Taxi & Limousine Commission

February 2026 For-Hire Vehicle License Review

Report and Determination

In this New Era for TLC, our work is guided by three key priorities: **driver and passenger dignity, corporate accountability, and a transportation system that works together**. These priorities shape how we support the drivers who keep our city moving, protect the passengers who rely on TLC-licensed services, and work with our partners to build a safer, fairer, and more responsive transportation system.

This report reflects that commitment. It highlights the progress we are making, the challenges we are addressing, and the work ahead as we continue to deliver for drivers, passengers, and the city we serve.

Introduction

This review by the New York City Taxi and Limousine Commission (TLC) of for-hire vehicle (FHV) licenses is conducted pursuant to TLC Rule § 59A-06(a)(1) for the period of February 2025 through January 2026. TLC has conducted periodic reviews pursuant to this rule since August 2020.[1] For each review, the agency considers whether additional FHV licenses should be issued based on an analysis of congestion, driver pay, the cost and demand for electric vehicles (EVs), the availability of EV charging infrastructure, license attrition, outer-borough service, and any other information it deems relevant in making its determination.

Local Law 147 of 2018 gave TLC the authority to regulate the number of FHV licenses.[2] As of February 2026, consistent with the agency's longstanding exception, the only for-hire vehicle licenses available are those restricted to wheelchair accessible vehicles (WAVs).

This review analyzes data relating to all segments of the FHV industry: high-volume for-hire services (HVs)[3] as well as livery, black car, and luxury limousine bases. Because bases that are not HVs submit their data with a longer time lag than HV bases, data in this report relating to all FHV trips is through December 2025 while HV data is through January 2026.

Analysis

Trip Volume, Vehicle Supply, and Vehicle Attrition

As reported in previous License Review reports, FHV trips continue to steadily increase. As shown in the table below, between December 2024 and December 2025 the number of HV trips increased by 4.9% while non-HV FHV trips increased by 0.7%. This report will assess whether the number of licensed vehicles is effectively responding to this increase in the number of trips in terms of the impact on drivers' earnings, outer-borough service and wait times, EV charging infrastructure, and congestion.

[1] All previous License Review Reports are available on the TLC website at https://www.nyc.gov/site/tlc/about/industry-reports.page.
[2] Portions of Local Law 147 of 2018 are codified as New York City Administrative Code § 19-550.
[3] The two companies currently licensed by TLC as HVs are Lyft and Uber.

Table 1: Overall trips in the for-hire vehicle industry

	DECEMBER 2024	DECEMBER 2025	PERCENT GROWTH
HIGH-VOLUME FHV TRIPS	21,068,851	22,108,438	4.9%
NON-HIGH-VOLUME FHV TRIPS	1,913,200	1,926,891	0.7%
ALL FHV TRIPS	22,982,051	24,035,329	4.6%

Compared to the previous report, developed in February 2025, the number of licensed FHVs in good standing has declined from 105,487 to 103,618. Between February 2025 and January 2026, the agency issued 1,241 new FHV licenses (i.e., not renewal licenses). Of the new licenses, 1,206 were restricted to WAVs (97.2%) and 35 (2.8%) were street hail livery (SHL) vehicles (i.e., FHVs attached to an SHL permit). During this period, 1,118 licenses expired and 45 were reinstated through the Covid-19 Livery Recovery Act, which allowed former livery vehicle owners whose licenses expired during the Covid-19 pandemic to reinstate their licenses.

Despite the number of new licenses being greater than the number of expired licenses, there are fewer licensed FHVs in good standing now than in February 2025. This discrepancy can be attributed to expiration grace periods, which cause the number of expired licenses to change over time. Licensees may renew their vehicle license up to 60 days after it expires and, once renewed, have an additional 120 days to pass a vehicle inspection. The number of vehicles in good standing in February 2026 remains 14% lower than the 120,126 FHVs that were licensed when the license pause moratorium was first extended in August 2019.

Driver Earnings

As noted in previous License Review reports, HV bases are the only FHV class for which the submission of driver pay data is required. Between February 2025 and January 2026, drivers' median gross weekly earnings ranged from roughly $1,100 to $1,400—a spread consistent with levels seen since 2021—with a modest uptick reflecting recent adjustments to TLC's minimum pay standard for drivers on HV platforms.

High-volume FHV driver pay is regulated through TLC's minimum driver pay rules, which were implemented in 2019. TLC has increased the per-minute and per-mile pay rates six times since then pursuant to provisions in the rules that allow for inflationary adjustments based on changes in the Consumer Price Index (CPI) for wage workers in the New York City metropolitan area. The agency has also increased pay twice through rule amendments. The most recent rule amendment, in June 2025, TLC voted to amend the minimum pay standard for drivers in the HV FHV sector after an independent study determined that driver expenses had outpaced inflation.[4] This rulemaking also added protections for drivers who were experiencing "lockouts," a practice by high volume for-hire vehicle companies that prevented drivers from logging into the platforms in order to circumvent the minimum pay rules. This practice significantly reduced drivers' earning potential, with some drivers reporting a loss of nearly half their income.[5] In addition to the pay adjustment implemented through agency rulemaking, TLC increased

[4] https://www.nyc.gov/assets/tlc/downloads/pdf/driver_pay_rules_6_6_25.pdf
[5] https://www.thecity.nyc/2025/06/25/fhv-drivers-new-tlc-rules-app-lockouts/#:~:text=Under%20the%20new%20rules%2C%20Uber,of%20the%20blackout%20last%20summer.%E2%80%9D

the minimum pay rates by 3.36% in March 2026 consistent with annual inflation in the New York metro area as measured by the regional CPI.

Outer-Borough Service

Since the previous review conducted in February 2025, HV trips—the FHV trips for which location-based data is most robust and reliable—have increased in all boroughs except for Manhattan, where trips decreased by 6.1%. This is the second year in a row that trips with pickup locations in Manhattan fell: for the period covered by last year's report, the borough saw a decline of roughly 1%. Staten Island and Brooklyn saw the largest change between January 2025 and January 2026 with an 8.4% and 9.4% increase respectively.

Table 2: High-volume FHV trips by borough, January 2025 vs. January 2026

	JANUARY 2025	JANUARY 2026	PERCENT CHANGE
THE BRONX	2,591,558	2,786,538	7.5%
BROOKLYN	5,458,874	5,916,553	8.4%
MANHATTAN	7,784,756	7,306,653	-6.1%
QUEENS	4,260,487	4,591,439	7.8%
STATEN ISLAND	309,217	338,158	9.4%

There are several possible explanations for the drop in Manhattan trips. This past year was the first full year of the congestion pricing program, which includes different per-trip toll rates for taxis ($0.75) and HV FHVs ($1.50) operating in the central business district. According to the Metropolitan Transportation Authority (MTA), between January and September 2025, HV FHV trips that crossed the Congestion Relief Zone (CRZ) decreased by 4.5% compared to 2024 while taxi trips increased 17%. Congestion pricing fees may have contributed to the decrease in HV FHV trips in Manhattan, but the growing practice of Uber forwarding trip requests to taxis may be a larger factor.

By forwarding trip requests to taxis through partnerships with e-hail apps Curb and Arro, high-volume bases can encourage their drivers to remain in the outer boroughs without changing passengers' ability to get rides in Manhattan. In mid-2025, TLC updated its data reporting requirements for e-hail platforms to include an indicator for the source of trip requests. The most recent month of e-hail request data indicates that more than 80% of all trips forwarded by HV companies to taxis have pickup locations in Manhattan. That month, over 800,000 Uber trip requests in Manhattan were forwarded to taxis. If these trips were fulfilled directly by the high-volume companies instead of taxis, Manhattan would have likely seen an increase in trips in January 2026 relative to last year. This practice likely supported the growth in the number of trips in the outer boroughs, since HV FHV could be more readily available in the outer boroughs without impacting service in Manhattan.

The average citywide wait time for a high-volume FHV trip was 5.4 minutes in January 2026. While this is an increase from the 4.8-minute average in January 2025, wait times remain in line with the 4.5–6.6-minute range seen since 2018. Average wait times by borough in January 2026 were all between 4.4 and 6.6 minutes. The increasing outer-borough trip counts and stable wait times suggest that outer-borough service levels have not been an issue.

Electric Vehicles and Charging Infrastructure

TLC is focused on facilitating the transition of its licensed vehicles to EVs. Although TLC does not directly build charging infrastructure, the agency's Green Rides Initiative (GRI) is designed to incentivize the growth of charging infrastructure by providing developers with a reliable source of demand. Two years into the GRI, the HV sector is consistently dispatching more than 20% of its trips to EVs and WAVs, and TLC drivers make up a large portion of EV drivers and charging users in the city.

There are currently 13,115 EVs in the FHV fleet, up from 12,415 in last year's report. Since TLC has not issued any new EV-only licenses in the past year, this growth is due to a combination of conversions from internal-combustion vehicles—there were 959 in the past year—and about 633 EV licenses falling out of 'active' status. As no accessible electric vehicle is currently available on the U.S. market, there are no electric WAVs in the TLC-licensed fleet.

The GRI requires that high-volume FHV bases dispatch 25% of all trips in 2026 to WAVs or EVs. Meeting the 25% GRI dispatch target will require HV platforms to accelerate EV conversions significantly—adding as many as 1,000 EVs beyond the current turnover rate—assuming dispatching behavior and WAV fleet growth continue at current rates. This target is based on the industrywide split between WAV and EV dispatches that allowed the HV bases to exceed the 15% GRI benchmark set for 2025. Because HV bases have flexibility in how they comply with the GRI requirements—for example, they incentivize conversions to EVs, or they could convert no vehicles but still exceed the 25% dispatching benchmark by directing more trips to the existing electric and accessible vehicle fleet—it is worth noting that this target is only an estimate based on prior trends in EV conversion and the issuance of new licenses through the WAV exception. The agency expects that, if the rate of charging expansion seen over the past year continues, the network will be able to accommodate a higher number of conversions to EVs.

TLC continues to support private charging infrastructure providers, Con Edison, and agency partners such as the New York City Department of Transportation (NYC DOT), the Department of Citywide Administrative Services, and the Port Authority of New York and New Jersey (Port Authority) to increase the amount of EV charging available. In the last year, these entities and other agency partners have added 235 Level 2 and 117 fast chargers throughout city. There are a total of 3,526 Level 2 and 370 fast chargers as of the end of February 2026.[6]

Table 3: Electric vehicle chargers added within the last year by borough and charging level

	LEVEL 2	FAST CHARGERS
THE BRONX	15	33
BROOKLYN	80	24
MANHATTAN	12	2
QUEENS	125	58
STATEN ISLAND	3	-
TOTAL	**235**	**117**

[6] https://www.nyserda.ny.gov/All-Programs/Drive-Clean-Rebate-For-Electric-Cars-Program/Charging-Options/Electric-Vehicle-Station-Locator#/find/nearest; Data accessed on March 12th, 2026. The number of reported chargers may change as chargers come in and out of service.

The growth of EVs in the TLC-licensed fleet has led to an increase in charger utilization citywide, and public- and private-sector charging providers continue working to expand charging options. In October 2025, NYC DOT opened a fast-charging station at the White Plains Road Municipal Parking Field in the Bronx, followed by a second location at the Bensonhurst #1 Municipal Parking Field in Brooklyn in December 2025. That same month, the Port Authority and the New York Power Authority opened 12 fast chargers at LaGuardia Airport.[7] Airports remain an important location for drivers to obtain trips, so these additional chargers are well placed to support FHV drivers with electric vehicles.

Trends in charger utilization and current construction plans indicate that the city is on-track to meet the demand for charging stemming from TLC-licensed electric FHVs over the next few years, but steady investment will be needed to keep pace in future years. Below are the utilization rates for chargers at NYC DOT-operated fast charging locations for the past year, which demonstrates a wide range of utilization across station locations. At its peak, the White Plains Road chargers were in use 89% of the time in December 2025, while the least utilized charging station, Delancey-Essex, peaked at a 24% utilization rate that same month. The six-month average for the five NYC DOT-operated stations ranges from 16-75%, suggesting slack capacity at some locations.

Table 4: Electric vehicle charger utilization at NYC DOT-operated fast chargers[8]

	DELANCEY-ESSEX	COURT SQ	QUEENS BOROUGH HALL	WHITE PLAINS ROAD	BENSONHURST #1
FEB 2025	22%	34%	65%	-	-
MAR 2025	19%	26%	51%	-	-
APR 2025	14%	24%	39%	-	-
MAY 2025	14%	23%	36%	-	-
JUN 2025	15%	30%	29%	-	-
JUL 2025	16%	38%	27%	-	-
AUG 2025	14%	32%	16%	-	-
SEP 2025	12%	26%	38%	-	-
OCT 2025	11%	26%	37%	48%	-
NOV 2025	14%	30%	50%	75%	-
DEC 2025	24%	41%	60%	89%	35%
JAN 2026	21%	33%	64%	87%	61%
6MO AVG.	**16%**	**31%**	**44%**	**75%**	**48%**

While the charging network continues to expand, utilization data highlights the need for more charging in some parts of the city. For example, the White Plains Road charging site has only been open for a few months, but its high rate of utilization further exemplifies the need for more charging in the Bronx as it remains the borough with the least access to fast charging. Further, the fast chargers available are concentrated in the parts of the borough where relatively few TLC drivers reside.

NYC DOT operates an extensive network of publicly accessible curbside Level 2 chargers across the boroughs that have varying levels of utilization. For the past 6 months, the chargers in Manhattan and the Bronx have seen the highest rates of utilization with an average of 79% and 81%, respectively. Although Queens chargers had the third overall borough average utilization rate at 73%, the chargers in Jackson Heights, Queens, had the highest utilization in the city with a six-month average of 97%.

[7] https://www.panynj.gov/port-authority/en/press-room/press-release-archives/2026-press-releases/port-authority-of-new-york-and-new-jersey-and-new-york-power-aut.html

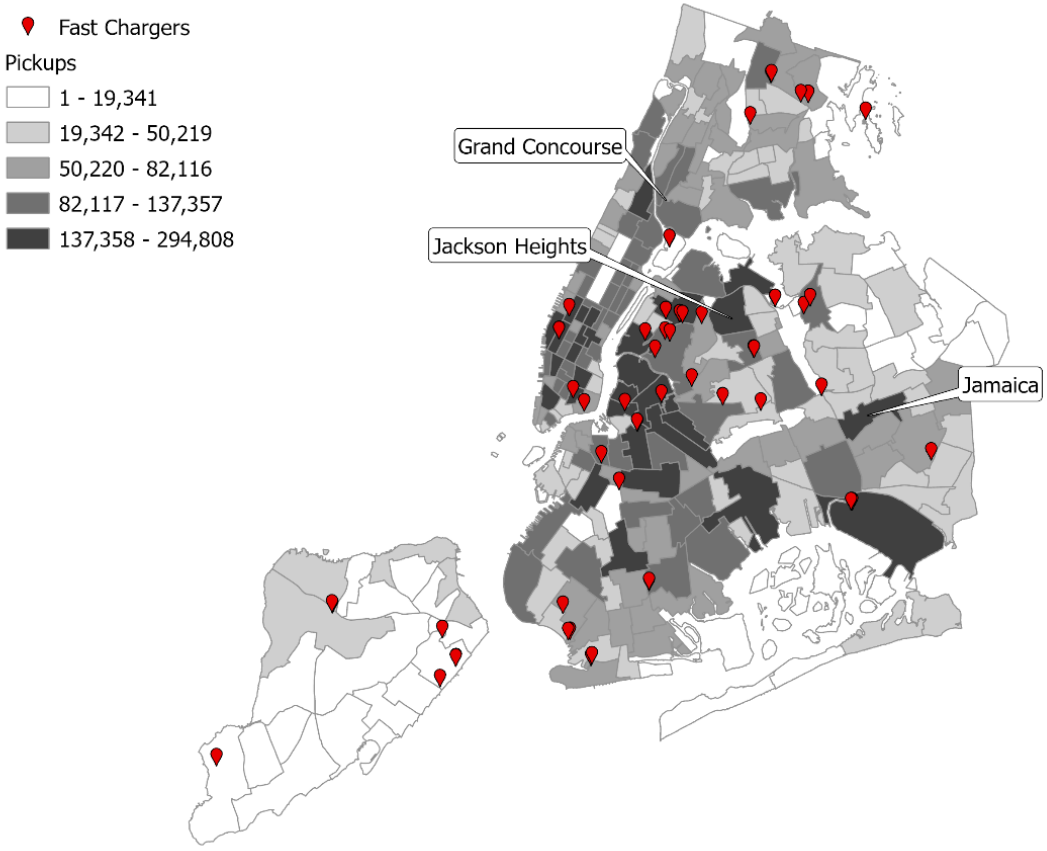
[8] Correspondence with NYC DOT.

Table 5: NYC DOT Level 2 curbside charger utilization, through February 2026[9]

	NUMBER OF CHARGERS	6-MONTH AVERAGE
THE BRONX	12	81%
BROOKLYN	52	71%
MANHATTAN	12	79%
QUEENS	18	73%
STATEN ISLAND	4	21%

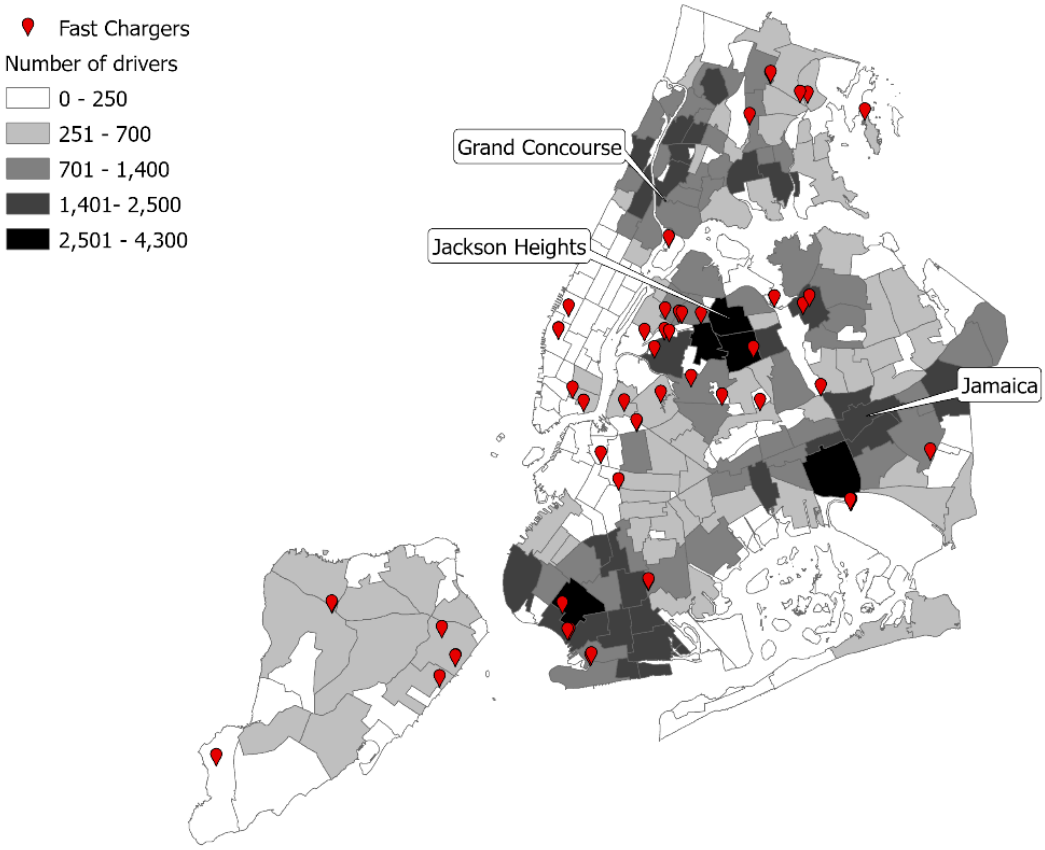
Based on the location of current charging infrastructure, trip patterns (Figure 1), and driver residence (Figure 2), Jamaica and Jackson Heights in Queens and the Grand Concourse corridor in the Bronx are all particularly suitable locations for additional charging infrastructure. These locations have large driver populations, high utilization rates at current charging stations, and proximity to major roadways and airports.

Figure 1: High-volume for-hire vehicle pickups and fast charger locations, February 2026



[9] Correspondence with NYC DOT.

Figure 2: Driver residence by neighborhood and fast charger locations



While drivers have benefited from the continued growth of charging infrastructure, the shifting incentive landscape has challenged the economic feasibility of converting to an EV. For example, the New Clean Vehicle Credit, which provided a federal tax credit of up to $7,500 toward the purchase of an EV, ended in September 2025. While the federal government has redirected funds earmarked for EV purchases, the HV companies have broadcast mixed messages around their transition plans over the last year. For example, in December 2025 after dropping its pledge to fully electrify and eliminating monthly EV incentives for drivers, Uber announced a new program that provided $4,000 to the first 2,500 drivers who switched to an EV.[10]

With reduced purchase incentives, EVs can carry a significant cost premium depending on the make and model. Using the U.S. Department of Energy's Alternative Fuels Data Center (AFDC) Vehicle Cost Calculator to compare the two most common make-models active in the for-hire fleet in February 2026—the 2023 Tesla Model Y and 2025 Toyota Camry Hybrid—shows that the cumulative cost of ownership is more than 40% higher for the Model Y by year five.[11] The AFDC calculator, which excludes purchase

[10] https://www.ttnews.com/articles/uber-pulls-back-evs; https://www.uber.com/us/en/drive/services/electric/zero-emissions-incentive/?nocache=true&uclick_id=5d3fcfa5-1147-425c-a0df-81882788642a

[11] https://afdc.energy.gov/calc/

incentives but accounts for loan payments, fuel, tires, and maintenance, estimates the five-year cost of ownership for a 2023 Model Y (base trim) at roughly $67,600, compared to $47,600 for a base 2025 Toyota Camry Hybrid. For a lower-cost EV like the 2022 Kia Niro, the five-year total comes to $57,400 without incentives, about 20% more than the Camry Hybrid. Lower operating and maintenance costs for EVs help narrow the gap over time, but high sticker prices for many popular makes and models are likely to remain a near-term barrier to broader EV adoption among TLC-licensed drivers.

While the withdrawal of federal funding has reduced incentives available at the point of sale, drivers of TLC-licensed EVs continue to benefit from programs that provide access to discounted charging. Even though Uber has pulled back on monthly operational incentives for drivers, the company has made recent commitments to invest in charging. In February 2026, Uber announced it would offer incentives to charging companies to install electric vehicle chargers.[12] Drivers also receive discounts through NYC DOT at city-operated fast charging sites, where TLC drivers receive a 15% discount. In the past year, over 250 drivers have signed up for the NYC DOT charging discount program. Other charging discounts for TLC EV drivers are made available through Con Edison's SmartChargeNY program, which has seen the number of TLC-licensed registrants grow to 3,350 over the last year.

Traffic Congestion

The period covered in this report included the first full year of congestion pricing in Manhattan. While more data is needed to evaluate the long-term impacts of the tolling program, MTA released the one-year evaluation report for congestion pricing in January 2026 that included an assessment of taxi and FHV activity after the introduction of the toll. As previously mentioned, that report found that the average daily number of HV FHV trips in the CRZ decreased 4.5% while the number of taxi trips increased by 17% from January through September 2025. Overall, this accounted for a net increase of 1.4% for reported trips. For all vehicles crossings, the number of vehicle entries into the zone decreased 11% between January and October 2025. Although MTA's reporting does not include an analysis of FHV speeds, average crossing speeds into the zone increased, with speeds during weekday morning commutes increasing 23% between January and October 2025. Within the CRZ, vehicle speeds modestly increased 4.6% YoY and bus speeds increased 2.3% following years of decline.[13]

Conclusion

TLC has conducted a review of the state of the city's FHV industry, including assessing trip volumes, vehicle supply, traffic congestion levels, driver earnings, license attrition rates, outer-borough service, and electric vehicles and charging infrastructure. While TLC has heard from some drivers and bases that new licenses would benefit them, based on the analysis of overall market and industry conditions conducted in this report, TLC finds that additional for-hire vehicle licenses would not be beneficial to the industry and the city as a whole at this time. Those interested in obtaining an FHV license may continue to apply for a WAV-restricted license.

[12] https://www.nytimes.com/2026/02/18/business/energy-environment/uber-electric-vehicle-charging-stations.html#:~:text=Drivers%20for%20Uber%2C%20Lyft%20and,vehicles%20in%20New%20York%20City
[13] https://www.mta.info/document/195631