

PROPOSED ADMINISTRATIVE UPDATES

JANUARY 21, 2016

Goals

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- Make maintaining a TLC license easier
- Streamline TLC operations to improve efficiency and reflect modern practices
- Remove procedures that have outlived usefulness

Extending Driver License Term

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- **Current:** Driver license terms are two years
- **Proposed:** Extend driver license term to three years
 - ▣ Convenience for drivers, who will have to renew less frequently
 - ▣ Significantly decreases TLC processing volumes, allowing resources to be used more effectively
 - ▣ Aligns renewal timeline with defensive driving course requirement, which is already every three years

Removing Probationary License Period

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- **Current:**
 - New taxi and FHV drivers begin with one-year “probationary license” rather than full two-year license
 - Drivers must re-apply and TLC must re-review each driver just one year after initial application
 - Burden on drivers and TLC staff outweighs benefits of program
 - Probationary status does not make the discretionary revocation process any faster—bad actors remain subject to review immediately after a given bad act
- **Ongoing Monitoring not Subject to Change**
 - This rule change leaves the following efforts undisturbed:
 - Ongoing DMV record and serious crash monitoring, which triggers suspensions and revocations
 - Ongoing TLC violation monitoring, which triggers suspensions and revocations
 - Ongoing criminal record monitoring, which triggers Fitness Review and can result in suspension and revocation
 - Annual drug testing
 - Authority to call for a Fitness Hearing for any behavior calling into question driver’s ability to safely serve public
- **Proposed:**
 - Issue new applicants standard term driver license (which would be 3 years if these proposed rules pass)

Create Uniform 90-Day Window for Driver Renewal Requirements

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Current:

- Some renewal requirements can be completed at any time within 90 days of expiration date
- Others can only be completed within 30 days of expiration date
- Drivers must wait until the last minute to complete some requirements, leading to missed deadlines, worry that renewal license will not be received on time, and additional traffic at Licensing facility

Proposed:

- Align all licensing requirements to the same 90-day timetable, including
 - Submission of driving record
 - Completion of drug testing
 - Completion of license renewal courses
- Uniform window has been requested by drivers

Remove Cash Payment Option

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- **Current:** TLC accepts cash payment for fines and settlements; no cash for fees
 - ▣ Unnecessary risk of handling cash for licensees and employees
 - ▣ Payment for fines and settlements is the last and only area in which the TLC accepts cash as a payment; in all other areas the industry has already adapted to cashless payment
- **Proposed:** Remove cash payment option
 - ▣ Licensees can still pay by
 - Credit card
 - Debit card
 - E-check
 - Bank or certified checks
 - Corporate checks
 - Money Orders

Re-Design Driver Protection Act Marking

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Current: Driver Protection Act requires signs in taxis and FHVs noting penalties for assaulting drivers; current stickers are small

ATTENTION: Assaulting A Driver Is Punishable By Up To Twenty-Five Years in Prison

Re-Design Driver Protection Act Marking

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- **Proposed:**
 - Increase size and re-design the markings to make them more noticeable



- Allow an optional sticker viewable from outside the window



Allow Bases to Act on Behalf of Green Taxi (“SHL”) Owners

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□ **Current:**

- Only SHL permit owners or officers in corporate entity that owns permit can conduct business related to SHL permit
- Some permit holders want to allow others to act on their behalf

□ **Proposed:**

- Allow SHL permit owners to authorize SHL base to conduct their business
- Bases are logical choice because of existing business relationships with owners
- SHL base authorized by SHL permit owner could, among other things:
 - Change vehicle affiliated with permit
 - Remove rate card from storage
- Provides convenience to owners who want to let others conduct their business, similar to Agent system in yellow taxi industry

Providing Out-of-State Abstracts

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□ **Current:**

- Driver applicants with out-of-state driver's license must submit abstract of driving record from state that issued their driver's license

□ **Proposed:**

- Also require an out-of-state abstract where the applicant has only recently (within the last two years of the date of application) obtained a NY driver's license after being licensed in another state
- Ensures TLC has enough information about driving history to evaluate fitness to transport public

Require E-Mail Addresses

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□ **Current:**

- Some TLC licensees are required to provide e-mail addresses and others are not
- TLC cannot communicate with all licensees via e-mail, even as all segments are adopting technology and smartphones

□ **Proposed:**

- Require all TLC licensees to file e-mail address with TLC at new or renewal application
- Streamlines communication with licensees and reduces delays in sharing information that come from reliance on snail mail