

## NEW YORK CITY TAXI AND LIMOUSINE COMMISSION

### **Notice of Public Hearing and Opportunity to Comment on Proposed Rules**

**What are we proposing?** The Taxi and Limousine Commission (“TLC”) is proposing to amend its rules to adjust the minimum per-mile rate for high-volume for-hire vehicle trips that begin in New York City and end outside of New York City.

**When and where is the Hearing?** TLC will hold a public hearing on the proposed rule. The public hearing will take place at 10:00 am on September 3, 2025. The public hearing will be held online using Zoom. There will be no in person public hearing. The public hearing will be livestreamed on TLC’s website at [www.nyc.gov/tlc](http://www.nyc.gov/tlc). To participate in the public hearing, please e-mail the TLC at [tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov) or call TLC at 212-676-1135 by September 2, 2025. After you have signed up to speak, TLC will provide you with a Zoom URL to enter in on your computer or dial-in via phone number if you prefer to call in.

**How do I comment on the proposed rules?** Anyone can comment on the proposed rules by:

- **Website.** You can submit comments to the Taxi and Limousine Commission through the NYC rules website at [www.nyc.gov/nycrules](http://www.nyc.gov/nycrules).
- **Email.** You can email comments to [tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov).
- **Mail.** You can mail comments to the Taxi and Limousine Commission, Office of Legal Affairs, 33 Beaver Street – 22nd Floor, New York, NY 10004.
- **Fax.** You can fax comments to the TLC at 212-313-3027.
- **By speaking at the hearing.** To sign up to speak and provide testimony, you must e-mail the TLC at [tlcrules@tlc.nyc.gov](mailto:tlcrules@tlc.nyc.gov) or call 212-676-1135 by 5:00 p.m. on September 2, 2025. Speakers will not be able to sign up to testify the day of the hearing. Those who did not sign-up in advance to testify are welcome to view the live-stream of the meeting on TLC’s website. Please note that the hearing is for accepting oral testimony only and is not held in a “Question and Answer” format.

**Is there a deadline to submit written comments?** Yes, you must submit written comments by September 3, 2025.

**Do you need assistance to participate in the Hearing?** You must tell the Office of Legal Affairs if you need a reasonable accommodation of a disability at the Hearing. You must tell us if you need a sign language interpreter. You can tell us by mail at the address given above. You may also tell us by telephone at 212-676-1135. You must tell us by September 2, 2025. This location has the following accessibility option(s) available: Simultaneous transcription for people who are deaf or hard of hearing and audio only access.

**Can I review the comments made on the proposed rules?** You can review the comments made online on the proposed rules by going to the website at [www.nyc.gov/nycrules](http://www.nyc.gov/nycrules). A few days after the hearing, copies of all comments submitted online, copies of all written comments, and a summary of oral comments concerning the proposed rule will be available to the public at the Office of Legal Affairs.

**What authorizes the Commission to make this rule?** Sections 1043 and 2303 of the City Charter and Section 19-503 of the New York City Administrative Code authorize the Commission to make this proposed rule. This proposed rule was not included in TLC’s regulatory agenda for fiscal year 2024 because it was not contemplated when the Commission published the agenda.

**Where can I find the Commission’s rules?** The Commission’s rules are in Title 35 of the Rules of the City of New York.

**What rules govern the rulemaking process?** TLC must meet the requirements of Section 1043 of the City Charter when creating or changing rules. This notice is made according to the requirements of Section 1043 of the City Charter.

### **Statement of Basis and Purpose**

TLC is proposing rules amending its per-trip driver pay for trips dispatched by high-volume for-hire services (HVs). Specifically, these proposed rules adjust the minimum per-mile rate for trips that begin in New York City (“City”) and end outside of the City that was adopted by the Commission in June 2025.

TLC recently amended its rules governing minimum per-trip driver pay for trips dispatched by HVs.<sup>1</sup> To address comments received related to an assumption in the original rule proposal that gas-powered and electric vehicles are fully depreciated at the end of a typical vehicle loan term and hold minimal residual resale value, TLC worked with Dr. James Parrott to estimate the trade-in value of older vehicles and incorporate these values into the expense factors for owned vehicles on an amortized basis.<sup>2</sup> Whereas the original proposal estimated expenses for drivers of non-wheelchair accessible vehicles (WAVs) at \$0.879 per mile, the promulgated rules included a revised expense factor of \$0.850 per mile for non-WAVs after accounting for a vehicle’s estimated residual value.

Consistent with the longstanding structure of TLC’s pay rules for trips dispatched by HVs, per-mile and per-minute rates are adjusted by a utilization rate (UR) to account for a driver’s total working time. For trips that begin in New York City and end outside of the City, TLC scales out-of-town rates using a flat 50% UR for the miles and minutes traveled outside of the City. In the rules adopted in June 2025, TLC did not apply the 50% UR adjustment to the revised per-mile expense factor when determining the out-of-town minimum rate. This proposed rule addresses that

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<sup>1</sup> Promulgated rules available at [https://www.nyc.gov/assets/tlc/downloads/pdf/driver\\_pay\\_rules\\_6\\_6\\_25.pdf](https://www.nyc.gov/assets/tlc/downloads/pdf/driver_pay_rules_6_6_25.pdf).

<sup>2</sup> A supplemental report detailing the analysis of residual values is available at:  
[https://www.nyc.gov/assets/tlc/downloads/pdf/driver\\_supplemental\\_report.pdf](https://www.nyc.gov/assets/tlc/downloads/pdf/driver_supplemental_report.pdf)

problem by recalculating the out-of-town per-mile rate for non-WAVs, applying the revised expense factor of \$0.850 per mile and incorporating a 50% UR adjustment. This results in an updated out-of-town minimum of \$1.700 per mile for non-WAVs.

This rule is authorized by Sections 1043 and 2303 of the City Charter and Section 19-503 of the New York City Administrative Code.

New material is underlined. Deleted material is shown in [brackets].

The text of the proposed rule follows below.

§ 1. Paragraph (1) of subdivision (a) of section 59D-22 of Title 35 of the Rules of the City of New York is amended to read as follows:

- (1) Per Mile Rate. For each mile a Driver transports a Passenger in the City on a trip dispatched by the High-Volume For-Hire Service, the High-Volume For-Hire Service must pay the Driver no less than \$0.850 per mile for a trip dispatched to a Vehicle that is not an Accessible Vehicle and \$1.061 for a trip dispatched to an Accessible Vehicle, divided by the High-Volume For-Hire Service's Utilization Rate, and for trips that begin in the City but end outside of the City, the Base must pay the Driver no less than [\$1.758] \$1.700 per mile for a trip dispatched to a vehicle that is not an Accessible Vehicle and no less than \$2.122 per mile for a trip dispatched to an Accessible Vehicle for each mile a Driver transports a Passenger outside of the City; and

**NEW YORK CITY LAW DEPARTMENT  
DIVISION OF LEGAL COUNSEL  
100 CHURCH STREET  
NEW YORK, NY 10007  
212-356-4028**

**CERTIFICATION PURSUANT TO  
CHARTER §1043(d)**

**RULE TITLE:** Further Amendment of Rules Relating to Minimum Pay for High Volume For-Hire Vehicle Drivers

**REFERENCE NUMBER:** 2025 RG 062

**RULEMAKING AGENCY:** Taxi & Limousine Commission

I certify that this office has reviewed the above-referenced proposed rule as required by section 1043(d) of the New York City Charter, and that the above-referenced proposed rule:

- (i) is drafted so as to accomplish the purpose of the authorizing provisions of law;
- (ii) is not in conflict with other applicable rules;
- (iii) to the extent practicable and appropriate, is narrowly drawn to achieve its stated purpose; and
- (iv) to the extent practicable and appropriate, contains a statement of basis and purpose that provides a clear explanation of the rule and the requirements imposed by the rule.

/s/ STEVEN GOULDEN  
Senior Counsel

Date: July 16, 2025

**NEW YORK CITY MAYOR'S OFFICE OF OPERATIONS  
253 BROADWAY, 10<sup>th</sup> FLOOR  
NEW YORK, NY 10007  
212-788-1400**

**CERTIFICATION / ANALYSIS  
PURSUANT TO CHARTER SECTION 1043(d)**

**RULE TITLE: Further Amendment of Rules Relating to Minimum Pay for High Volume  
For-Hire Vehicle Drivers**

**REFERENCE NUMBER: TLC-160**

**RULEMAKING AGENCY: Taxi and Limousine Commission**

I certify that this office has analyzed the proposed rule referenced above as required by Section 1043(d) of the New York City Charter, and that the proposed rule referenced above:

- (i) Is understandable and written in plain language for the discrete regulated community or communities;
- (ii) Minimizes compliance costs for the discrete regulated community or communities consistent with achieving the stated purpose of the rule; and
- (iii) Does not provide a cure period because it does not establish a violation, modification of a violation, or modification of the penalties associated with a violation.

/s/ Francisco X. Navarro  
Mayor's Office of Operations

July 16, 2025  
Date