

**Testimony of Chair and Commissioner David Do
New York City Taxi and Limousine Commission
Before the City Council Committee on Transportation and Infrastructure
Oversight - TLC – Commuter Vans, For-Hire Vehicles, and
Licensing in NYC’s Evolving Transportation Landscape
September 15, 2025**

Good morning, honorable Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am joined today by Taxi and Limousine Commission General Counsel Sherryl Eluto and Deputy Commissioner for Policy and Community Affairs James DiGiovanni. The for-hire transportation sector has been rapidly changing, and my testimony today will provide a snapshot of the state of the industry, important developments since the last hearing, and address the five bills on the agenda. Our sister agencies, the Department of Transportation and the Office of Technology and Innovation, will discuss three of these bills in more detail.

TLC-licensed vehicles continue to move New Yorkers 24 hours a day, 365 days a year. We are not only the city that never sleeps but also the city that never stops moving, made possible by nearly 178,000 TLC-licensed drivers. Every minute, there are on average 612 trips, and this has translated into 158 million trips through the first half of this year, compared to the 151 million trips that were completed in the first six months of 2024. As of June, there were cumulatively 121 million ride-hail trips, 24 million yellow taxi trips, and about 12 million for-hire vehicle trips.

These trips are more accessible than ever. This June, TLC achieved 50% accessibility of the city’s active yellow taxi fleet. As Commissioner Christina Curry of the Mayor’s Office for People with Disabilities stated, “For the disability community, this progress means more than just numbers; it translates into greater independence, reduced isolation, and better access to work, school, healthcare, and everyday life.” If you include the more than 7,400 for-hire vehicles that are also wheelchair accessible, the TLC’s 13,000-strong wheelchair-accessible vehicle fleet is by far the most accessible in the nation.

The robustness of the overall industry is mirrored in the for-hire vehicle sector. At the beginning of the year there were 782 bases compared to 728 at the beginning of 2024. Trip volumes for livery, black car, and luxury limousine bases, as well as high-volume bases, continue to show strong performance in comparison to 2019 levels. Within the for-hire vehicle sector, TLC began implementing the state-authorized COVID-19 Livery Vehicle Recovery Act on April 15, 2025.

The high-volume for-hire vehicle sector also remains in good health. In June, this sector completed approximately 20 million trips, a similar number to June 2024. Lyft and Uber continue to dispatch about 20% of trips to electric and wheelchair-accessible vehicles, exceeding the current 15% Green Rides baseline for 2025. I mentioned earlier in the year that TLC was in the process of amending its first-in-the-nation driver pay rules for ride-hail drivers, authorized by Local Law 150 of 2018. Before these rules were implemented, 85% of drivers in this sector were earning less than the equivalent minimum wage. In

June, TLC adopted amended rules, reaffirming our commitment to improving the economic security of licensees in this sector. For a sample trip of 7.5 miles and 30 minutes, the minimum per-trip payment is approximately \$29, an overall increase of approximately 5% compared to the 2024 rates and 26% compared to the original 2019 rates. As part of these amendments, TLC updated the per-mile rate to account for increases in driver expenses. Crucially, the new rules also limit the ability of Uber and Lyft to lock drivers out of their platforms. Under our new regulations, they must now provide at least 72 hours' notice before denying access, and they must allow those drivers to accept dispatches for at least 16 hours once they're back on. I want to thank the TLC staff, advocates, researchers, and licensees who helped get this rule package to the finish line.

Turning to commuter vans, the industry continues its slow but steady recovery. There are now 51 licensed vans compared to 38 at the beginning of the year. This progress is partially thanks to Empire State Development's Commuter Van Stabilization Program, which provides funding to help offset the cost of insurance and vehicle safety upgrades. Additionally, licensed vans continue to operate safely. Of the 66 safety-related violations issued to commuter vans in calendar year 2024, only 7 were issued to licensed owners and drivers. Only 2 licensed vans experienced collisions, with no reported injuries. This contrasts with the unlicensed vans, which unfairly compete with licensed vans and are not inspected for safety. TLC continues to conduct joint operations with NYPD against these illegal operators—9 operations in Brooklyn and Queens in 2025, with more in the works. Enforcement lays the foundation for a safe and healthy industry, and we continue to recruit, onboard, and hire new officers. We currently have 114 officers and just this morning initiated another class of 34 cadets.

We are also working to expeditiously implement local laws recently adopted by the Council. Local Law 78, sponsored by Council Member Gutiérrez, mandates that all taxis and FHV's display decals warning of the deadly practice of "dooring," or opening a car door without checking for approaching cyclists. TLC previously provided this decal to drivers for free, but it wasn't mandatory. I'm happy to inform you that we've secured enough free decals for all licensed taxis and FHV's, and on September 3rd we held a public hearing on amended rules to implement this new law. At the same hearing, we also introduced rules to implement Local Law 90, sponsored by Councilmember De La Rosa, changing the maximum required personal injury protection or no-fault insurance coverage to 200% of the state level, or \$100,000. This aligns with Mayor Adams's goal to reduce costs for working families while also ensuring that for-hire drivers and passengers still have the highest personal injury protection in the state.

Lastly, I want to bring your attention to the bills on today's agenda.

Introduction 139 of 2024, sponsored by Chair Brooks-Powers, increases TLC's Board of Commissioners from nine to eleven members, requiring the two additional commissioners to hold valid TLC driver licenses. Since this proposal alters the composition of the Commission, we have asked the Law Department to review this bill for any legal concerns. Respectfully, we've opposed this for many years, as asking

commissioners to regulate the very industry they make their living from is not appropriate, given that the Commission regularly considers items relating to penalties, driver pay, safety standards, and other topics that directly impact licensed drivers and the riding public. Commissioners must be impartial, which could be challenging for a licensee. As such, we encourage the Council to fill the existing vacancy on the Commission with a candidate who has past TLC-related experience, rather than an active licensee. We already have one such experienced commissioner, Paul Bader, who brings his years of work as a licensed driver to bear on every vote.

We appreciate the goal of ensuring that drivers' views are considered in TLC decision-making, and we are always ready to work with you to ensure that drivers have an opportunity to make their voices heard. Since this legislation was first introduced, we've invested heavily in understanding the driver experience. From surveying nearly 7,000 drivers to guide our pay rules, to the Medallion Relief Program, to establishing the Owner Driver Resource Center and Driver Protection Unit, TLC has made drivers a priority. I won't pretend to know what it's like to be a full-time driver, but I underwent the TLC's licensing process myself, and I periodically drive taxis and FHV's to better understand driver needs without collecting fares or tips.

Introduction 1347 of 2025 requires the TLC, Department of Transportation, and Police Department to develop a checklist of laws, rules, and regulations, and for officers to use this list during commuter van enforcement operations. Enforcement across all sectors is a top concern for TLC, and our van enforcement figures reflect that. In 2025, TLC issued 113 summonses to unlicensed commuter vans, significantly more than the 59 issued in 2024. However, this bill would make enforcement against unlicensed vans more difficult and likely impede future progress. Our trained officers already check for all applicable violations. Requiring them to go through a lengthy physical checklist during a stop will add unnecessary time and steps as more illegal vans pass by. In effect, the administrative burden would outweigh any real gains.

Introduction 115 of 2024, sponsored by Council Member Avilés, requires the Office of Technology and Innovation to create a mobile application that provides users with real-time information about electric vehicle charging stations. Our Green Rides Initiative has increased charging demand from TLC drivers, and more than 300 new fast charger plugs have been added in New York City since our *Electrification in Motion* report was released, but a new, city-run application would be an incredibly costly duplicate of tools that already exist. EV owners can already access a myriad of charging apps. There are government tools like the Alternative Fueling Station Locator from the U.S. Department of Energy and map apps like Waze, Apple, and Google Maps, which list charging stations. A duplicative app would require continuous funding and resources to maintain, with little additional utility.

Introduction 1000 of 2024, sponsored by Council Member Brannan, allows for-hire vehicles to park or stand in commercial parking meter areas for a limited time. We understand that relief areas are vital to the working conditions of our licensees, which is why we are working with the DOT and driver advocacy groups to expand the existing 112

relief stand locations, which allow drivers to park for up to one hour. This is a top priority for the Administration, and we are always looking for commitment and space from community stakeholders. I encourage the members of the committee to recommend additional locations to both TLC and DOT. At the same time, the Administration also recognizes that more dynamic curb management must not jeopardize access by commercial delivery trucks or parking meter operations. As TLC does not regulate signage, parking meters, or curb management, we defer to the DOT's position on this bill.

Introduction 1346 of 2025, also sponsored by Chair Brooks-Powers, requires the DOT to study commuter van service and produce a public report every four years. The Administration believes that a report would be useful for future policymaking and helpful for evaluating the industry's recovery. I want to thank the members of the Commuter Van Working Group, which was convened by the Chair, who helped to develop this bill. Since this legislation requires action from a separate agency, we again defer to the DOT's position on this bill.

Thank you for considering my testimony. As always, it is an honor to be invited into this chamber to discuss the work of TLC. I look forward to working with all the esteemed members of the Committee to develop legislation that ensures New York City continues to have the safest and most well-regulated for-hire vehicle industry in the entire country. I'm now happy to answer any questions.

**OFFICE OF TECHNOLOGY AND INNOVATION TESTIMONY BEFORE THE NEW
YORK CITY COUNCIL COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE**

**Oversight - TLC – Commuter Vans, For-Hire Vehicles, and Licensing in NYC’s Evolving
Transportation Landscape**

**Int 115-2024, a Local Law to amend the administrative code of the city of New York, in
relation to the creation of a mobile application that provides information about electric
vehicle charging stations.**

September 15, 2025

Good morning, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. Please accept this written testimony for **Introduction 115 of 2024** on behalf of the Office of Technology and Innovation (OTI).

This legislation, sponsored by Council Member Avilés, would require OTI to create a mobile application that provides users with real-time information about electric vehicle (EV) charging stations. A new application would be duplicative of available resources outside of government. There are already numerous tools available to help drivers locate charging stations, such as the Alternative Fueling Station Locator from the U.S. Department of Energy's Alternative Fuels Data Center, which shows electric vehicle charging stations across the United States by charging level, access type, and station. Private companies have also built websites and applications available to consumers, and some vehicles have built-in navigation that can direct drivers to the nearest charging station. Apps like Waze and Apple and Google Maps also provide charger location information.

If there remains a gap in information on charging that the private sector has not been able to fulfill, it is not clear that this legislation would provide what EV drivers need. Real-time information about the availability of chargers, to the extent it exists, would need to be shared by the companies that provide the service. Additionally, the city would need to build two applications: one for iOS, and another for Android, and would need to continue maintaining and updating the applications in perpetuity. This would be a costly endeavor that would provide information that is already easily available and accessible. We believe that taxpayer dollars would be better allocated towards other projects.

Thank you for the opportunity to submit our testimony today.

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NYC Department of Transportation Testimony Before the City Council Committee on Transportation and Infrastructure September 15, 2025

Introduction 1000 of 2024

As TLC states, DOT recognizes the critical role that relief stands play for the health of livery drivers. As mentioned, we are working with TLC to expand the number of locations for these relief stands. DOT is tasked with also making sure our streets function safely and efficiently. Part of this work is recognizing the need for a more dynamic curb. In recent years, we have implemented strategies to modify parking regulations to reflect current usages. As truck deliveries continue to grow across the city, this proposal weakens the efforts to better manage congestion on our streets. As written, Intro 1000 would displace delivery vehicles' access to the curb and increase the potential for those vehicles to double park. Additionally, Intro 1000 would require challenging reengineering of existing payment systems in coordination with the NYPD and the Department of Finance, which would create significant fiscal implications. We look forward to working with the sponsors, the TLC, and all stakeholders to identify additional relief stand locations.

Introduction 1346 of 2025

As TLC states, the commuter van industry serves an important facet of our urban transportation system as we address mobility and safety for all users of the public right-of-way. Since DOT provides a final recommendation to TLC on approval or rejection of requested commuter van authority and territory, we acknowledge the need to continue studying the evolution of commuter van service and operations. Our research estimates that commuter vans serve up to 70,000 riders daily who rely upon them, especially in minority and low-income communities largely in the outer-boroughs.

In 2018, DOT produced a citywide commuter van study to better understand the industry and its impact on the transportation network. This study provided insights to guide policymaking, with recommendations that have already been implemented including waiving the requirement for petitions and signatures before a new Van Authority can be recommended by DOT. Since then, there have been some changes to the industry's landscape: 1) Local Law 7 of 2017 capping the number of commuter van licenses to 735, and 2) the growth of the for-hire vehicle industry. A new study may have some modest benefits that assist TLC in making policies. We look forward to working with the committee and TLC to identify integral study goals that best suit this evolving sector.



JUMAANE D. WILLIAMS

**STATEMENT OF PUBLIC ADVOCATE JUMAANE D. WILLIAMS
TO THE NEW YORK CITY COUNCIL COMMITTEE ON SMALL BUSINESS AND NEW
YORK CITY COUNCIL COMMITTEE ON TRANSPORTATION & INFRASTRUCTURE
SEPTEMBER 15, 2025**

Good Morning,

My name is Jumaane D. Williams, the Public Advocate for the City of New York. Thank you to Chair Brooks-Powers and Committee members for holding this hearing.

As some of us may know, For-Hire Vehicles (FHVs) provide pre-arranged transportation throughout New York City and have trips arranged through Taxi and Limousine Commission (TLC) licensed bases. These bases accept trip requests from passengers, dispatch TLC licensed drivers in TLC licensed vehicles, and help to collect and pay taxes as well as provide benefits to drivers. More than 120,000 vehicles are licensed by TLC, including about 13,600 taxis and approximately 106,000 licensed FHVs.¹

Commuter Vans (CVs) are authorized to operate within specific areas, mostly in the Bronx, Queens, and Brooklyn, as they can accept street hails and are not required to operate on a pre-arranged basis.² The CV industry in NYC has faced obstacles with high insurance costs and regulations which has led to a drastic decrease in licensed vehicles and services³. The number of TLC affiliated commuter vans in service shrunk by 93% over the last five years⁴, from 215 to only 35 vehicles last reported as still being licensed to operate.⁵ Union representatives for MTA (Metropolitan Transportation Authority) Bus reported early this year that this decrease gave way to a boom of unlicensed commuter vans that clog bus stops and lanes, and have been causing additional traffic congestion since the midst of the pandemic.⁶

State mandated insurance coverage was identified as the key barrier drivers in the CV industry face, where premiums have been reported to cost as much as \$50,000 a year⁷. TLC has tried to preserve CVs by assisting with advocacy where possible, such as acquiring exemptions from the MTA Congestion Relief Zone toll for TLC-authorized commuter vans⁸

¹ [New York City Taxi and Limousine Commission - NYC TLC 2024 Annual Report](#)

² [NYC Taxi & Limousine Commission - Paratransit and Commuter Van Authority](#)

³ ["Dollar Vans See Lifeline in State Bill Easing Insurance Costs" -- The CITY](#)

⁴ ["Vans Vs. Buses: Swarm of Unlicensed Operators Battles MTA for Street Space and Commuters" -- The CITY](#)

⁵ [The New York City Council - Transportation & Infrastructure Committee Hearing - 9/27/24](#)

⁶ ["Vans Vs. Buses: Swarm of Unlicensed Operators Battles MTA for Street Space and Commuters" -- The CITY](#)

⁷ [New York for-hire vehicles and commuter vans to get captive programme](#)

⁸ [Commuter Bus Exemption Plan - MTA](#)

and collaborating with the New York City Police Department (NYPD) on catching illegal operators and seizing illegal vehicles ⁹.

TLC Commissioner Do reported to the City Council in September 2024 that the New York state legislature allocated \$11 million to the Commuter Van Stabilization Program. These funds are to be managed by Empire State Development (ESD), offering up to \$40,000 to eligible commuter van operators to assist with insurance costs as well as to reimburse safety equipment upgrades such as dashboard cameras and other driver assistance technology¹⁰. According to ESD, the Program's Administrator "will evaluate applications on a first-come, first-served model, according to the date by which a completed application is submitted"¹¹.

Representatives of the licensed commuter van drivers have shared that it is mostly drivers with out-of-state license plates or with a single plate who now outnumber them, especially after the beginning of the pandemic¹². The TLC reported to the Commuter Van Safety Study in June 2024 that they issued five summonses for traffic safety violations to licensed commuter vans, compared to 70 violations to unlicensed drivers in FY 2023¹³. As of July 2025, MTA buses with cameras can issue summonses that carry fines ranging up to \$250 for repeat offenders, but this is new so MTA has not yet aggregated data to provide numbers on how many CVs were penalized¹⁴. The city can tell from the NYPD, through data up to July 2025, that about 1100 violations have been related to bus lanes though the police have not been able to specify how many violations went to CVs¹⁵.

In NYC, all vehicles—including non-MTA buses, commuter vans, etc. —are generally prohibited from driving, standing, or parking in bus lanes during hours of operation. Vehicles that are legally considered buses can still receive violations for misusing bus lanes, though they receive specific exemptions. Therefore, I support [Int. 1346-2025](#) which requires the Department of Transportation (DOT) to have oversight with studying the CV industry and [Int. 1347-2025](#), as there is a continued need to enforce violations against unlicensed commuter vans.

Thank you

⁹ [Commuter Van Safety Study for Calendar Year 2024 - New York City Taxi & Limousine Commission](#)

¹⁰ [The New York City Council - Transportation & Infrastructure Committee Hearing - 9/27/24](#)

¹¹ [Empire State Development Commuter Van Stabilization Program Guidelines - Empire State Development](#)
¹² [Vans Vs. Buses: Swarm of Unlicensed Operators Battles MTA for Street Space and Commuters" -- The CITY](#)

¹³ [Report on the Fiscal 2026 Preliminary Plan and the Fiscal 2025 Preliminary Mayor's Management Report \(PMMR\) for the Taxi and Limousine Commission](#)

¹⁴ ["Automated Camera Enforcement Fines Begin July 18 on Two Manhattan Bus Routes" - MTA](#)

¹⁵ ["Moving Violations" - New York Police Department](#)

From: [Corey Bearak](#)
To: [Brooks-Powers, Selvena](#); [Testimony](#)
Cc: [Martin, Julian](#); [De La Rosa, Carmen](#); [Farias, Amanda](#); [Won, Julie](#); [Ariola, Joann](#); [District42](#); [Louis, Farah](#); [Narcisse, Mercedes](#)
Subject: [EXTERNAL] Final testimony: ATU Urges DOT, MTA, TLC, NYPD Enforcement Against Illegal Van Operations & Supports Intros 1346 & 1347; Testimony to City Council Committee on Transportation & Infrastructure
Date: Monday, September 15, 2025 8:30:50 PM

linked and below find complete testimony. Thank you for your interest.

[ATU Urges DOT, MTA, TLC, NYPD Enforcement Against Illegal Van Operations & Supports Intros 1346 & 1347](#); Testimony to City Council Committee on Transportation & Infrastructure by Luis Alzate, Amalgamated Transit Union (ATU) Local 1056 President and Business Agent & ATU NYS Legislative Conference Board Financial Secretary (Monday, September 15, 2025)

**ATU Urges DOT, MTA, TLC, NYPD Enforcement Against Illegal Van Operations & Supports Intros
1346 & 1347
Testimony
to
City Council Committee on Transportation & Infrastructure September 15, 2025
by
Luis Alzate, Amalgamated Transit Union (ATU) Local 1056 President and Business Agent & ATU
NYS Legislative Conference Board Financial Secretary**

Amalgamated Transit Union (ATU) thanks Majority Whip Selvena Brooks-Power and the Council Committee on Transportation and for Infrastructure for this opportunity to share ATU's ongoing concerns on the impact of vans that operate illegally on MTA bus service, particularly for the residents of Southeast Queens. I am Luis Alzate, ATU Local 1056 President and Business Agent and ATU NYS Legislative Conference Board Financial Secretary. I also deliver this testimony on behalf of Conference Board president Tom Mason and ATU Locals 726, 1179 and 1181 – all of our members serve the riding public.

ATU 1056 members – bus operators and mechanics – work for MTA New York City Transit's Queens Bus division with depots in Flushing (Casey Stengel), Jamaica and Queens Village.

ATU Local 726 represents bus operators and mechanics who work for MTA New York City Transit's Staten Island bus division.

ATU 1179 represents bus operators, mechanics and supervisors who work from the Far Rockaway and JFK Depots of the MTA Bus division (former Green Bus lines).

ATU Local 1181 represents bus operators and mechanics who work for the MTA Bus division (former Command Bus lines) in Brooklyn's Spring Creek Depot (and paratransit operators and Yellow School Bus drivers and escorts.

Statewide, the ATU represents more than 25,000 hard-working transit workers throughout ATU cities including Albany, Binghamton, Buffalo, New York City, Rochester, and Syracuse.

ATU remains concerned about efforts that would effectively allow commuter vans to replace bus public transit, especially in Southeast Queens.

ATU has frequently testified how vans licensed and unlicensed illegally and unsafely operate along bus routes and deprive the MTA of revenue that it can re-invest in bus service. This defacto privatization of public bus service in Southeast Queens especially impacts, students, our seniors, working people and bus riders who benefit from the Fair-Fares program.

Public transit serves as the lifeline for many New Yorkers to shop, see their doctor, attend worship services, visit family members, and do many of the things that enrich their lives.

Working families need safe, equitable and efficient transportation. More often than not, including in Queens, that means reliance on our existing bus public transit system operated by the MTA. Illegally operating vans – unlike MTA buses – remain ADA inaccessible and foster more congestion along bus routes and at already heavily congested bus and subway transit hubs; these vans often race along city streets putting all at risk and causing many pedestrian accidents.

ATU made these and other points at meets of the Commuter Van Working Group convened by committee chair Brooks-Powers.

Consistent with our points above, ATU 1056, our conference board and our sister MTA locals support Intros 1346 which aims to increase penalties for unlicensed van operations and require TLC, NYPD, and DOT to create a checklist of violations, including State violations, applicable to these unlicensed operations and then, when an enforcement officer stops an unlicensed van, require that the officer go through the checklist and impose the maximum financial penalty for any violations and 1347 which would require DOT, every four years, to study the commuter van industry, including ridership patterns, service areas, and commuter van stop locations. It would also include rider and operator surveys to better understand how commuter vans interact with the city's broader transit system. ATU recommends the study include enforcement.

Currently, if a van has a commuter van license but operates along a bus route and picks up and discharges passengers at bus stops, it operates ILLEGALLY. Few vans follow ANY rules.

Vans making illegal pickups in bus stops and along bus routes continue to be a major concern.

Bus ridership directly influences how the MTA deploys service along its existing bus routes.

To the extent that commuter van take riders from public transit, lawmakers perform a disservice to those bus riders who depend on MTA buses regularly operating on bus routes.

Thus, our public transit unions call on the Council to press City and State agencies to work together address the scourge of vans that operate unregulated, unlicensed or illegally – and unsafely – in many City communities including southeast Queens.

A majority of vans operate unregulated, unlicensed or illegally. These vehicles offer a commuting straphangers a dangerous alternative to MTA bus service. The van services already duplicate existing bus service provided by the MTA. Illegally operating vans prey on bus routes, picking up and discharging passengers at MTA bus stops.

So-called commuter vans, unreliable, often unsafe and many more times than not operating illegally, offer straphangers a dangerous alternative to MTA bus service. The City's woefully inadequate response to illegal, unregulated and unsafe vans allows these vans to ply bus routes, pick up passengers at bus stops and the subways, deprives the MTA of revenue it can reinvest to enhance bus service and reduces passenger

counts that the MTA uses to cut service.

The vans' operation *defacto* recreates the two-fare zones we fought to eliminate over 30 years ago.

The MTA and NYPD need to work with the TLC to address the outright theft of fares by these vans and the blatant disregard for regular vehicle traffic laws.

ATU also supports enforcement against UBER and LYFT; vehicles that operate outside the labor laws, it appears that no significant enforcement occurs where vans operate outside the law.

Unlike the drivers such as ATU (and TWU Local 100) members who operate MTA buses in Queens, drivers of vans face no requirement to maintain a Commercial Driver's License, receive no recurrent training, do not find themselves subject to drug testing and periodic medical evaluations while they race along city streets putting all at risk.

If a van has an operating license but operates along a bus route and picks up and discharges passengers at bus stops, it operates ILLEGALLY. Few vans follow ANY rules. The Council must work to make sure that NYPD and TLC, and not just intermittently, address this safety issue.

In conclusion ATU stands ready to work with the sponsors, the committee, its chair, and the Council to pass appropriate legislation to protect the riding public.

Thank you.

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Sent from my iPhone



New York City Council Hearing - Committee on Transportation and Infrastructure

September 15, 2025, 10:00 AM

Dear NYC Council Committee on Transportation and Infrastructure,

Thank you for the opportunity to submit testimony on Int 1000-2024, which would allow for-hire vehicles to park or stand in commercial parking meter areas for up to thirty minutes, four times per day.

My name is Anna Humphrey, and I am the Transportation and Voting Community Organizer for the Center for Independence of the Disabled, New York (CIDNY). As an advocate who works closely with New Yorkers with disabilities who rely on Access-A-Ride (AAR), I want to recognize that this bill could be a helpful tool for AAR drivers. Having the ability to use commercial parking spaces would give drivers safer, more accessible places to pull over for passenger pick-ups and drop-offs, which is especially important for riders who need extra time or space to board.

At the same time, we have concerns about implementation. Thirty minutes, four times per day is a significant allowance, and most for-hire vehicle passengers without disabilities do not require nearly that much time to get in or out of a car. This creates the risk that non-AAR or other non-Wheelchair Accessible Vehicle (WAV) for-hire drivers will use this privilege as a matter of convenience, taking up already scarce curb space and leaving fewer options for AAR vehicles and other WAVs. This would undermine the accessibility benefits this bill could potentially provide.

CIDNY urges the NYC Council to explore ways to ensure that AAR drivers can fully access this benefit, whether through prioritization, restrictions on usage by non-AAR affiliated drivers, or clearer enforcement methods. With these guidelines, the bill could deliver real improvements for riders who rely on AAR without unintentionally reducing access.

This testimony is supported by Sharon McLennon-Wier, Ph.D., MEd., CRC, LMHC, Executive Director for CIDNY. Thank you for your consideration.

Sincerely,

Anna Humphrey

Transportation and Voting Community Organizer

Center for Independence of the Disabled, New York (CIDNY)



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Commuter Van Association of New York, Inc.

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Date: September 15, 2025

Testimony

To: Hon. Selvena Brooks-Powers
Chairwoman Committee Transportation & Infrastructure
New York City Council

From: Hector B. Ricketts, President
Commuter Van Association of N.Y.

Good day Chairwoman Brooks-Powers & members of the Transportation & Infrastructure Committee,

Thank you for the opportunity to testify on this bill, INTRO 1347, to increase penalty on illegally/unauthorized commuter van activity in New York City. I am Hector Ricketts, President of the Commuter Van Association of New York. Our Board of Directors and membership unanimously applaud/support any and all measures to eliminate illegal/unauthorized commuter van activity in our city. It will enhance safety, reinforce the rule of law and will allow legally authorized commuter van service to thrive, by providing safe, reliable and cost-effective transportation to our communities. Our association, however, does not think that this bill should be supported as a Stand-Alone Bill.

If our legislators are serious about solving a serious problem, they should couple this bill, INTRO 1347 on illegal commuter van enforcement with Bill INTRO 939, Street Hail Privileges for Commuter Vans. This then would be a brilliant solution for a decades old problem for the commuter van industry. Should you proceed with this bill, to enhance enforcement of illegal vans without simultaneously addressing street hail privilege, you will essentially put every legally/authorized commuter van out of business. You see, every major thoroughfare in our city is a bus route and further, the city has the authority to reroute/change any street to become a bus route. What is even more troubling, is that all the other for hire/livery vehicles, **Green & Yellow Taxi, Uber, Lyft, Ambulettes, Limousines, Black Cars**, can operate on the bus routes. The only prohibition is imposed on the commuter van. This is discriminatory and should be corrected immediately. We have raised these issues numerous times in discussions and had the understanding that our concerns were shared by our legislators. Another approach could be the city **grandfathering currently licensed commuter van services with street hail privilege. There is precedent** for this, and it should be used for existing authorized commuter van companies.

Based on the above, we are kindly asking that you do not support this bill as is, but instead, **couple it with INTRO 939 for passage** as a significant solution to a chronic problem. Our association remains available to discuss this matter further with you at your convenience.

Regards,
Hector B. Ricketts BS, MA
President



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Testimony to the City Council regarding hearing on
September 15th, 2025, on Commercial Vans

I am Jean Ryan, president of Disabled In Action of
Metropolitan New York and I am a wheelchair user. We
have members with all different disabilities.

It boggles my mind how city and state entities are ok
with subsidizing and approving and expanding commuter
vans when they are not accessible to wheelchair users
and most likely other people with mobility disabilities.

The topic keeps coming up, especially the vans which
stop in bus stops. Many are not in transportation deserts,
but they go where people want them to go between
neighborhoods for convenience sake and they are cheap.

So why aren't they accessible? DIA's former president testified about this years ago because the vans would be convenient for him if he could get into one instead of having to take a long circuitous route to visit his friend.

Where is the political will for fairness and accessibility? I'm sure neighborhoods with commuter vans have people with mobility disabilities in them.

Sincerely,

Jean Ryan

President

Disabled In Action of Metropolitan NY and a member of
TaxisForAll

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Downstate New York



Downstate New York ADAPT
Website: dnyadapt.com

September 17, 2025

Council Member Selvena N. Brooks-Powers
Chair

New York City Council Committee On Transportation
And Infrastructure

Sent Online at <https://council.nyc.gov/testify/>

Emailed to: testimony@council.nyc.gov

Copy emailed to: Julian Martin, Policy Director at
jmartin@council.nyc.gov

Re: T2025-3940, Oversight - TLC - Commuter Vans,
For-Hire Vehicles, and Licensing in New York City's
Evolving Transportation Landscape, Int. 1346-2025, and
Int. 0115-2024

Dear Chair Brooks-Powers;

Downstate New York ADAPT, a grassroots, non-hierarchical community of people with all types of disabilities advocating for the civil rights of people with disabilities, including, but not limited to, the right to live and fully participate in the larger community, submits these comments with respect to T2025-3940, Int. 1346-2025, and Int. 0115-2024.

With respect to T2025-3940, Oversight - TLC - Commuter Vans, For-Hire Vehicles and Licensing in New York City's Evolving Transportation Landscape, it should be the position of the City Council that any and all commuter vans, for-hire vehicles, and other transportation vehicles considered for licensing in New York City be accessible to all New Yorkers, which includes New Yorkers with disabilities. It is the 21st century and it is about time that New York City makes this City truly accessible to all. Since New Yorkers with disabilities are the largest intersectional minority which does not discriminate against anyone joining it, accessibility should be an absolute requirement with respect to all transportation licensed by the New York City Taxi and Limousine Commission. Thus, all future electric vehicles and other vehicles that are licensed to operate in New York City should be accessible when they come off the manufacturer's production line.

With respect to Int. 1346-2025, requiring the Department of Transportation to study the commuter van industry, we strongly recommend that such a study include making such commuter vans accessible to people with disabilities. As Chair Brooks-Powers stated in her opening remarks at the hearing on Monday, September 15, 2025, commuter vans provide essential connections to bridge gaps in existing transit systems. Thus, it is unfathomable that the City Council would consider allowing any industry, including the commuter van industry, to deny access to New Yorkers and

tourists with disabilities. Any study that does not include how to make commuter vans accessible to people with disabilities would be a travesty. We expect this to not happen here. This study must include ways to make all future commuter vans accessible to people with disabilities.

With respect to Int. 0115-2024, the creation of a universal mobile application that contains information about electric vehicle charging stations, we think it is a great idea to create a universal information app as to where electric vehicle charging stations are in the City and to include information regarding charging stations for e-bikes in this universal information app. However, such an app should also provide information concerning charging stations that can be used to charge motorized wheelchairs and scooters. It just makes sense that people who use motorized wheelchairs and scooters have the same availability to electric charging stations as those who use electric vehicles and e-bikes, and to important information regarding such charging stations including where they are located in New York City.

Of course, it goes without saying, that any such app needs to be accessible to all New Yorkers. For instance, this app should be screen readable and allow a user to change the font size, the font color, and background color as well as not be complicated, and be easy to use. Again, it just makes sense to develop and test such an app with people in the disability community before it is rolled out to the larger community.

Further, Downstate New York ADAPT agrees with the comments submitted by Jean Ryan, the President of Disabled In Action of Metropolitan New York.

Thank you for the opportunity to comment today since equal access to all New York City's services, activities, and programs is important to all New Yorkers. If you would like additional information or have any questions, please do not hesitate to contact Downstate New York ADAPT at dnyadapt@gmail.com.

Sincerely,

Marilyn Tucci, Brandon Heinrich, Michael Ring,
and Kathleen Collins
Co-Coordiators
Transportation Equity Working Group
Downstate New York ADAPT
Email address: dnyadapt@gmail.com

Testimony of Andrew Greenblatt, Policy Director
Independent Drivers Guild (IDG)
Before the New York City Council Committee on Transportation
September 15, 2025

Good morning, Chair Brooks-Powers and members of the New York City Council Committee on Transportation. My name is Andrew Greenblatt, and I am the Policy Director of the Independent Drivers Guild, or IDG. Thank you for this opportunity to testify in support of **Intro 1000**.

As a nonprofit affiliate of the IAM (formerly the Machinists Union), the IDG represents more than 140,000 for-hire vehicle (FHV) drivers in New York State and hundreds of thousands more across the country.

For years, we have brought a serious and sometimes embarrassing issue to the attention of the Taxi and Limousine Commission (TLC) and the Department of Transportation (DOT): the simple inability of FHV drivers to find a safe and legal place to pull over and take a break. This isn't just a matter of convenience; it's a matter of **health, safety, and basic dignity**.

Introductory Number 1000 is a direct, common-sense solution to this problem. The bill would permit for-hire vehicles to use commercial parking meter areas for up to 30 minutes at a time, up to four times a day. This would allow drivers to take a quick break to use a restroom, grab a bite to eat, or pray, fear of an expensive parking ticket.

The current system does not work. Right now, an FHV driver can get a parking ticket for briefly and illegally parking while running into a business to use a bathroom. As many of you know, a single ticket costing \$115 can wipe out a full day's pay. This forces many drivers to leave busy, profitable areas like Manhattan just to find a place to park. They may need to drive over an hour round trip, which increases traffic on bridges and tunnels and costs them lost wages and increased expenses. Meanwhile, passengers face longer wait times. This problem is particularly acute for women drivers, who often face additional safety concerns when trying to find a place to take a break.

The health implications are also significant and well-documented. A lack of timely breaks for personal needs can lead to serious health issues, including voiding dysfunction, urinary infections, and even bladder cancer. According to a study published in *Reviews in Urology*, this is a serious and widespread problem among professional drivers.

(<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4191628/>)

While the city has made some efforts to help yellow cab drivers with this issue, the disparity is glaring. Manhattan has 68 relief stands for yellow cabs, roughly one for every 120 taxis. For the 80,000 FHV drivers in the city, there are only 31 stands—equating to just one for every 2,580 drivers. The problem is made even worse by the fact that many of the city's public restrooms are closed or in disrepair. Functionally speaking, a driver must leave the central business district just about every time they need a break.

Introduction 1000 is a crucial step toward addressing this inequity and providing relief for tens of thousands of working New Yorkers. The benefits are clear:

- **Improved driver health and dignity** by allowing timely breaks.
- **Reduced traffic congestion** on bridges and tunnels.
- **Increased earnings for drivers** and reduced costs from tickets.
- **Increased revenue for the city** from metered parking fees.
- **Shorter wait times for passengers** who will have more drivers available in their area.

This bill offers a simple solution that benefits not only drivers but the entire city. It is a win-win for everyone involved. We urge you to pass this legislation and provide a measure of relief and respect for New York City's for-hire vehicle drivers. Thank you.



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Peter M. Mazer

General Counsel

TESTIMONY OF PETER M. MAZER

General Counsel

METROPOLITAN TAXICAB BOARD OF TRADE CITY COUNCIL TRANSPORTATION COMMITTEE

September 15, 2025

Good morning, madam Chairperson and Members of the Committee. My name is Peter Mazer, General Counsel to the Metropolitan Taxicab Board of Trade (MTBOT), a seventy-three-year-old association representing owners and operators of licensed medallion taxicabs. We operate a full-service taxicab drivers' center that has provided free representation to drivers in more than 15,000 cases, including hearings before OATH, the Traffic Violations Bureau, and in Criminal Court, as well as providing drivers assistance in a variety of other matters related to taxicab ownership and operations.

For more than one hundred years, the New York City medallion taxicab has been an iconic feature of the city landscape. Our cabs provide door-to-door on demand transportation, serving the needs of residents and visitors, many of whom have no ready access other forms of mass transit. More than half the cabs on the road are accessible to persons with disabilities. We transport New Yorkers without receiving subsidies; indeed, passengers in taxicabs have subsidized the MTA to the tune of more than two billion dollars in surcharges and congestion fees.

Ten years ago, before Uber and Lyft flooded the streets with vehicles, more than a half million passengers rode cabs every day. In 2020, when the Covid pandemic hit, ridership

fell to nearly zero. Over time, we have seen ridership slowly return, but it is still not at the levels we previously experienced. Yet to many New Yorkers, cabs remain an essential service.

There are still many challenges facing this industry today, as we embark on a slow, gradual return to normal. The high cost of insurance and vehicle purchase, coupled with the lack of available financing for the industry are critical. Lenders have little confidence in the industry, in large part because unlicensed operators and others are breaking the law, depressing drivers' and owners' incomes, with enforcement virtually nonexistent. Today you are considering a bill to promote strict enforcement against violators in the commuter van industry. We would like that expanded to include enforcement against violators affecting the taxi and for-hire industries. Illegal activity at the airports and other transportations hubs remains a major concern.

Finally, I would like to address one of the bills, to add driver representation to an expended TLC Board of Commissioners. The Administrative Code already creates an advisory board with owners and driver representation. This advisory board has not met in years and should be reconstituted. I would also point out that TLC Commissioners serve an adjudications role, hearing appeals of license revocation cases. Having licensee representation on board with these functions may present a conflict of interest.

Thank you for giving me the opportunity to speak today. I would be happy to answer any questions you may have.

Veronika Sikorski
President

Michael DiFonzo
Vice President

Eric Janczyk
Treasurer

Jesus Rico
Secretary

Board Members

Kenneth Buettner

Anthony Colao Jr.

Anthony Corallo

Jean Cortez

William Laffey

Spiro Markatos

John Pantanelli

Andy Yllanes

Taky Yokovon

Tom Zovas

PO Box 220533
Brooklyn, NY 11222

New York City Special Riggers Association
Memo in Opposition for Intro 1000-2024

The NYC Special Riggers Association, an organization formed in 2013 by a group of façade restoration professionals, including Supported and Suspended Scaffold companies and waterproofing and façade restoration contractors, writes in opposition of Intro 1000-2024, which would permit the use of commercial parking spaces by for-hire vehicles.

The NYCSRA fully supports the need for drivers of for-hire vehicles to have respite spots. However, allowing the over 120,000 for-hire vehicles in New York City to use the limited number of commercial loading and unloading zones will prevent delivery and construction-related trucks from having the spaces they need to conduct day-to-day business. These spots are already being used illegally by non-commercial vehicles, creating a battle for curb space that will be exacerbated if FHV's are allowed to also use these spots.

Without access to loading/unloading zones, commercial trucks will be forced to double-park, impeding the flow of traffic on many of our streets, and be subject to parking fines that raise the cost of doing business. The only other option would be for trucks to circle our neighborhoods looking for an open parking spot – thereby increasing air emissions that adversely affect air quality.

For these reasons, the NYCSRA respectfully opposes this legislation although it is well-intentioned.

Thank you for the opportunity to submit this testimony on behalf of our members and industry.



VINCENT THEURER
PRESIDENT

ROCCO LACERTOSA
CHIEF EXECUTIVE OFFICER

ALLISON HEANEY
TREASURER

RAYMOND A. HART
VICE-PRESIDENT

BRUCE FUHRMANN
IMMEDIATE PAST PRESIDENT

DENNIS TRAINA
SECRETARY

**Testimony of Rocco J. Lacertosa
New York State Energy Coalition (NYSEC)**

Before the

New York City Council Committee on Transportation and Infrastructure

Regarding

Int 1000

Chair Brooks-Powers and members of the Transportation and Infrastructure Committee:

The New York State Energy Coalition (NYSEC) has long served as an advocate for the oil heating industry, ensuring that the policies, regulations, and issues affecting our members and their customers are addressed with urgency and foresight. Our members provide essential heating oil services to homes, businesses, and institutions throughout New York, keeping families safe and warm, particularly during the harshest winter months.

This testimony is submitted in opposition to Int 1000, which would permit for-hire vehicles (FHV's) to use commercial parking spaces.

NYSEC fully respects the contributions of FHV drivers, who spend long hours on the road and deserve safe places to stop. At the same time, it is important to understand that heating oil delivery vehicles face operational challenges that are distinct from other commercial trucks.

Unlike freight carriers that can often deliver from a range of curb locations, heating oil trucks must park in very specific positions to safely connect hoses to a building's fill point. The location of the hose nozzle dictates where the vehicle can legally and safely stand. In addition, heating oil deliveries typically take longer than standard freight operations. Drivers cannot cut corners or rush the process without compromising both community safety and service reliability.

Commercial loading zones already face severe strain. They are often blocked by non-commercial vehicles, construction activity, debris, and other obstacles, limiting accessibility. Truck drivers routinely receive summonses for double-parking or using restricted lanes, infractions that stem from lack of curbside availability.



VINCENT THEURER
PRESIDENT

ROCCO LACERTOSA
CHIEF EXECUTIVE OFFICER

ALLISON HEANEY
TREASURER

RAYMOND A. HART
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IMMEDIATE PAST PRESIDENT

DENNIS TRAINA
SECRETARY

For heating oil trucks, these challenges are compounded. When the required curbside access point is obstructed, drivers may be unable to complete a delivery at all. During cold weather, this can delay heating service to tenants, including vulnerable populations such as children, seniors, and medically fragile residents.

Int 1000 would exacerbate these issues by creating direct competition for curb space between FHV's and specialized delivery vehicles.

If the Council proceeds with this legislation, NYSEC urges an annual reporting requirement be included. This requirement would mandate the City to publish data on the number, location, and utilization of commercial loading zones. This transparency will allow policymakers to measure whether expanded access improves curbside management or worsens congestion and competition.

While NYSEC respects the concerns of FHV drivers, new curbside policies must not come at the expense of critical heating oil deliveries. Truck drivers and livery drivers both provide indispensable services, but their curbside needs differ sharply. The goal should be coexistence, not competition.

NYSEC looks forward to working with the City Council, the Department of Transportation, and the FHV industry to develop solutions that support all professional drivers while safeguarding the essential heating services New Yorkers depend on.

Thank you for the consideration of this testimony.

Statement to the New York City Council
Delivered on behalf of the New York State Federation of Taxi Drivers

Good morning Council Members,

My name is Fernando Mateo. I am the Founder, Chairman, and Spokesman for the New York State Federation of Taxi Drivers. Standing with me today are Steven Rivera, President of the Federation, Germaine Zayas, Executive Director, and Dr. Paul Tallaj, a member of our Board and our advisor on health and crisis issues.

I am here today to speak about a basic human right that has for too long been denied to the men and women who serve as the backbone of this city's transportation system, our professional drivers.

Every single day, thousands of livery, yellow cab, black car, and app based drivers transport millions of New Yorkers and visitors safely across our city. Yet these drivers face conditions that no other workforce in New York has to endure.

We are asking the Council to take three very specific steps to bring dignity and fairness to this profession.

First, allow TLC licensed vehicles to park anywhere in the city for up to 30 minutes without being ticketed so that drivers can use a bathroom. We want to be clear, this request does not include bus stops, fire hydrants, or no standing zones. Drivers will respect these restrictions while still being granted the opportunity to attend to urgent human needs.

Second, require establishments to allow drivers to use a bathroom when facing an emergency, the same way we extend courtesy and compassion to first responders or delivery workers.

Third, protect drivers from receiving tickets from MTA buses, DOT inspectors, or NYPD traffic agents when they momentarily stop to safely dismount a disabled or elderly passenger who requires help.

Council Members, these are not luxuries. These are basic necessities.

Our drivers are a population that suffers disproportionately from serious health problems. Diabetes, kidney failure, urinary tract infections, heart disease, high blood pressure, prostate issues and more. Why is this the case? Because they are forced to hold it in for hours on end, day after day, shift after shift.

We have held numerous press conferences on this issue. We have stood outside City Hall, at TLC headquarters, and in front of our communities demanding action. We have written letters and we have spoken directly to TLC Commissioner David Do. And still, our drivers continue to suffer.

This is a health crisis hiding in plain sight. It is a human rights issue. It is a matter of fairness and respect for the workers who move this city.

On behalf of the New York State Federation of Taxi Drivers, I am asking this Council to help us. Pass legislation that recognizes the humanity of these drivers and grants them the dignity of a bathroom break, the compassion of restroom access, and the protection to assist vulnerable passengers without fear of a summons.

At this time, I want to introduce Dr. Paul Tallaj, who will explain in greater detail the medical realities our drivers face. He will tell you what it means to a person's body and health when they are denied these basic rights year after year.

We have been raising our voices for a long time. We are hopeful that this Council will finally act to protect the health, dignity, and humanity of New York City's drivers.

When you've got to go, You've got to GO!!

Written Testimony

Testimony of Dr. Paul Tallaj

Chief Medical Officer, New York State Federation of Taxi Drivers

Before the New York City Council — September 15, 2025

Chair and Members of the Council:

I provide medical care and public-health guidance to thousands of professional drivers—yellow cab, livery, black car, and app-based—who keep this city moving. Their health is being harmed by a problem we can fix: lack of practical, reliable bathroom access and fear of tickets when addressing basic human needs or assisting vulnerable passengers.

The Public-health Reality For Drivers

- **Restroom scarcity is real in NYC.** The Council recently advanced a citywide strategy because we currently have only ~1,100 public toilets for 8.6 million residents (~1 per 7,820 residents). A Council bathroom audit last year found many park restrooms closed or lacking basic supplies. For a workforce tethered to the curb, this means bathroom access is not predictable.
- **Holding urine and dehydrating carry medical risks.** Urology guidance warns that regularly delaying urination and incomplete bladder emptying raise the risk of urinary tract infections (UTIs); dehydration increases kidney stone formation. Clinically, we also see pain, pelvic floor dysfunction, and exacerbations of prostate and bladder conditions.
- **Taxi/FHV drivers already face elevated chronic-disease risks.** Multiple studies of taxi and for-hire drivers—many of them immigrants working 10–12 hour shifts—show higher burdens of hypertension, diabetes, obesity, poor sleep, and stress, driven by prolonged sitting, irregular meals, and limited access to care. Bathroom-avoidant dehydration and delayed voiding make these risks worse.
- **Current infrastructure is insufficient.** NYC DOT maintains relief stands where drivers can leave vehicles briefly, but there are only about 112 citywide, and many are not near restrooms or are limited to taxis only. They cannot meet the scale of need across five boroughs and all shifts.

What The Council Can Do Now

We support the Federation's three requests—each narrowly tailored for **health, dignity, and safety**:

1. **Time-limited parking for bathroom access.**
Allow TLC-licensed vehicles to park **up to 30 minutes** citywide **solely for restroom use**, excluding no-stopping zones, bus stops, hydrants, and crosswalks. This adds a humane safety valve to existing curb rules and complements—not replaces—the relief-

stand network. Health rationale: fewer UTIs and kidney stones; reduced blood-pressure spikes from bladder distension and pain.

2. **Emergency restroom access in establishments.**

Codify **emergency bathroom access** for TLC-licensed drivers, paralleling the City’s requirement that restaurants allow bathroom access for **delivery workers** picking up orders. The public-health logic is identical: workers in motion, without a fixed workplace, need reliable access to sanitary facilities.

3. **Safe-harbor for assisting vulnerable passengers.**

Clarify in law that a driver **briefly stopping to help a disabled or elderly rider** to the curb or a doorway is **not subject to summons**, provided the vehicle does not block emergency access or create a hazard. NYC signage and rules already recognize **expeditious passenger drop-off** even in many “No Standing” areas; this narrowly tailored safe-harbor extends that protection to **assistance**—which can take a moment longer and currently triggers camera tickets and inconsistent enforcement.

Implementation Suggestions

- **Verification & training:** TLC can issue a simple “Relief Break” attestation in the driver app/meter (timestamped, GPS-logged) to show purpose-limited use; include quick training on eligible locations (never hydrants, crosswalks, or bus stops).
- **Restroom map integration:** Link the city’s planned bathroom strategy and DOT’s relief stand map to TLC driver tools so drivers can route to the nearest compliant option.
- **Data & evaluation:** Track UTI and kidney stone–related ED visits among drivers (with de-identified claims/clinic partners) and summons trends to evaluate health and compliance impacts at 6 and 12 months.

Why This Matters

This Council has already recognized bathroom access as infrastructure—a prerequisite for a healthy, dignified city. Extending pragmatic protections to the professional drivers who transport our families, groceries, and medical supplies is the logical next step. It advances health equity, reduces preventable illness, and supports safer passenger assistance on our sidewalks.

Thank you for your attention and for the opportunity to testify. I am available to help with medical expertise as you draft and implement these measures.

Respectfully,

Paul Tallaj, MD

Chief Medical Officer, New York State Federation of Taxi Drivers

Testimony on 9/15/25 Committee on Transportation and Infrastructure Hearing

Open Plans writes today in regard to the Transportation and Infrastructure Committee hearing, and more specifically, our strong opposition to Int. 1000.

For-hire vehicles (FHVs) have become ubiquitous in our city, particularly since the explosion of apps like Uber and Lyft. As our city continues to learn to manage FHVs, it's essential that they have dedicated space to load and unload passengers, as well as for important personal needs (like bathroom breaks). **However, it is paramount that this space does not cannibalize the vital and already limited space for commercial vehicles to load and unload.**

Commercial loading and unloading space is already extremely competitive; this is evidenced by the recurrent and dangerous double parking that commercial delivery vehicles engage in every day. The Department of Transportation (DOT) has made great strides in expanding this space, and it would be a shame to throw that progress away by allowing free reign for any FHV to park in commercial loading spaces. This would be akin to taking one small step forward and dozens of large steps backwards.

In an attempt to limit the impact of Int. 1000, a well-intentioned provision allows FHVs to "individual intervals of up to thirty minutes, four times per day." However, at this time, there is no coordinated way to ensure this given the sparse enforcement of our loading zones. This would allow free reign for FHVs to occupy loading zones, and introduce the potential for conflict between FHV drivers and delivery drivers.

FHVs need and deserve their own dedicated curb space for loading and unloading passengers and to take important personal breaks. DOT already has a number of solutions dedicated to FHVs including dedicated passenger loading and unloading zones, Neighborhood Loading Zones, and taxi and FHV relief stands. We ought to redouble those efforts dedicated to FHV-specific solutions rather than implement a death sentence for commercial loading zones. There is enough curb space in our city for both commercial loading zones and dedicated spaces for FHVs — let's not make two groups of critical workers compete for limited space.

We urge the Committee and Council to reject Int. 1000, and to look for other, more effective solutions to managing FHV's in our city.

Respectfully,
Open Plans

Sara Lind
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Jackson Chabot
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September 15, 2025

**Comments of Zach Miller
Vice President of Government Affairs
Trucking Association of New York**

before the

New York City Council Committee on Transportation & Infrastructure

Good morning, Chair Brooks-Powers and members of the Transportation and Infrastructure Committee. My name is Zach Miller, and I serve as Vice President of Government Affairs for the Trucking Association of New York. Since 1932, TANY has advocated for the trucking industry at all levels of government, providing compliance assistance, safety programs, and educational opportunities. Our members support good jobs, economic vitality, roadway safety, and a sustainable future for New York.

I testify today in opposition to Intro 1000, which would permit for-hire vehicles (FHV) to use commercial parking spaces.

First, I want to acknowledge the importance of safe spaces for all professional drivers. FHV drivers spend long hours behind the wheel and, like truck drivers, deserve safe and reliable places to stop. Truck drivers share those same challenges and respect the essential role our livery colleagues play in New York City's transportation network.

However, Intro 1000, as written, would create direct competition for already scarce curb space. Commercial loading zones exist to support freight deliveries—the backbone of New York's economy. Expanding access to FHV would undermine that purpose and put truck drivers and livery drivers in direct conflict.

Even today, freight deliveries face major curbside challenges:

- Our members report that commercial loading zones are blocked by non-commercial vehicles nearly 35% of the time.
- Trash, construction equipment, and debris often obstruct legal access.
- Specialized fleets face longer distances between zones and destinations, adding inefficiency.
- Drivers regularly receive summonses for bus lanes, bike lanes, and double-parking—violations that often stem from a lack of legal space.
- This opens drivers up to receive citizen issued idling tickets as well as criminal summonses for blocking traffic.

On average, drivers spend 15 to 30 minutes searching for parking. The result is more congestion, higher emissions, and late or missed deliveries. Expanding access under this bill would only make matters worse, at a time when the city needs freight efficiency more now than ever.

That said, this discussion opens the door to a broader conversation about curbside management. We should be looking for ways to better allocate space so that all professional drivers—freight and livery alike—can operate safely and efficiently. As an example, commercial vehicles may neither park nor stand in a taxi or ambulette zone, even if expeditiously making a delivery. Perhaps there are creative ways to add parity in curb allocation and enforcement.

To that end, if the Council decides to move forward with Intro 1000, we strongly urge adding a reporting requirement by the Department of Transportation. Each year, the City should publish transparent data on:

- The number of commercial loading zones,
- Their locations, and
- Their usage patterns.

Only with this data can policymakers evaluate whether expanded access improves curbside management or worsens congestion and competition.

We share FHV drivers' concerns, but policies must not come at the expense of freight mobility. Truck drivers and livery drivers both serve essential roles, yet their curbside needs differ. The goal should be coexistence, not competition.

As always, the Trucking Association of New York looks forward to continued collaboration with the City Council, the Department of Transportation, and the FHV industry. Thank you for your time and consideration of TANY's testimony.



Ira J. Goldstein
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Written Testimony of Ira J. Goldstein
Executive Director, The Black Car Fund

Submitted to the New York City Council Committee on Transportation and
Infrastructure
Hearing on Int. No. 139 (September 15, 2025)

Chair Brooks-Powers, Council Members, and Members of the Committee:

Thank you for the opportunity to submit written testimony following yesterday's hearing on Int. No. 139, relating to the composition of the Taxi and Limousine Commission (TLC) Board of Commissioners.

Introduction and Background

My name is Ira Goldstein, and I am the Executive Director of The Black Car Fund. The Fund is a statutorily created not-for-profit that provides workers' compensation coverage to over 100,000 rideshare and for-hire vehicle drivers in the black car, luxury limousine, and high volume for-hire-vehicle sectors.

In addition to workers' compensation coverage, we provide an expanded suite of driver benefits designed to support the health, safety, and financial stability of drivers, including vision coverage and comprehensive dental insurance, telemedicine access, mental health and wellness programs, defensive driving and safety training, and disability and survivor benefits. Our mission is to safeguard drivers and their families while promoting a stable, high-quality for-hire transportation industry.

Support for Mandated Representation

Rather than expanding the TLC Board from nine to eleven members, I respectfully recommend maintaining the current size and requiring that of the four mayoral appointees, one be a licensed TLC driver and one be a representative of a TLC-licensed for-hire business (e.g., base, black car company, or fleet).

This approach broadens representation at the table without adding complexity that can slow decision-making. It also embeds the two most directly affected stakeholder voices into the Commission's deliberations on a permanent basis.

Experience and Comparative Practice

In my prior role as Chief of Staff at the TLC, having both driver and business perspectives on the Commission itself would have improved the policymaking process, rather than relying solely on testimony at public hearings.

This is also consistent with the practice of neighboring jurisdictions. I believe Suffolk County explicitly requires that several of its Taxi & Limousine Commission members have backgrounds in the taxicab and limousine industries, ensuring that business perspectives are part of regulatory decision-making. In Nassau, Westchester, and

Rockland Counties, appointments have historically included industry participants even where not required by law, creating de facto industry representation on their boards. New York City should not lag behind its neighbors but should formally mandate both driver and business representation to ensure balanced and informed governance.

Industry Challenges and Emerging Threats

This reform is especially timely as New York City proceeds with an autonomous vehicle (AV) pilot program. AVs have the potential to significantly disrupt the sector, not only for more than 100,000 licensed drivers but also for the thousands of small, TLC-licensed businesses that anchor service quality and availability.

A Commission that includes both driver and business representation will be better positioned to evaluate AV data, anticipate impacts on labor and small businesses, and set policy that balances innovation with fairness, safety, and market stability.

Conclusion

I commend the sponsors of Int. No. 139 for seeking to strengthen the TLC Board's effectiveness and legitimacy. By keeping the current number of commissioners and requiring that one mayoral appointee be a licensed driver and another be a business representative, the Council can achieve broader representation without sacrificing efficiency.

The Black Car Fund stands ready to collaborate with the Council and the TLC on implementation details and to provide data and analysis that may assist the Commission's work.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ira Goldstein', with a long horizontal flourish extending to the right.

Ira Goldstein
Executive Director
The Black Car Fund



TRANSPORT WORKERS UNION

OF GREATER NEW YORK • AFL-CIO • LOCAL 100

John V. Chiarello
President

Carlos Bernabel
Secretary Treasurer

Shirley Martin
Recording Secretary

Alexander Kemp
Administrative VP

September 15, 2025

Good afternoon, Chair Brooks-Powers and Esteemed Committee Members,

My name is Alexander Kemp, I am the Administrative Vice President and am offering testimony on behalf of TWU Local 100 President John Chiarello and our 44,000 members. Our members come to work every day, through storms, through pandemics, through blistering heat waves, and we do so to service the riding public as well as our own members, who are also members of the riding public.

We are concerned that our ability to provide services in certain neighborhoods and communities becomes hampered by decisions made in the ivory towers of the MTA and we stand aligned with all when we fight for transit equity.

Before we get to the items on today's agenda, I would like to take a moment to restate TWU Local 100's opposition to 939. We do not believe it is in the best interests of the riding public nor TWU Local 100. But we do believe the two pieces of legislation on the agenda today go a long way to address the safety and economics concerns of the transportation industry and the riding public and we offer our support to the goals of both pieces of legislation.

The first piece of legislation calendared today, 1346, asks for the funding of a study for the possibility of the survey and report to look to the possible integration of privately run commuter vans to be linked to the MTA existing service lines. To this proposal, TWU proposes rather than order a study, that the committee with TWU, and partners that the committee



TRANSPORT WORKERS UNION OF GREATER NEW YORK • AFL-CIO • LOCAL 100

John V. Chiarello
President

Carlos Bernabel
Secretary Treasurer

Shirley Martin
Recording Secretary

Alexander Kemp
Administrative VP

chooses, move forward using the publicly funded study that resulted in the Queens bus redesign, to determine the areas where additional services could be linked to areas not being adequately serviced by MTA. To be clear, TWU does not agree with any cuts in service to neighborhoods, but we recognize the need of the committee to move forward to protect the economic viability of communities for the working people in their district.

The second piece of legislation offered today, 1347, speaks to the enforcement of regulations related to commuter van operations. TWU is committed to the safety of everyone in the seat, on the road and on the street, and while we always recognize room for improvement, we would not be able to oppose any measure to improve safety, and so while we offer our support, we ask the committee to consider continued discussions with all parties to work toward further resolution, and commend the committee for all of your efforts in furtherance of the safety of all and transit equity.

Thank you,



Testimony from UPS

New York City Council Committee on Transportation & Infrastructure

September 15, 2025

Thank you to Chair Brooks-Powers and members of the Transportation and Infrastructure Committee for the opportunity to submit testimony today.

I am Axel Carrion, the Vice President of State Government and Public Affairs at UPS. As you may know, UPS is a global leader in logistics in delivery. We operate in more than 200 countries and territories and have almost 500,000 employees worldwide. In New York State, we employ over 190,000 employees with an average daily package volume of 1.5 million. UPS is also proud to be the largest employer of Teamsters in the world, and to provide the highest overall compensation industry-wide.

UPS has significant concerns regarding Int. 1000-2024, which would allow for-hire vehicles (FHV) to utilize commercial parking spaces. While we understand the concerns of FHV drivers, this bill would exacerbate existing issues at the curb. Curb space is already incredibly scarce for commercial vehicles, despite the expansion of commercial loading zones several years ago.

UPS utilizes a “one driver, one truck” model. This means that UPS consolidates all deliveries (ground, next day air, and overnight packages) and pick-ups within one vehicle, to reduce the total number of trucks our company deploys. This also means that in dense urban environments, UPS trucks spend more time at the curb than they do on the road. In some areas of Midtown, a UPS driver may spend an entire eight-hour shift serving one block. Unfortunately, commercial vehicle spaces are often blocked by non-commercial vehicles. The Trucking Association of New York (TANY) reports that commercial loading zones are blocked by non-commercial vehicles about 35% of the time. UPS drivers often circle around for blocks due to private cars or other non-commercial vehicles idling in loading zones. The lack of available commercial parking contributes to congestion, delays the delivery of critical packages, and puts our workforce at risk.

UPS has worked collaboratively with NYC Department of Transportation and the Council on several initiatives to improve curb access. These include the microhub pilot, shared lockers and other innovative programs. Unfortunately, our drivers still regularly struggle to find legal parking spaces. Int. 1000-2024 will create additional competition for already limited commercial spaces, without addressing the existing challenges.

We look forward to continued partnership with the Council and future discussions related to improving access to the curb. Thank you very much for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Axel Carrion".

Axel Carrion
Vice President – State Public Affairs
UPS

Support for Intro-1000/Say NO to WAYMO

Good Morning My name is Adalgisa Payero-Diarra, President of UTANY- A Union of Taxi Drivers in NYC. I'm here today in support of Intro-1000, the bill allowing drivers to park at commercial parking spots. As a female driver we face constant difficulties when it comes to the use of restrooms while working. We constantly face the hardship of getting a ticket just to use the restroom or stop to grab something to eat. It is important that councilmembers today approved this bill giving all 100,000-Plus FHV drivers a relief to be able to eat or use the restroom and take a break without encountering a parking violation that will affect our income and create a hardship for our families.

I want to thank everyone here today supporting this Intro-1000 and also plead with the our councilmembers regarding Waymo's Autonomous Vehicles being tested in our city; Waymo threatens to destroy thousands of jobs supporting the families of all these men and women here today. Please say NO to WAYMO and don't allow this to continue.

From: [Queens Orion](#)
To: [Testimony](#)
Subject: [EXTERNAL] Fwd: Arjun Lal Intro 1000 testimony Independent Drivers Guild
Date: Wednesday, September 17, 2025 9:44:46 AM

----- Forwarded message -----

From: Queens Orion [REDACTED]
Date: Tuesday, 16 September 2025
Subject: Arjun
To: "michele@drivingguild.org" <michele@drivingguild.org>

****Hello, my name is Arjun Lal, and I'm a For-Hire Vehicle driver.**** I am from Greece and have been representing drivers who operate with app-based trips.

I'm here today to voice strong support for ****Intro 1000****. Thank you for the opportunity to speak on behalf of the thousands of drivers who keep this city moving.

I've been driving across all five boroughs for years—early mornings, late nights, weekends. I take pride in my work. But every day, one serious issue continues to affect us: the lack of ****access to restrooms and legal places to stop****.

Let me give you just one example. One night around 10 p.m., I was working in Midtown and suddenly got hit with a terrible stomachache. There were no public restrooms nearby, and I couldn't park legally. I had no choice but to drive all the way to Queens just to find a bathroom. I lost time, missed rides, wasted gas, and lost income—all to take care of a basic human need.

This isn't just my story—it happens to drivers every single day. Some are even ticketed \$100 just for pulling over briefly. That's a full day's pay, gone.

****Intro 1000 matters.**** It would provide drivers with safe, legal places to stop. It protects our health, reduces illegal parking, improves traffic flow, and brings in revenue through meters instead of fines.

We are not asking for special treatment—we're asking for ****basic dignity****. We are

essential workers who kept this city running when it needed us most. We deserve to do our jobs safely and humanely.

****Intro 1000 is a smart, simple solution.**** Please vote to pass this bill. Thank you.

From: [Christopher Greif](#)
To: [Testimony](#)
Subject: [EXTERNAL] Transportation 9/15/2025 10am
Date: Monday, September 15, 2025 4:39:50 PM

[REDACTED]

Hello Every city council
These Van block Access bus stop and lanes how post get on a mta bus
Huts Wheelchair walker can not get access in brooklyn and queens

[REDACTED]

CHRISTOPHER D.GREIF

President ADA Accessibility Transportation Group

New York Advocate for Disability
For Over 32nd years
Chrisgreif@yahoo.com
adaaccessibilitytransportationgroup@yahoo.com

[REDACTED]

Testimony to the New York City Council: Jose Hernandez

(Reading: Jenice Hernandez (daughter))

Good morning Council Members,

My name is José Hernandez. I have been driving under a TLC license for many years, and I have always worked hard to provide for my family and serve the people of New York City. Today I am speaking to you as a man who is fighting kidney disease. I go to dialysis several times a week. Dialysis is what keeps me alive, but it is also a daily reminder of the damage done to my body over years of pushing myself on the road.

As drivers, we spend long hours behind the wheel. We cannot simply stop when we need to. If we pull over to use the bathroom, there is no safe place to park. Instead, we risk getting fined, towed, or ticketed. The constant pressure of holding it in, day after day, year after year, is not just uncomfortable, it is dangerous. For me, it has become life-threatening.

I cannot tell you how many times I have felt pain or urgency, yet had to keep driving because there was nowhere for me to go. I cannot tell you how many times I worried that my health was being damaged, but I had no choice.

I am sharing my story because I do not want other drivers to go through what I have endured. This is not just about comfort. It is about survival. It is about being treated with dignity as human beings. Without the involvement of this City Council, restaurants, hotels, and small businesses will continue to shut their doors to drivers like me. We need a law that requires them to allow TLC licensed cab drivers to use their bathrooms in emergencies.

I ask this Council to please take action and allow drivers like me to park briefly and use a restroom when needed. I ask you to see us not only as drivers, but as people who deserve the same respect as anyone else.

Thank you.

Testimony to the New York City Council from: Omar Martinez

(Reading: Dr. Paul Tallaj, CMO, NYSFTD)

Good morning Council Members,

My name is Omar Martinez. I was born on April 8, 1977, and I have been a licensed TLC driver since 1995. For 30 years I have proudly served the people of New York City. Today, I speak to you from Montefiore Hospital, where I am being treated. I have lived with diabetes for many years and was recently diagnosed with leukemia cancer.

For three decades, I have been deprived of something as basic as using a restroom, because there is nowhere to park without being fined or towed. I have endured everything, including being unable to safely drop off seniors and disabled passengers, because MTA buses and traffic agents now issue tickets and fines without our knowledge.

I asked the New York State Federation of Taxi Drivers to fight for the rights of thousands of drivers like me. Many of my colleagues are also battling serious health problems, because day after day they are forced to hold it in and are denied access to something as basic as a bathroom.

It is not right that we serve everyone in this city, but are deprived of the chance to take care of our own health without being penalized.

I am begging this City Council to please allow TLC licensed drivers this privilege, which does not exist today. Give us the opportunity to park briefly, use a restroom, and assist our passengers with dignity.

Thank you.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

49

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 9/15/25

(PLEASE PRINT)

Name: Paul Boder

Address: _____

I represent: myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

46

I intend to appear and speak on Int. No. 1000 Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Lisa Rosa

Address: _____ NY NY 10002

I represent: LAG

Address: 4129 36th St LIC

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

45

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Leroy Morrison

Address: _____

I represent: Ny C Community Ass

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

44

I intend to appear and speak on Int. No. 1000 Res. No. _____

☐ in favor ☐ in opposition

Date: 9/15/25

(PLEASE PRINT)

Name: Hector German

Address: [REDACTED] BX NY

I represent: UTANY - Union of Taxi Driver

Address: NYC

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: XIAOLAN DENG

Address: [REDACTED] Great Neck NY 11021

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: fangle meng

Address: [REDACTED]

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Ronghui J.

Address: [REDACTED] 65-11 AVE

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Gina Ali Smith

Address: [REDACTED]

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1000 Res. No. _____

☐ in favor ☐ in opposition

Date: 9/15/25

(PLEASE PRINT)

Name: Adalgisa Payero Diarra

Address: [REDACTED]

I represent: UTANY - Union of Taxi Driver

Address: [REDACTED] NYC

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: GUANG LIN

Address: [REDACTED]

I represent [REDACTED]

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1000 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Michelle Doffin

Address: [REDACTED] Brooklyn NY 11233

I represent: IDG

Address: 44-01 36th St. LIC.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Int 1000 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Andrew Crenshaw

Address: [REDACTED]

I represent: IDG

Address: Sunnyside, Queens

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: SHAYKH TAYBAEV

Address: [REDACTED] Bay 23

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Henry Xu

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 139

☐ in favor ☒ in opposition

Date: 9/15/2025

(PLEASE PRINT)

Name: PETER M. MARCIS

Address: [REDACTED] LIC, NY 11101

I represent: METROPOLITAN TAXICAB BOARD OF TRADE

Address: Same

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1000 Res. No. _____

☒ in favor ☐ in opposition

Date: 12-15-01

(PLEASE PRINT)

Name: Dimitry Zhuravskiy

Address: [REDACTED]

I represent: No Man

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 2000 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Jose Lebron

Address: [REDACTED] New York NY 10002

I represent: NY100

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Kong Chakui

Address: [REDACTED] Brooklyn NY

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

9

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Eugene Rivera

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Zack Miller

Address: _____

I represent: Trucking Association of NY

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Denise Hernandez

Address: _____

I represent: NYS Federation of Taxi Drivers

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

6

I intend to appear and speak on Int. No. 115/139 Res. No. _____

☐ in favor ☐ in opposition

Date: 9/15/25

(PLEASE PRINT)

Name: JEREMY Moskowitz

Address: 445 Empire Blvd, Bk

I represent: Voyager Global Mobility

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Dr Paul Talley

Address: _____

I represent: NYS Federation of Taxi Drivers

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Fernando Mateo

Address: _____

I represent: NYS Federation of Taxi Drivers

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

3

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 9/15/95

(PLEASE PRINT)

Name: David De, Commissioner/Chair

Address: 33 Beaver Street, 22nd Fl, New York, NY 10004

I represent: TLC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Sherryl Elveto / Dep Comm / GC TLC

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Eric Beaton

Address: NYC DOT

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

20

I intend to appear and speak on Int. No. 1000 Res. No. _____

☒ in favor ☐ in opposition

Date: 10-11

(PLEASE PRINT)

Name: Agnes Lai

Address: [REDACTED]

I represent: NAMA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Phairan Desai

Address: [REDACTED] Bronx 10475

I represent: New York Taxi Workers Alliance

Address: 31-10 37th Ave #300, LIC 11101

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 9/15/25

(PLEASE PRINT)

Name: Richard Chow

Address: [REDACTED] S.I NY 10314

I represent: NYTWA

Address: _____

N.Y.T.W.A.

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Mohammed E. Mohammed

Address: _____

I represent: New York Taxi Workers Alliance

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1000 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Andrea Gombotz

Address: _____

I represent: T.D.G.

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: [Redacted] Sonam Lama

Address: [Redacted]

I represent: Drivers, Advocates

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: DAVID OBEISSAHI

Address: [REDACTED] Brooklyn NY 11236

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 115, 139, 100 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Paul Tullay

Address: [REDACTED] Williams, NJ 07652

I represent: NYSTED

Address: 70 Lincoln Ave, Bronx, NY 10454

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: 9-15-2025

(PLEASE PRINT)

Name: Pedro Acosta

Address: [REDACTED] BK

I represent: IDG

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1000 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: AMAR KAMEL ZEGROU

Address: [REDACTED] NY 10031

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: JACKY LIN

Address: _____

I represent: DG

Address: 41-09 36TH ST 1C NY 11101

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1000 Res. No. _____

☒ in favor ☐ in opposition

Date: 09/15/2025

(PLEASE PRINT)

Name: Laibi Ait ABBOU

Address: [REDACTED]

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1000 Res. No. _____

☒ in favor ☐ in opposition

Date: 9-15-2025

(PLEASE PRINT)

Name: Khalid Khattaf

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Liadat Ali

Address: [REDACTED] Fresh Meadows NY 11365

I represent: 109

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 9/15/25

(PLEASE PRINT)

Name: Christopher Leon Johnson

Address: [REDACTED]

I represent: 2011

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 9/15/2025

(PLEASE PRINT)

Name: _____

Address: Roe/Rivers

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Jose Altamirano

Address: _____

I represent: Every Base Owners, President

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: KEVIN ZHANG

Address: _____

I represent: CTG

Address: 9109 36TH STREET NY 11401

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 4000 Res. No. _____

☒ in favor ☐ in opposition

Date: 09/15/2025

(PLEASE PRINT)

Name: ARWAAR MALIK

Address: ED 61

I represent: _____

Address: _____

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1000 Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Arwaar Malik

Address: [REDACTED] Shirley NY 11967

I represent: ED 61

Address: 4109 36th LI NY

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

48

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: DESMOND A. WEST

Address: 839 TRAY AVE

I represent: ROYAL ROSE TRANS

Address: SAME

▶ Please complete this card and return to the Sergeant-at-Arms ◀

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

47

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 9/15/25

(PLEASE PRINT)

Name: EMAN RIMAWI DOSTER

Address: _____

I represent: NY LAWYERS FOR THE PUBLIC INTEREST

Address: _____

▶ Please complete this card and return to the Sergeant-at-Arms ◀