

**Regulatory Agenda
Of the New York City Taxi and Limousine Commission**

Fiscal Year Ending June 30, 2016

Pursuant to Section 1042 of the Charter of the City of New York, the New York City Taxi and Limousine Commission (“TLC”) hereby publishes a Regulatory Agenda for the Fiscal Year ending June 30, 2016. This Regulatory Agenda describes briefly the subject areas in which it is anticipated that rules may be promulgated during the fiscal year.

The legal basis for each proposed rule is the authority conferred to the TLC pursuant to chapter 65 of the City Charter and Title 19, Chapter 5 of the Administrative Code of the City of New York, which confer upon the Commission the authority to promulgate rules relating to public safety, comfort and convenience, standards and conditions of service, the issuance, suspension and revocation of licenses, and the development of a transportation policy relating to for-hire vehicles and taxicabs.

The individuals and entities likely to be subject to the proposed rules are the owners and drivers of licensed medallion taxicabs, for-hire vehicles, and commuter vans; the owners of bases dispatching for-hire vehicles and commuter vans; taxicab brokers; taxicab agents; and taximeter businesses.

An agency official knowledgeable about the subject area of each proposal is:

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1. Add TLC Branding to Commuter Vans

In November 2014, the Commission adopted a pilot program to test license markings on licensed commuter vans. Similar to the “T” found on yellow and green taxis, licensed operators could install a special “Commuter” marking on their vans. In less than six months, 87% of commuter van operators had added the marking to their vans voluntarily. TLC seeks to make this successful pilot program permanent through rulemaking.

2. Expand Fleet and Access to Wheelchair Accessible Taxis

Building upon the accessibility rules adopted last year, which will result in a 50% accessible taxi fleet by 2020, the TLC seeks to adopt additional rules that will improve access to wheelchair accessible taxis. In May, the Commission published a Request for Proposals to identify a vendor for a Citywide Accessible Dispatch program in order to expand the Manhattan program that exists today. Rules implementing this program will be introduced after a vendor has been selected. Later this year, the Commission expects to adopt rules that will codify distribution of the 30-cent improvement surcharge assessed on all yellow and green taxi trips.

3. Standardize Penalties for Licensees that Fail to Comply with the Commission

As the regulator of taxi and for-hire transportation, the TLC often issues directives to licensees to ensure they comply with existing rules and regulations. Failure to comply with a directive can result in a summons. Today the penalty for not complying with a directive is higher for vehicle owners than it is for base owners. The Commission will propose rules standardizing penalties for bases and vehicle owners that fail to cooperate with a directive.

4. Encourage Completion of Distracted Driving Course More Quickly

The TLC seeks to modify its rules and streamline the process for when drivers found guilty of using an electronic device must take a defensive driving course. To discourage distracted driving, the penalties for being found guilty of using an electronic device while a vehicle is in motion includes a fine, TLC points, and a possible suspension. The TLC seeks to propose rules requiring the driver to show proof of completion of the course within sixty days of conviction before moving toward suspension. Should the rule change be adopted, the TLC would issue a directive to the driver when notified of the conviction instead after the sixty-day time period.

5. Improve the Vehicle Inspection Process

Existing regulations allow a vehicle owner only four attempts to have a vehicle pass inspection within a sixty-day time period. The TLC seeks to remove the restriction and allow an owner to have his or her vehicle inspected as many times as needed during the same time period. Making this change will also improve business processes as only one compliance date will need to be tracked and monitored.

6. Streamline Process for Licensees Who Submit Late Drug Test Results

The Commission seeks to propose rules that will revise the procedure for imposing fines on taxi and for-hire vehicle drivers who fail to take their drug tests on time. We seek to streamline the

process and impose a penalty when the suspension is first placed on the license. This rule change will expedite the process for both the Licensing Division and licensees.

7. Base and Vehicle Affiliation

In order to be consistent across license types, the Commission will propose rules governing affiliation of commuter vans with commuter van bases and paratransit vehicles with paratransit bases that are similar to the requirements of existing rules governing affiliation of for-hire vehicles with for-hire vehicle bases. Furthermore, the Commission intends to propose rules for revocation of commuter van or paratransit base licenses when certain offenses accumulate.

8. Include Commuter Van and Paratransit Drivers in Persistent Violator Rules

The persistent violator program, a TLC program to ensure drivers comply with our rules and regulations, is only in effect for taxicab and for-hire vehicle drivers. We seek to propose similar rules for commuter van and paratransit drivers so all licensees are part of the same program.

9. TPEP and LPEP Rules

The Commission will continue to engage with drivers, fleets, and authorized T/LPEP providers regarding the in-vehicle technology systems and evaluate their feedback. To stay up to date with new technologies and incorporate lessons learned over the duration of the program, the Commission will update the authorized provider rules as needed.

10. Email Address Rules

As the Commission makes more licensing and business functions available online, the Commission seeks to make email the main form of communication to licensees. As such, the Commission is considering adopting rules that would require all drivers, commuter van owners, and paratransit owners to submit an email address for licensing communications.

11. Street Hail Livery Agents

The Commission is considering rules that would create agents for the Street Hail Livery (SHL) sector. These agents could act on behalf of SHL licensees, similar to the services agents provide to the Medallion industry.