

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

Fiscal Year Ending June 30, 2017

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, 2017. 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. Accessibility in the For-Hire Vehicle Sector

Following TLC initiatives to enhance accessibility in the taxi and street hail livery sectors, the TLC expects to propose rules to enhance accessible service in the for-hire sector comprised of liveries, black cars, and luxury limousines.

2. Expand 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. After a contract with the vendor is completed, the Commission expects to adopt rules expanding the current dispatch program to all five boroughs of the City.

3. Penalty Revisions

As the regulator of taxi and for-hire transportation, the TLC periodically reviews penalties to help make sure that penalty levels for certain offenses are appropriate and that penalties for similar violations are similar. Following a review undertaken by the Commission's legal and policy divisions, the Commission will propose rules to implement recommendations.

4. 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.

5. Rules to help prevent driving while fatigued.

As part of the Commission's ongoing effort to enhance passenger and traffic safety, the Commission is evaluating proposals to reduce the possibility that drivers are operating for hire while unreasonably fatigued. The Commission intends to propose rules to help further that end.

6. Rules implementing universal driver license provisions of local law.

Following the enactment of local law 51 of 2016 which was signed into law on April 21, 2016, which combines Commission-issued taxi and for-hire driver licenses into a single license which can be used to drive any licensed taxi or for-hire vehicle, the Commission intends to propose rules to streamline the driver licensing process to reflect the new license.

7. Rules implementing street hail livery fund disbursements.

Following the start of payments from the taxi improvement fund in 2016, the Commission intends to propose rules providing for distributions to owners and drivers of street hail liveries from the street hail livery improvement fund in 2017.