
6 All those in favor of adopting the waiver of
7 the 30-period, please raise your hand.

8 (All hands raised).

9 MS. ELUTO: And that passes
10 unanimously. Thank you.

11 Commissioner Do, I turn it back to you.

12 CHAIR DO: All right. Well, first and
13 foremost, thank you to our commissioners for
14 being here today and your support in ensuring
15 a strong for-hire industry for all. I also
16 want to thank Sherryl, Russell, the licensing
17 team, and the legals team for being here and
18 supporting all of the agenda items today.

19 And with that, the time now is 10:21,
20 and I'll close the meeting.

21 (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 19th day of September, 2025.

Sabrina Brown Stewart
Sabrina Brown Stewart

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