

NEW YORK CITY TAXI AND LIMOUSINE COMMISSION

USED TAXI VEHICLE PILOT PROGRAM AMENDMENT

April 21, 2016

On January 29, 2015, the New York City Taxi and Limousine Commission (“Commission” or “TLC”) approved by resolution the Used Taxi Vehicle Pilot Program (“Pilot Program”), pursuant to section 2303(b)(9) of the New York City Charter and section 52-27 of the Commission’s rules, to test the use of used vehicles as taxicabs (“Used Vehicles”).

The Commission hereby approves this amendment (“Amendment”) to the Pilot Program resolution to further test and evaluate the use of Used Vehicles as taxicabs. This Amendment extends the Pilot Program by twelve (12) additional months. Additionally, this Amendment provides Taxicab Improvement Fund (“TIF”) assistance for the hack-up and operation of Used Vehicles that are Wheelchair Accessible.

Wheelchair Accessible Used Vehicles

Any Medallion Owner, including those required to Hack-up a wheelchair accessible vehicle (“WAV”), may choose to Hack-up a used WAV (“Used WAV”).<sup>1,2</sup> Owners enrolled in TIF and otherwise eligible pursuant to TLC Rule 58-50(j) may receive financial assistance to Hack-up and operate Used WAVs through this Pilot Program.<sup>3</sup> Although the operational and Driver payment amounts specified in 58-50(j) will remain unchanged, for those vehicles entering through this Pilot Program the \$14,000 Hack-up payment will be prorated based on the age of the Used WAV. Specifically, enrolled and eligible Owners Hacking-up a one-year-old WAV will receive \$10,500, while those Hacking-up a two-year-old WAV will receive \$7,000.

This Amendment amends the Used Taxi Vehicle Pilot Program resolution as follows:

1. Section 1 is amended to read as follows:

The Pilot Program will commence on the date on which the first Participant Used Vehicle is put into service and will continue for a maximum of 24 consecutive months. The Chairperson can terminate the Pilot Program at any time.

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<sup>1</sup> If the Used WAV was previously in service as a Street Hail Livery and subject to the 3-year operational requirement of an Accessible Street Hail Livery Grant Agreement, TLC will permit the Owner of the Used WAV to participate in the Pilot Program only after repayment of the grant amount as determined by TLC based on the number of months the WAV was in service as a Street Hail Livery.

<sup>2</sup> Unrestricted Medallion Owners wishing to Hack-up a Used WAV that is not a NV200 accessible taxicab must first request and receive a waiver to Hack-up an accessible vehicle other than the NV200 accessible taxicab.

<sup>3</sup> As provided in TLC rule 58-50(j)(1)(i) and 58-50(j)(2)(i), a Medallion Owner will not receive Hack-up assistance if (a) the Owner previously received a Hack-up payment in the current WAV-requirement cycle or (b) the vehicle previously received a TIF Hack-up payment.

2. Section 6(c)(iii) and 6(c)(iv) are amended and a new 6(c)(v) is added to read as follows:
  - iii. The Used Vehicle passed all prior inspections required by TLC;
  - iv. The Used Vehicle is an approved Taxicab Model on the date the MOU is submitted to the Commission; and
  - v. The Used Vehicle is not subject to the three-year operational requirement of an Accessible Street Hail Livery Grant Agreement.
3. Sections 7(a), 7(b), 7(c) and 7(d) are re-lettered 7(d), 7(e), 7(f) and 7(g), respectively, and new 7(a), 7(b) and 7(c) are added to read as follows:
  - a. 58-50(b);
  - b. 58-50(j)(1)(i), to the extent the Hack-up subsidy payments will be reduced to \$10,500 for one-year-old Used WAVs and \$7,000 for two-year-old Used WAVs, measured as the years between the calendar year when the MOU is submitted and the model year designated by the vehicle manufacturer;
  - c. 58-50(j)(2)(i), to the extent the Hack-up subsidy payments will be reduced to \$10,500 for one-year-old Used WAVs and \$7,000 for two-year-old Used WAVs, measured as the years between the calendar year when the MOU is submitted and the model year designated by the vehicle manufacturer
  - d. 67-06(b);
  - e. 67-06(d), but only for the purpose of purchase and Hack-up of a Used Vehicle by a Participant;
  - f. 67-08(b)(1); and
  - g. 67-18 and 67-19, to the extent that the vehicle retirement dates will be reduced by the age of the Used Vehicle (see 8.a below).