



New York City Taxi and Limousine Commission

2024 Annual Report

January 2025

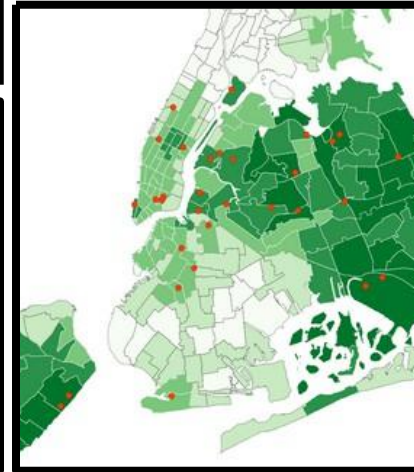


Table of Contents

1. [Mission and Budget](#)
2. [Taxi and Limousine Commission Structure and Board Members](#)
3. [Licensees Regulated by TLC](#)
4. [Commission Meetings and Rulemaking Actions](#)
5. [Policies, Initiatives, and Agency Highlights](#)
6. [Appendix: Complaint and Summons Data for Calendar Year 2024](#)

Welcome Letter from the Commissioner/Chair

Dear Fellow New Yorkers:

I am pleased to submit the Taxi and Limousine Commission's (TLC) 2024 Annual Report. This past year saw the achievement of several critical milestones on the road to a safer, cleaner, more accessible, and more equitable taxi and for-hire vehicle industry in New York City. In 2024, TLC helped secure better driver pay, delivered a five-fold increase in the number of for-hire trips in electric vehicles (EVs), and added more than 1,100 wheelchair accessible vehicles (WAVs) to the fleet.

Thanks to the Green Rides Initiative, which requires the city's high-volume for-hire services (Uber and Lyft) to dispatch 100% of trips to either EVs or WAVs by 2030, this past year was a huge success for electrification and accessibility – the industry is now two years ahead of schedule in meeting the Green Rides requirements. Although this critical transition hasn't been without its challenges, we've worked with other agencies and the private sector to continue expanding charging options throughout the city and helped drivers take advantage of new incentives that reduce the cost of EV ownership. We published a new report, *Electrification in Motion*, documenting lessons learned in our efforts to electrify the fleet—crunching the numbers, surveying drivers, and collecting data from our partners—now that more than 12,000 EVs are on the road.

TLC has long been a leader in open data and in 2024 we significantly expanded our online data dashboard, the TLC Factbook, to include new interactive pages on licensed drivers and vehicles, driver pay, as well as EV and WAV trips. These updates were possible thanks to the agency's continued investment in our analytics capabilities and our innovative approach to ensuring public benefit from TLC's unique data resources.

Other initiatives detailed in this report include new rules that made the Flex Fare Pilot Program permanent, increasing the earning potential of taxicab drivers; an increase to minimum per-trip pay for rideshare drivers to ensure driver compensation kept up with rising costs; TLC's ongoing accessibility efforts including a new requirement that 100% of taxi hack-ups are accessible vehicles; dozens of outreach events through the Office of Community Affairs that brought licensee services to every borough; and an enhanced Driver License Renewal Course that emphasizes the agency's commitment to Vision Zero.

The year ahead promises many, if not more, efforts from TLC designed to increase stability for drivers and accessibility and safety for passengers. The incredible progress we made in 2024 leaves me optimistic about the important work in front of us.

Gratefully,



David Do
Commissioner/Chair

Mission and Budget

The Taxi and Limousine Commission (TLC), created by Local Law 12 of 1971, is a Charter-mandated agency responsible for the development and improvement of for-hire transportation service in New York City. The duties of the agency include licensing and regulating taxis, for-hire vehicles (FHVs), commuter vans, and paratransit services, as well as drivers and related businesses. Additionally, TLC enforces rules and regulations and sets standards for service, insurance coverage, driver safety, and equipment safety and design.

In Fiscal Year (FY) 2024 TLC operated on a budget of \$59,824,556, comprising \$40,006,092 for Personal Services and \$19,818,464 for Other than Personal Services, with an authorized headcount of 559. The FY 2025 budget is \$60,317,295, comprising \$45,446,067 for Personal Services and \$14,871,228 for Other than Personal Services, with an authorized headcount of 555.

Taxi and Limousine Commission Structure and Board Members

The Board of the Taxi and Limousine Commission has nine members, eight of whom are unsalaried. The Chair presides over the Board and acts as head of the agency, which carries out TLC's day-to-day licensing, regulatory, and enforcement functions. Members of the Commission are appointed by the Mayor with the advice and consent of the City Council, each serving a seven-year term. One representative of each of the city's five boroughs is recommended for appointment by a majority vote of each borough's respective City Council delegation. There is currently one vacant seat on the Board.

David Do

David Do was nominated by Mayor Adams to be the Chair and Commissioner of the Taxi and Limousine Commission in April 2022. Prior to his time at TLC, Commissioner Do served as the Director of the Washington, D.C. Department of For-Hire Vehicles (DFHV), where he oversaw the city's fast-moving and competitive for-hire vehicle industry. Prior to his service at DFHV, Commissioner Do served as the Director of the Washington, D.C. Mayor's Office on Asian and Pacific Islander Affairs, where he worked to improve the quality of life for thousands of D.C. Asian Americans and Pacific Islanders (AAPI).

Kenneth Chan

Commissioner Chan was nominated to serve as Commissioner of the New York City Taxi and Limousine Commission by Mayor Eric Adams on April 28, 2023 and confirmed by the City Council on May 26, 2023. Kenneth Chan is a Brooklyn resident and a small business owner who brings a unique and extensive experience in business partnerships, as well as technology development and implementation. Previously, Chan worked as Asia regional intellectual property counsel and director of intellectual property strategy at Corning, Inc., where he helped establish and lead intellectual property law functions in Asia to support the company's investments and growth.

Sarah Kaufman

Sarah Kaufman joined the New York City Taxi and Limousine Commission with extensive experience in transportation policymaking, research, and education. Kaufman is the director of the NYU Rudin Center for Transportation, where she researches, advocates for, and teaches about cutting-edge technologies in transportation. She is also an adjunct professor of planning, teaching Intelligent Cities and Advanced Projects in Urban Planning. Mayor

Eric Adams nominated Kaufman to serve as Commissioner on April 28, 2023, and the City Council confirmed her on May 26, 2023. Kaufman was honored by City & State New York with a Transportation Power 100 Award in 2022 and 2021, a Responsible 100 Award in 2018 and a Tech Power 50 Award in February 2019.

Kenneth C. Mitchell

Appointed to the Staten Island seat by the Mayor on the recommendation of the New York City Council in November 2016, Commissioner Mitchell also serves as the Executive Director of the Staten Island Zoological Society, Inc., a position he has held since September 2011. In this capacity, Commissioner Mitchell is responsible for the overall administration and the day-to-day operation of the Staten Island Zoo.

Thomas Sorrentino

Commissioner Sorrentino was appointed by the Mayor in 2017 on the recommendation of the Brooklyn delegation of the New York City Council. Commissioner Sorrentino served as a member of Kings County Community Board 18 for approximately five years, where he chaired its Transportation Committee. He is currently a partner in the accounting firm of PKF O'Connor Davies LLP and serves on the Brooklyn Chamber of Commerce Board of Directors.

Elisa Velazquez

Commissioner Velazquez was appointed by the Mayor in 2022. Commissioner Velazquez currently serves as Deputy Chief Financial Officer and Deputy Commissioner for the New York City Department of Environmental Protection (DEP) where she oversees several critical functions including Expense and Miscellaneous Revenue Budget, Facilities Maintenance and Construction, the Agency Chief Contracting Office and Executive Support and Administration. Prior to serving in her current role, Commissioner Velazquez was the Agency Chief Contracting Officer (ACCO) and Assistant Commissioner where she managed the procurement and fiscal operations for New York City's water and wastewater utility.

Paul Bader

Paul Bader has long been an active member in his community. He has served on Manhattan Community Board 2 and Brooklyn Community Board 6 and was a member of the board of the New York State Health Foundation, Danspace at St. Marks, and the Gowanus Canal Community Development Corporation. He was nominated to serve as Commissioner of the New York City Taxi and Limousine Commission by the Queens delegation of the City Council on April 28, 2023, and appointed by Mayor Adams on May 26, 2023. Prior to his time with the Commission, Bader worked in the NYC Comptroller's Office and for the Speaker of the NY State Assembly. Additionally, he brings first-hand experience as a driving instructor and as a yellow cab driver.

Andrea Bierstein

Andrea Bierstein is a Manhattan resident and lawyer and a partner at the New York office of Simmons Hanly Conroy. For the past 28 years, she has represented individuals and local governments seeking restitution from corporations. Since 2017, she has represented municipalities across the country – including New York City – in litigation against manufacturers, distributors, and dispensers of prescription opioids, seeking compensation for the opioid crisis. In addition to her legal work, Bierstein serves on the Board of Directors of Kingsbridge Heights Community Center in The Bronx. Bierstein was appointed by the Mayor on the recommendation of the Manhattan delegation of the City Council in April 2024.

Licensees Regulated by TLC

The Taxi & Limousine Commission licenses and regulates for-hire transportation in New York City, including drivers, vehicles, and related businesses. At the end of 2024, there were 178,917 drivers licensed by TLC. The TLC Driver License is a single license that allows the holder to operate a taxi, street hail livery (green cab), black car, livery, and limousine. To obtain a TLC Driver License, applicants must pass a drug test, have their fingerprints taken, complete a New York State DMV Defensive Driving Course, complete TLC's 24-Hour Driver's Education Course, and complete a Wheelchair Accessible Vehicle Training course, among other requirements. TLC issues separate licenses for commuter van drivers and paratransit drivers. In 2024, 513 drivers held a paratransit license and 59 drivers held a commuter van driver license.

More than 120,000 vehicles are licensed by TLC. This includes 13,587 taxis authorized to accept street hails from passengers throughout the five boroughs. In addition, there are approximately 106,000 licensed for-hire vehicles (FHV) that operate through pre-arrangement. These vehicles include livery vehicles (also known as community car services), black cars, and luxury limousines. The FHV sector also includes high-volume for-hire services (HVFHSs), which are bases that dispatch more than 10,000 trips per day on average. Green cabs are FHV with street hail livery (SHL) permits, which allow them to provide street hail service in areas traditionally underserved by yellow taxis. TLC also licenses and regulates paratransit vehicles (ambulettes) and commuter vans that are authorized to transport passengers within specific geographic zones.

TLC licenses 815 FHV bases, which are entities that dispatch trips to TLC-licensed FHV. FHV bases accept trip requests from passengers, dispatch drivers, are responsible for collecting and paying taxes, and pay into the Livery Fund and the Black Car Fund, which provide certain benefits such as workers' compensation. TLC currently licenses 477 black car bases and 207 livery bases. Livery and black car services provide pre-arranged transportation throughout New York City. These bases range from small, neighborhood-based operations to larger fleets that provide citywide service. Liveries are required to offer passengers up-front flat fares, and many transactions occur using cash payment. TLC also licenses 96 luxury limousine bases, which provide pre-arranged transportation to clients throughout New York City. Additionally, TLC licenses two HVFHS companies, Lyft and Uber. This license is issued to bases that dispatch more than 10,000 trips per day.

TLC also licenses and regulates other businesses including those that manufacture, install, and repair the meters used in taxis, brokers who assist buyers and sellers of medallions, agents that operate medallions on behalf of owners, and technology service providers (TSPs) that develop and maintain the credit card readers, trip recorders, and Taxi TVs found in taxis and street hail liveries.

By the Numbers: Calendar Year 2024	
Total Active Licenses	301,047
<i>(as of December 31, 2024)</i>	
Drivers	
TLC Drivers (Taxi and FHV)	178,917
Paratransit Drivers	513
Commuter Van Drivers	59
Total Driver Licenses	179,489
Vehicles	
Street Hail Services	
Taxi Medallions (Authorized)	13,587
Stand-by Taxis	2
Street Hail Liveries (Green Taxis)	814
Prearranged Services	
For-Hire Vehicles not Affiliated with HVFHS	22,960
Black Car	18,483
Livery	2,852
Luxury Limousine	1,625
For-Hire Vehicles affiliated with HVFHS	83,196
Commuter Vans	38
Paratransit Vehicles	73
Total Vehicle Licenses	120,670

Bases	
Black Car	477
Livery	207
Luxury Limousine	96
Commuter Van	12
Paratransit	21
High-Volume For-Hire Service	2
Total Base Licenses	815
Businesses	
Taxicab Brokers	16
Medallion Agents	35
Taxicab Meter Shops	11
Taxicab Meter Manufacturers	3
Technology Service Providers	3
E-Hail Providers	5
Total Business Licenses	73

Commission Meetings and Rulemaking Actions

TLC’s Board of Commissioners holds regular public meetings to receive testimony on proposed rules and other issues of concern to licensees. The Board may also vote on any proposed rules. In 2024, the Board of Commissioners approved three rule packages. In addition to other meetings of the Commission, below are the rulemaking actions taken by TLC in 2024.

2024 Rulemaking Actions

Date of Commission Vote	Subject	Status
June 12, 2024	Wheelchair Accessible Vehicle Retirement and TSP Disbursement Updates	Effective July 20, 2024
August 14, 2024	Flex Fare Rule Package	Effective September 21, 2024
October 16, 2024	100% Wheelchair Accessible Taxi Vehicles	Effective October 18, 2024

Wheelchair Accessible Vehicle Retirement and TSP Disbursement Updates

TLC adopted rule amendments that took proactive steps to facilitate the agency’s long-term commitment to accessibility for all New Yorkers. The amendments eliminated the scheduled vehicle retirement dates for all WAV taxicabs, so long as the vehicles pass TLC inspections, and permitted the conversion of used vehicles to WAVs. The new rules also require that accessible for-hire vehicles meet the same Americans with Disabilities Act (ADA) standards already required of taxis. Finally, the rules require drivers to retake passenger assistance and WAV training courses upon conviction of complaint from a passenger as well as upon license renewal.

Flex Fare Rule Package

TLC adopted rules to make the Flex Fare Pilot Program permanent, offering yellow taxicab passengers the same price certainty as FHV passengers and expanding the earning potential of taxicab drivers. The ability to offer up-front pricing to customers is a key factor in the growth of the app-based FHV sector in New York City and around the world. Passengers can still hail a taxicab in the street and pay the metered fare.

100 Percent Wheelchair Accessible Taxi Vehicles

In compliance with a federal court order dated August 28, 2024 in *The Taxis for All Campaign, et al v. TLC, et al*, TLC adopted rules that require that all taxi hack-ups be WAVs to increase the share of accessible vehicles in the taxi fleet to 50% by the end of 2028.

Policies, Initiatives, and Agency Highlights

Green Rides Initiative and *Electrification in Motion* Report

In 2024, TLC saw incredible progress toward the goals of the Green Rides Initiative, which requires high-volume for-hire vehicle bases like Uber and Lyft to dispatch 100% of trips to electric or accessible vehicles by 2030. By the end of the first quarter of 2024, TLC had processed the nearly 10,000 EV-only vehicle license applications submitted in late 2023. To help the industry navigate this unprecedented transition, TLC convened an inter-departmental task force to enhance charging access for licensees. The task force met with utilities, partners in state and local government, equipment manufacturers, charging technology providers, industry associations, and FHV bases. In meetings with TLC staff, charging stakeholders shared new

cross-industry partnerships to bolster charging access for licensees. To help drivers learn about their new vehicle and develop charging plans, TLC staff provided resources at high-activity areas like airports and at its Woodside, Queens, inspection facility. Staff shared information on charger locations and provided guidance on how to install at-home charging. TLC also sent EV-related communications via text and email and provided links to other resources on the TLC website.

In September, TLC published a new report, *Electrification in Motion*, that analyzed the impact of the rapidly electrifying FHV fleet on drivers, riders, and the industry. The report explored the performance of EVs in the for-hire vehicle industry, using new data collected through growth in the EV share of trips from 2% to more than 11% in the months following the issuance of new EV-only licenses. The report collected insights from TLC's driver outreach efforts and collaboration with stakeholders to understand challenges around key issues like charging access so that they can be a resource across the industry. *Electrification in Motion* also documented how the growth of EVs in the TLC fleet has led to ambitious new plans for charging infrastructure as well as significantly higher utilization of the current network, with one charging provider reporting an 800% year-over-year increase in charging activity at their sites. TLC will continue working with industry and public sector partners to encourage electrification, reduce emissions, and improve accessibility in the coming years of the Green Rides Initiative.

Flex Fare Program

TLC passed rules in 2024 that made the Flex Fare Pilot Program permanent, allowing yellow and green taxi customers the same option of up-front pricing as FHV customers and increasing the earning potential for drivers by encouraging further growth of the e-hail sector. The amended rules incorporated lessons learned from the agency's yearslong effort to pilot fixed, up-front fares for app-dispatched trips as an alternative to the standard metered rate. Building on the Flex Fare Pilot Final Evaluation published in 2023, TLC analyzed the effects of Flex Fare on driver income, finding that average hourly earnings for Flex Fare trips were 6% higher than metered trips. TLC will continue to monitor Flex Fare trips, including the impact of flexible up-front pricing on industry dynamics such as driver income and passenger service.

Medallion Relief Program and the Owner/Driver Resource Center

The Medallion Relief Program (MRP) successfully provided much needed financial support to small business medallion owners with significant debt. MRP provides financial assistance to small-business medallion owners in the form of grants of \$20,000 or \$30,000. These grants significantly reduce the principal balance of a loan and ensure a standard monthly payment and interest rate. Since the program was announced in March 2021, the City provided over \$472 million in debt relief for the owners of over 2,300 medallions, or an average of \$230,000 in debt relief per medallion owner.

The Owner/Driver Resource Center (O/DRC) supported drivers throughout the MRP application process. Through the O/DRC, legal representatives negotiated with lenders on behalf of medallion owners free of charge. In addition to O/DRC's continued assistance with medallion relief, the Center is expanding and introducing resources to medallion owners and drivers to support the varied and unique needs of the TLC community. In 2024, the O/DRC offered 26 legal workshops and developed partnerships with NYC Health + Hospitals, MetroPlus Health, and Lenox Hill Hospital for TLC licensees.

Outreach Efforts

In 2024, the Office of Community Affairs (OCA) engaged with its licensees and the riding public by attending 24 community outreach events and hosting 27 of TLC’s own events. As part of this effort, TLC collaborated with more partners than ever: elected officials and community-based organizations were among the 68 entities that TLC worked with this year. Notable highlights from this year’s events include TLC’s inclusion mixer and electric vehicle outreach campaign which showcased OCA’s commitment to engaging issues at the forefront of the industry.

OCA also focused on developing the customer service relationship with TLC licensees. TLC’s interpretation vendor, Language Line, facilitated 14,529 calls from current or prospective licensees in 34 different languages. OCA also highlighted the safe driving skills of nine exceptional licensees through the publication of *Licensee Leaders*, which promotes the agency’s Vision Zero goals.

Data Transparency and the TLC Factbook

TLC has long been a leader in open data, publishing anonymized raw trip records, aggregated reports, data visualizations, and interactive data dashboards to increase data transparency and facilitate public understanding of for-hire transportation in New York City. In 2024, the agency significantly expanded its online data dashboard, the TLC Factbook, to include new interactive pages on licensed drivers and vehicles, EV and WAV trips, as well as driver pay. These updates were possible thanks to the agency’s continued investment in transforming its data pipeline and modernizing its analytics capabilities. TLC will continue to expand and refine the Factbook so that policymakers and other stakeholders can benefit from its unparalleled data resources.

Vision Zero

As a Vision Zero agency, TLC is committed to creating a safer taxi and for-hire vehicle industry to advance the overall goal of eliminating roadway deaths and reducing injuries citywide. In 2024, TLC launched an enhanced Driver License Renewal Course which includes new materials for drivers to improve customer service and traffic safety, emphasize and continue to prioritize Vision Zero, and highlight TLC and City resources available for licensed drivers. TLC celebrated a decade of Vision Zero during its annual Vision Zero Honor Roll ceremony hosted at Gracie Mansion in June. The event recognized more than 8,000 honorees, including TLC drivers and bases, for their outstanding commitment to safety and impeccable driving record. Honor Roll drivers performed at least 1,000 trips during the previous year and had gone at least five years without any crashes involving injury or death and have no traffic violations or violations of TLC safety rules.

Accessible For-Hire Transportation

TLC continues to improve accessibility across the taxi and for-hire vehicle fleets. In 2024, TLC passed rules requiring that all taxi hack-ups are wheelchair accessible. This requirement will allow TLC to increase the share of taxis that are wheelchair-accessible to 50% by the end of 2028. Building on the success of the agency’s Accessible Dispatch program in increasing the number of taxis responding to requests for accessible vehicles, TLC also proposed rules to streamline WAV dispatching through the city’s licensed e-hail applications. The proposed approach unlocks cost savings that can be reinvested in hack-up and operational incentive payments TLC provides to drivers and owners of accessible taxis.

In 2024, in response to the steady growth of accessible vehicles performing trips for hire, TLC proposed amendments to its rules that would require approved accessible vehicle dispatchers – currently the two high-volume FHV bases Uber and Lyft – to meet stricter wait time standards for WAV requests. Strengthening wait time standards will encourage FHV bases to continue investing in accessibility and improve the quality of service provided

to wheelchair users. From January through November of 2024, there were over 584,000 accessible FHV trips requested by passengers. There are currently 7,573 FHV WAVs in service, compared to 5,946 in 2023, an increase of 27%.

The Taxi and Street Hail Livery Improvement Funds (TIF and SHLIF) provide incentive payments to owners to offset the purchase and operation of a WAV. The fund also provides incentive payments to drivers of WAVs. In 2024, TLC distributed over \$33 million in payments to support driver and owner operating expenses.

**TIF Payments to Owners and Drivers
(All Payments Issued in 2024)**

Total Payment	Unique Paid	Type	Name
\$10,426,543	4,162	TIF & SHLIF Driver Payment	Drivers
\$22,912,008	2,119	TIF Owner Payment	Owners
\$33,338,551	6,281	All TIF Payments	Owners & Drivers

Appendix: Complaint and Summons Data for Calendar Year 2024

The following is an appendix containing complaint and summons information required to be submitted by the New York City Charter.

Table 1: Top Ten Consumer Complaints, Calendar Year 2024

Complaint Type	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
For Hire Vehicle Complaint - Driver Complaint - Non Passenger - Unsafe Driving	1,720	1,489	1,622	1,449	2,356	2,001	897	925	1,869	2,326	1,650	1,632	19,936
Taxi Complaint - Driver Complaint - Non Passenger - Unsafe Driving - Non-Passenger	73	100	139	112	156	119	148	152	163	259	179	138	1,738
Lost Property - Electronics/Phones - Cell Phone	81	112	122	119	148	149	141	149	140	155	88	142	1,546
Taxi Complaint - Driver Complaint - Passenger - Fare/Tip Complaint	128	85	104	108	101	136	145	140	111	115	114	121	1,408
Lost Property - Bag/Wallet - Wallet	75	84	88	79	90	93	72	86	103	104	90	114	1,078
Taxi Complaint - Driver Complaint - Passenger - Fare/Tip Complaint - Credit Card	60	59	65	76	65	75	96	68	64	74	77	80	859
Taxi Complaint - Driver Complaint - Passenger - Unsafe Driving - Passenger	32	38	58	46	45	69	67	61	45	47	53	56	617
Lost Property - Bag/Wallet - Backpack	57	44	53	35	55	25	39	39	43	51	49	79	569
Taxi Complaint - Driver Complaint - Passenger - Route Complaint	41	40	34	34	42	62	60	49	52	43	38	60	555
Lost Property - Other – Other	37	26	34	49	50	55	39	41	63	51	32	55	532
Total	2,304	2,077	2,319	2,107	3,108	2,784	1,704	1,710	2,653	3,225	2,370	2,477	28,838

Table 2: Outcomes of Consumer Complaints, Calendar Year 2024 (as of Jan. 2, 2025)

Month	Summonses issued	Actual Hearings (Including scheduled)	Settlements accepted (as stipulations and after summon issuance)	Defaults	Guilty Pleas	Guilty Pleas (Mail)
January	565	61	76	79	3	0
February	681	80	111	60	3	0
March	741	112	159	74	3	0
April	682	136	144	109	0	0
May	352	103	97	83	2	0
June	630	436	161	10	0	0
July	788	559	201	1	1	0
August	868	675	210	0	0	0
September	951	686	262	11	1	0
October	1,035	855	368	3	0	0
November	1,410	1,132	303	4	0	0
December	1,666	1,512	427	0	0	0
Total	10,369	6,347	2,519	434	13	0

Table 3: Enforcement Statistics, Calendar Year 2024

Manhattan Precincts

RULE NUMBER	1	5	6	7	9	10	13	14	17	18	19
80-13(a)(2) Compliance with Traffic Laws. Moving Violations	783	15	172	94	14	79	33	568	2,354	454	217
80-13(a)(3)(viii) Compliance with Traffic Laws. Stop Sign Violation	301	2	332	23	0	5	90	2	96	163	59
19-506(b)(1) Operating Unlicensed Vehicle	4	4	15	0	0	9	0	41	38	26	5
80-13(a)(3)(vii) Compliance with Traffic Laws. Traffic Signal Violation	17	10	65	9	1	3	7	69	583	80	27
80-24(a)(2) Required Items in For-Hire Vehicle	42	2	31	25	1	8	6	30	142	51	9
80-13(a)(1) Compliance with Traffic Laws. Parking Violations	249	0	13	0	1	35	3	46	80	69	15
59a-27(e) Daily Personal Inspection by Owner	35	0	14	4	1	9	8	40	58	32	17
80-14(g)(1) Use of Electronic Communication Device	16	6	18	8	2	2	7	45	116	40	18
59a-25(a)(1) Passenger Trips by Pre Arrangement Only	0	0	1	0	0	4	0	9	7	17	0
80-19(c)(1) Limits on Driver Solicitation of Passengers in FHV	0	0	1	0	0	4	0	8	3	14	0
Total	1,447	39	662	163	20	158	154	858	3,477	946	367

Manhattan Precincts Cont.

RULE NUMBER	20	22	23	24	25	26	28	30	32	33	34
80-13(a)(2) Compliance with Traffic Laws. Moving Violations	149	1	22	58	51	11	1	14	11	23	21
80-13(a)(3)(viii) Compliance with Traffic Laws. Stop Sign Violation	52	0	12	2	7	20	0	3	7	5	4
19-506(b)(1) Operating Unlicensed Vehicle	7	0	0	0	15	4	0	5	4	5	4
80-13(a)(3)(vii) Compliance with Traffic Laws. Traffic Signal Violation	37	0	4	7	6	5	1	4	3	9	2
80-24(a)(2) Required Items in For-Hire Vehicle	2	0	0	1	70	6	0	5	4	22	53
80-13(a)(1) Compliance with Traffic Laws. Parking Violations	10	0	4	5	2	0	0	1	2	1	1
59a-27(e) Daily Personal Inspection by Owner	2	0	6	3	28	1	0	3	1	3	6
80-14(g)(1) Use of Electronic Communication Device	23	0	2	3	12	0	0	1	1	2	0
59a-25(a)(1) Passenger Trips by Pre Arrangement Only	0	0	0	0	2	2	2	7	13	12	5
80-19(c)(1) Limits on Driver Solicitation of Passengers in FHV	0	0	0	0	2	2	1	7	13	8	4
Total	282	1	50	79	195	51	5	50	59	90	100

Bronx Precincts

RULE NUMBER	40	41	42	43	44	45	46	47	49	50	52
80-13(a)(2) Compliance with Traffic Laws. Moving Violations	54	0	0	3	32	48	1	0	12	1	23
80-13(a)(3)(viii) Compliance with Traffic Laws. Stop Sign Violation	1	0	0	3	4	4	0	0	4	0	26
19-506(b)(1) Operating Unlicensed Vehicle	31	0	0	0	10	18	1	0	16	0	5
80-13(a)(3)(vii) Compliance with Traffic Laws. Traffic Signal Violation	15	0	0	2	1	1	0	0	1	0	6
80-24(a)(2) Required Items in For-Hire Vehicle	25	1	2	0	13	108	4	0	6	3	3
80-13(a)(1) Compliance with Traffic Laws. Parking Violations	2	0	1	1	3	2	0	0	0	0	2
59a-27(e) Daily Personal Inspection by Owner	11	0	0	1	2	28	0	1	1	2	1
80-14(g)(1) Use of Electronic Communication Device	6	0	0	2	6	14	0	0	2	1	2
59a-25(a)(1) Passenger Trips by Pre Arrangement Only	56	0	2	8	13	7	0	0	8	1	6
80-19(c)(1) Limits on Driver Solicitation of Passengers in FHV	48	0	2	8	11	4	0	0	8	1	5
Total	249	1	7	28	95	234	6	1	58	9	79

Brooklyn Precincts

RULE NUMBER	60	61	62	63	66	67	68	69	70	71	72	75
80-13(a)(2) Compliance with Traffic Laws. Moving Violations	11	17	2	4	1	0	25	1	13	1	6	1
80-13(a)(3)(viii) Compliance with Traffic Laws. Stop Sign Violation	6	0	0	5	0	0	3	3	6	0	42	0
19-506(b)(1) Operating Unlicensed Vehicle	43	0	0	42	0	22	1	5	18	5	4	9

80-13(a)(3)(vii) Compliance with Traffic Laws. Traffic Signal Violation	5	1	0	0	0	0	4	2	1	0	2	0
80-24(a)(2) Required Items in For-Hire Vehicle	2	0	0	19	0	0	6	1	0	0	8	1
80-13(a)(1) Compliance with Traffic Laws. Parking Violations	3	1	4	0	0	0	14	0	5	0	0	2
59a-27(e) Daily Personal Inspection by Owner	0	1	0	2	0	0	3	1	4	0	4	2
80-14(g)(1) Use of Electronic Communication Device	1	1	0	2	0	0	1	2	2	1	0	2
59a-25(a)(1) Passenger Trips by Pre Arrangement Only	2	0	0	0	0	0	1	0	0	0	0	0
80-19(c)(1) Limits on Driver Solicitation of Passengers in FHV	2	0	0	0	0	0	0	0	0	0	0	0
Total	75	21	6	74	1	22	58	15	49	7	66	17

Brooklyn Precincts Cont.

RULE NUMBER	76	77	78	81	83	84	88	90	94
80-13(a)(2) Compliance with Traffic Laws. Moving Violations	31	0	1	0	0	117	2	209	82
80-13(a)(3)(viii) Compliance with Traffic Laws. Stop Sign Violation	3	0	2	0	2	497	2	155	287
19-506(b)(1) Operating Unlicensed Vehicle	77	1	12	0	2	5	0	9	2
80-13(a)(3)(vii) Compliance with Traffic Laws. Traffic Signal Violation	13	0	1	3	0	12	0	41	48
80-24(a)(2) Required Items in For-Hire Vehicle	41	0	0	0	0	36	0	52	29
80-13(a)(1) Compliance with Traffic Laws. Parking Violations	0	0	0	0	1	5	0	0	2
59a-27(e) Daily Personal Inspection by Owner	20	0	0	0	0	19	0	45	20
80-14(g)(1) Use of Electronic Communication Device	11	0	1	0	0	20	0	28	13
59a-25(a)(1) Passenger Trips by Pre Arrangement Only	2	0	0	0	0	0	0	0	0
80-19(c)(1) Limits on Driver Solicitation of Passengers in FHV	2	0	0	0	0	0	0	0	0
Total	200	1	17	3	5	711	4	539	483

Queens Precincts

RULE NUMBER	100	101	102	103	104	105	106	107	108	109
80-13(a)(2) Compliance with Traffic Laws. Moving Violations	1	2	8	4	12	3	35	9	756	31
80-13(a)(3)(viii) Compliance with Traffic Laws. Stop Sign Violation	0	0	5	36	2	0	109	4	232	12
19-506(b)(1) Operating Unlicensed Vehicle	0	0	4	145	0	11	19	14	34	12
80-13(a)(3)(vii) Compliance with Traffic Laws. Traffic Signal Violation	0	0	1	1	0	0	5	0	360	10
80-24(a)(2) Required Items in For-Hire Vehicle	12	0	0	1	3	0	3	1	153	2
80-13(a)(1) Compliance with Traffic Laws. Parking Violations	0	0	5	1	5	0	8	0	41	11
59a-27(e) Daily Personal Inspection by Owner	0	1	1	4	6	2	9	1	76	6
80-14(g)(1) Use of Electronic Communication Device	0	0	2	3	0	0	5	0	38	3

59a-25(a)(1) Passenger Trips by Pre Arrangement Only	1	0	0	0	0	0	0	1	13	0
80-19(c)(1) Limits on Driver Solicitation of Passengers in FHV	1	0	0	0	0	0	0	1	10	0
Total	15	3	26	195	28	16	193	31	1,713	87

Queens Precincts Cont.

RULE NUMBER	110	111	112	113	114	115	JFK	LGA
80-13(a)(2) Compliance with Traffic Laws. Moving Violations	237	8	52	5	76	421	342	189
80-13(a)(3)(viii) Compliance with Traffic Laws. Stop Sign Violation	245	1	51	3	45	1,210	0	0
19-506(b)(1) Operating Unlicensed Vehicle	88	1	6	32	3	78	933	383
80-13(a)(3)(vii) Compliance with Traffic Laws. Traffic Signal Violation	14	0	1	1	9	30	0	0
80-24(a)(2) Required Items in For-Hire Vehicle	36	2	2	5	3	73	117	65
80-13(a)(1) Compliance with Traffic Laws. Parking Violations	92	2	15	5	17	121	0	0
59a-27(e) Daily Personal Inspection by Owner	40	1	3	1	10	71	46	22
80-14(g)(1) Use of Electronic Communication Device	19	0	0	1	6	53	92	45
59a-25(a)(1) Passenger Trips by Pre Arrangement Only	21	0	1	11	1	24	121	73
80-19(c)(1) Limits on Driver Solicitation of Passengers in FHV	19	0	1	11	0	16	108	68
Total	811	15	132	75	170	2,097	1,759	845

Staten Island Precincts

RULE NUMBER	120	122	123
80-13(a)(2) Compliance with Traffic Laws. Moving Violations	7	10	2
80-13(a)(3)(viii) Compliance with Traffic Laws. Stop Sign Violation	0	3	0
19-506(b)(1) Operating Unlicensed Vehicle	3	1	0
80-13(a)(3)(vii) Compliance with Traffic Laws. Traffic Signal Violation	0	0	0
80-24(a)(2) Required Items in For-Hire Vehicle	17	37	7
80-13(a)(1) Compliance with Traffic Laws. Parking Violations	0	1	0
59a-27(e) Daily Personal Inspection by Owner	1	7	1
80-14(g)(1) Use of Electronic Communication Device	1	2	0
59a-25(a)(1) Passenger Trips by Pre Arrangement Only	1	1	0
80-19(c)(1) Limits on Driver Solicitation of Passengers in FHV	1	1	0
Total	31	63	10