

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY
HEARING BEFORE THE CITY COUNCIL
COMMITTEE ON TRANSPORTATION
October 26, 2017**

Good morning Chair Rodriguez and members of the Transportation Committee. I am Alex Keating, Director of Special Projects for Transportation Planning and Management at DOT. I am joined by DOT's Deputy Manhattan Borough Commissioner Ed Pincar and Assistant General Counsel Hannah Roth. We are also joined today by Inspector Scott Hanover of the NYPD's Transportation Bureau, Bob Barrows, Managing Attorney of the NYPD's Legislative Affairs Unit, and New York City Sheriff Joseph Fucito. Thank you for inviting us on behalf of Mayor de Blasio and our respective Commissioners to discuss the private bus industry.

Private buses of all kinds play an important role in New York City's economy and transportation system. They bring numerous visitors and commuters a year to our city, fueling our economy. At the same time they are an effective choice for out-of-town transportation for many New Yorkers. Additionally, certain types of private buses complement other transportation options for various trips within the city itself. Buses are also a space efficient travel mode, transporting far larger numbers of people than private cars on our finite street space. As our entire transportation network nears the limits of its capacity, DOT has a strong interest in promoting the most space efficient travel modes.

Safety is our top priority, and recent high profile bus crashes are concerning. With the Vision Zero goal of eliminating traffic deaths and serious injuries for all street users—pedestrians, cyclists, and occupants of vehicles, including buses—DOT is continually working to improve street design and traffic rules. Consistent public education programming and enforcement efforts undertaken in partnership with NYPD are also critical.

As you may know, many aspects of the bus industry, including driver licensing, equipment, and operations, are highly regulated by the state and federal governments. The City's role in regulating the private bus industry is primarily related to authorizing curbside bus stop locations, as well as promulgating traffic rules and posted regulations that buses and other vehicles must follow. Additionally, sightseeing buses, which operate entirely within City limits, are subject to DCA licensing requirements.

Types of Bus Service

Buses are defined by federal, state and local law in slightly different ways but generally any vehicle with seating for more than fifteen passengers is considered a bus.

First, there are three different types of buses that operate between New York City and locations outside the city: intercity, public transportation, and charter buses.

For bus stop permit purposes, intercity buses are defined as buses that travel between New York City and anywhere outside the city on regularly scheduled service. However, this does not include buses operated by public authorities or by any county, city, or town, either directly or

through a contract. In order to load and unload at the curb, intercity buses are required to utilize designated stops as well as have and prominently display a DOT bus stop permit, which I will discuss in greater detail in a moment.

In contrast, charter buses are hired by a private person or group under a contract to travel together to a set location or locations and are not required to utilize designated stops. Intercity buses and charter buses can be hard to tell apart from their appearance or destination alone, without more information about the specifics of their service.

Finally, there are a few types of buses that travel among destinations exclusively within the City, including sightseeing buses, franchise buses, and free shuttle buses.

Federal and State Regulation of Bus Operations

Three entities are primarily responsible for regulating bus operations, the United States Department of Transportation, the Motor Carrier Safety Administration within the USDOT, and state DOTs, such as New York State DOT. Each entity has a series of regulatory requirements, including limitations on driver licensing, hours a driver may operate a vehicle, and regulations on the bus equipment. To enforce these requirements they require logs and reporting and conduct inspections for safety and compliance.

Federal law broadly preempts the State and the City's authority to regulate bus schedules, routes and rates, or an operator's "authority to provide charter bus transportation."

Because of this legal framework and the nature bus operations, cities must rely on state and federal authorities to regulate many aspects of this industry.

Bus Stop Permits and Permissions

Locally, DOT has a responsibility to manage curb access on New York City's streets, including designating official bus stops. Providing curb space for intercity buses has been a challenge, as this sector of the bus industry has grown dramatically over the past decades. In 2012, New York City worked with state representatives to add section 1642-a to the New York Vehicle and Traffic Law, which gives the City authority to issue on-street bus stop permits to intercity buses and to issue significant fines for non-compliance with those rules.

As described in the law and the City's rules, DOT issues bus stop permits on the basis of traffic flow, pedestrian flow, and safety. The bus stop permit program has helped DOT address some persistent community concerns about this class of buses loading in locations detrimental to the health and safety of city residents. However, the law does not give the City authority to regulate driver licensing or any other aspect of intercity bus operations, elements which are appropriately regulated at the state and federal levels.

For most other types of buses, even though they are not covered by the intercity bus stop permit law, DOT's Traffic Rules, specifically section 4-10(c), prohibit bus operators from picking up or

dropping off passengers on a street, except at a bus stop designated by the Commissioner. Charter buses are an exception to this rule.

Bus Routes

Regarding bus routes, franchise buses are the only private buses in New York City that must follow designated routes. For all other buses, section 4-10(e) of DOT's Traffic Rules requires empty buses and buses that do not have specifically designated routes to stay on Truck Routes, except to arrive at or depart from their destination.

Local Traffic Rules and Enforcement

Also at the local level, DOT's traffic and highway rules apply to all buses, as does New York State's Vehicle and Traffic Law. And NYPD enforces those laws, including speed limits, parking, stopping and standing regulations, idling, and general traffic regulations including failure to yield.

Under the command of Chief of Transportation Thomas Chan, the NYPD has dedicated personnel trained on developing and implementing strategies to expedite the movement of buses and to enforce laws and regulations related to the operation of buses in the city. NYPD personnel enforce traffic regulations in and around bus stops and bus lanes and respond to complaints from the public concerning traffic and safety issues related to buses.

Year to date, personnel from the NYPD Transportation Bureau have written nearly two thousand moving summonses that are attributable to buses. And NYPD personnel have issued over 22,000 parking summonses that are attributable to buses, up 34% from last year.

The New York City Department of Finance and the NYC Sheriff also play a crucial role in enforcement. Once violations are in judgment, the Sheriff can seize vehicles or business proceeds to satisfy unpaid judgments.

Education Efforts

Finally, DOT is committed to working more closely with the bus industry to provide drivers—especially drivers coming from out of state—with all of the information they need to drive safely and legally within the five boroughs. We are currently revising our printed materials to clarify the rules of the road here in the city, with special focus on truck routes, permitted layover areas, and idling limits. We also plan to hold a series of webinars with bus companies in the near future to explain these laws in greater detail. We appreciate the willingness of the bus industry to collaborate with us on this effort, and the leadership of Council Member Johnson in bringing the parties to the table. DOT would welcome opportunities to partner with additional Council Members on this effort.

Conclusion

Thank you for the opportunity to testify before you today. We would now be happy to answer any questions you may have.

**Statement of the Amalgamated Transit Union (ATU)
New York City Council
Committee on Transportation
October 26, 2017**

Introduction

ATU welcomes the opportunity to comment on the issue of Over-the-Road (OTR) bus safety. We are the largest union representing transit workers in North America, with thousands of members employed by companies such as Greyhound, Peter Pan, and Bonanza.

This hearing was obviously initiated by the recent tragedy in Queens, in which a charter bus plowed into an MTA bus, killing the charter bus driver and two other people and injuring 16 others. While this tragedy is fresh in our minds, we cannot and should not forget the many other OTR accidents that have taken place here in New York and across the United States in recent years, killing hundreds of innocent bus riders and other highway users and forever turning the lives of their family members upside down. We have a full-blown crisis in the OTR bus industry – a five alarm fire. While we absolutely know the key reasons why these buses keep crashing, the lack of government oversight has allowed these problems to persist. The OTR bus industry operates like the Wild West. Until legislators and executive branch members at all levels of government take steps to address the core safety issues involved in this matter, we are going to see continued carnage on the roads of New York City and elsewhere.

Wack-a-Mole

The first reaction by regulatory authorities in response to these disturbing events has been to focus on casino runs and other so-called curbside bus operators. Law enforcement pulls over a tiny fraction of OTR buses in an effort to check rule compliance, examine log books, and determine if required rest periods are taking place. Federal authorities say these spot safety checks of passenger buses across the country result in rogue bus operations being taken off the road. However, the truth is that the Federal Motor Carrier Safety Administration (FMCSA) and States are just playing a dangerous game of Wack-a-Mole. According to the National Transportation Safety Board (NTSB), there are 878 federal and state inspectors able to conduct safety reviews of 765,000 bus and truck companies, or an average of slightly more than **one inspector for 1,000 companies**. Even when a bad actor is taken out of service, they quickly get back on the road by changing their name. These “chameleons” in the so-called “ghost” buses are easy to spot -- just look for the vehicles that are painted solid white with no writing on them. They are transforming into a new company with the same likelihood of causing massive casualties at any time.

This is an exercise in futility.

Fatigue, Fatigue, Fatigue

The driver of a tour bus that crashed in the Bronx in 2011, killing 15 people, was exhausted and driving only after a few naps, according to NTSB. The agency reported that the driver had nearly no sleep in the three days leading up to the crash. First responders to that accident, which left bodies severed and sprawled all over Interstate 95 – who have undoubtedly worked at many disturbing scenes in the past – were reportedly so overwhelmed with the gruesome nature of the crash that they required counseling.

While it is understandable that the City of New York focuses only on accidents that occur here, it is critical to look beyond our borders to understand the magnitude of what is going on. The New York accidents are just the tip of the iceberg. Over the past 25 years, at least 17 major bus crashes have happened on the New Jersey Turnpike alone.

In 2015, a southbound bus hit a guardrail in North Carolina, flying across the median. A car traveling northbound tried to swerve to avoid the bus but collided. The driver of the bus and a passenger from the car were both ejected from their vehicles. The bus continued without a driver, going back across the median and coming to a stop in the southbound lane. **The bus driver from New York City fell asleep at the wheel**, according to officials.

Survivors of a deadly bus crash in Virginia in 2011 described how they swerved from side to side and changed speeds erratically before careening off an interstate highway. **That bus was headed here** from North Carolina. The crash killed four and injured dozens along Interstate 95. Witnesses said the erratic driving occurred for up to an hour as the driver drank coffee and Red Bull energy drinks. Finally, he nodded off at the wheel and lost control of the low-fare bus.

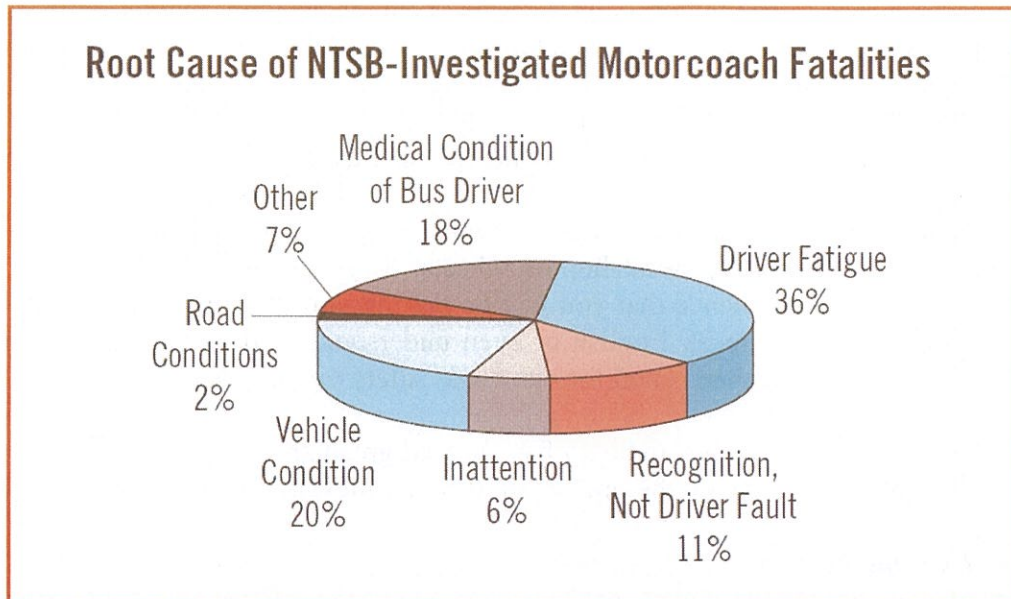
One passenger said that it felt like a roller-coaster ride. Dozing passengers were awakened by the vibration of the bus wheels on the highway shoulder's rumble strips. They started screaming when they saw the driver slumped over. The driver later admitted he fell asleep.

NTSB said driver fatigue likely caused the crash. The board found that the driver had limited opportunities for quality sleep in the days leading up to the accident, and that ineffective government oversight allowed the bus company to operate despite various safety violations.

This is not at all surprising.

According to NTSB, driver-related problems are responsible for 60% of the fatalities occurring in motorcoach crashes, while vehicle **condition only accounts for 20% of the fatalities**. **Driver fatigue is responsible for 36% of the fatalities** occurring in the crashes investigated. It is the **number one cause of fatal accidents**, far above road conditions (2%) and inattention

(6%). Other than vehicle condition, the next highest root cause is driver medical condition (18%).¹



Why Are Bus Drivers Falling Asleep at the Wheel?

Prior to 1982, the OTR bus industry was strictly regulated by the Interstate Commerce Commission (ICC). Bus operators were required to petition ICC for operating rights before beginning service on each interstate route. Regulators precisely defined each bus route, specifying exactly which highways could be used. They also dictated the size of the bus and the places where passengers could be picked up or discharged. Operators also had to get ICC approval for all changes in rates.

Intercity bus travel was at its peak during the 1940s. After World War II, the share of intercity travel done by bus steadily declined. As competition from air travel and improvements in automobiles increased, the industry's share of passengers decreased. In the 1970s, bus lines came under pressure from low fares offered by Amtrak. The steady decline of the industry led Congress to pass the *Bus Regulatory Reform Act of 1982*, which simplified regulatory standards and expedited procedures.

¹ U.S. DOT Motorcoach Safety Action Plan, 2012.

Unintended Consequences

While the act was certainly successful in stimulating competition, it is doubtful that Congress intended to cause a race to the bottom. As a result of this legislation, market entry conditions into the industry were eased significantly, and applications for authority to operate have rarely been challenged. Entry was liberalized to the point where any prospective carrier that was “fit, willing, and able” was granted authority. Minimum insurance coverage and knowledge of safety regulations are now basically the only requirements to prove a carrier’s fitness to operate.

Operators are now free to set their own rates, allowing customers to lock in jaw-dropping fares between certain cities – a relative sweatshop on wheels. If you take your chance on a discount bus operator, there is a good chance that you will be putting your life in the hands of a severely fatigued driver who may not speak English or even understand road signs. And you may very well be riding in a bus that has been cited for numerous safety violations.

The deregulation of the intercity bus industry has allowed greed and profits to endanger the well-being of anyone who is traveling on the open road, whether they are in a bus or not.

Low Wages, Extreme Fatigue

When an intercity bus crashes, especially when no other vehicles are involved in the accident, there is a high likelihood that the driver of that bus fell asleep at the wheel. Hundreds of non-union intercity bus companies – usually tiny operations that have only a few buses – typically pay their drivers incredibly low wages. In addition, OTR bus operators do not receive time and a half when they work more than 40 hours per week because they are exempt from the *Fair Labor Standards Act’s* (FLSA) overtime provisions.

Reporting for work, performing pre-trip inspections, loading passengers, and making reports is unpaid work time, as is rest stop time, post-trip inspection time, and most late arrival time. So even though it is said to be an hourly rate of pay, it actually amounts almost to piece work: one is paid for the time it supposedly takes to drive a particular schedule.

As a result, OTR bus drivers are working an insane number of hours per week just to make a living. If they are not driving a bus for that many hours, there is an excellent chance that the driver works two or three other jobs in order to make ends meet. They rarely sleep, and when they do, it is not quality sleep. If they are on the road and lucky enough to check into a hotel, there’s a good chance that they will be sleeping with bed bugs. If they are on a casino run, they will likely try to catch a nap while sitting upright in their bus, which may be blazing hot or freezing cold. By the time they get back behind the wheel, drivers need toothpicks in their eyes and gallons of coffee to stay awake. Is it any wonder that the buses keep smashing into guardrails? Unsuspecting customers simply do not know that they are riding with drivers who are falling asleep because they never rest.

In addition to the daily challenges of keeping your eyes open, there's the stress of knowing that your tires could blow out at any time while you are cruising up and down the interstate because preventive maintenance is not even an afterthought for many of these companies. You are always on the road so there is no family life. Even for the so-called "legitimate" companies, new drivers are placed on the extra board for years, requiring them to be on call to work 6 or 7 days a week. Pensions are non-existent.

Wrong Way!

Policy makers at all levels of government have been looking in the wrong direction in search of a solution to this crisis. In Washington, Congress has passed legislation requiring motorcoaches to be installed with seat belts, advanced glazing in each portal to prevent passenger ejection, and stability-enhancing technology to reduce the number and frequency of rollover crashes, among other requirements. However, common sense tells us that while maintaining the structural integrity of a bus is critically important, if a 40,000 pound vehicle traveling at a high rate of speed overturns and smashes into a bridge or falls over a cliff, the lives of the occupants are going to be in grave danger, even if they are strapped in and the vehicle has the strength of a tank. Moreover, the federal hours of service rules are ineffective.

In Albany, the State Legislature in 2012 passed A. 4578-A, a bill targeting the so-called "Chinatown bus" issue. The legislation authorized the City of New York to prohibit intercity buses from loading or unloading passengers except on designated streets and at assigned locations. The bill establishes criteria for permits. The City issued the regulations on OTR buses four years ago. The fines for non-compliance are weak. And, remarkably, charter buses are exempt from the regulations. Both of these issues are a result of language in the State bill which have limited the City. NYCDOT's powers in this area basically come down to traffic enforcement. Again, this is the equivalent of closing the gate once all of the cows have left the barn.

In the wake of the Dahlia crash, some State lawmakers are reportedly proposing legislation to increase penalties on bus companies that fail to inform the Department of Motor Vehicles when they hire a new driver, in order to ensure that the DMV is aware of drivers with poor safety records. The bill would also require companies to post their safety records online for the public to view, allowing customers to make more informed decisions when they travel.

While these are certainly fine ideas, the core issues behind the overwhelming majority of these horrendous accidents -- wages and working conditions, causing extreme fatigue -- are still being ignored.

Rest: A Common Sense Approach to Safety

Doesn't it make sense to create economic conditions whereby drivers are fairly compensated for their work, making it less likely that they will have to resort to doctoring log books, working

other jobs, and wearily reporting for duty with a giant cup of coffee? By doing so, fewer collisions will ultimately occur. Simply stated, the best way to avoid collisions is to get a good night sleep. Drivers are currently tested for sleep apnea, drugs, and alcohol. Yet they are never tested for fatigue despite the fact that the government and the industry has set in place the circumstances that result in fatigue.

Australia recently had a similar problem with their long haul trucks. More than 2,500 people died over a ten year period in truck-related accidents on their roads. Like here, low wages, long hours, no time for maintenance and tight timeframes placed huge pressure on drivers, putting every road user at risk. In response, legislation was passed saying that when rates are determined for road transport, driver safety and the safety of all road users is the starting point. **Research indicates that only a 10% higher driver base pay rate leads to a staggering 34% lower probability of a crash.**²

As long as wages are rock bottom in this industry, buses are going to continue to swerve off the road and kill people. The drivers just can't stay awake because they are performing second jobs on the side.

New York City and New York State can set an example for the U.S., requiring a living wage when they contract with bus companies.

One hindrance to getting rest cited by charter drivers is difficulty in locating legal bus parking, particularly in large cities. Bus parking is sometimes located far from the passenger drop-off location, and, in some cases, drivers must navigate through dense traffic to get to these areas. Many of the legal parking locations have no indoor areas or nearby restaurants, so drivers have to remain with their vehicles. Remaining in vehicles also poses challenges to rest because motorcoaches do not have sleeper berths. Furthermore, some cities (like New York) do not permit drivers to idle the bus, which results in being in a motorcoach without air-conditioning or heat.³

All OTR companies discharging and/or picking up passengers in the City outside of the Port Authority Bus Terminal should be required to provide for a place for drivers to park the bus and another nearby location for the driver to get off the bus and rest.

² *Paying for Safety: An Economic Analysis of the Effect of Compensation on Truck Driver Safety*, Michael H. Belzer, 2002.

³ *Safety Challenges and Oversight in the Motorcoach Industry: Attitudes and Perceptions of Drivers, Roadside Inspectors, and Federal Investigators*. Association for the Advancement of Automotive Medicine, October, 2012.

Other Ideas

It is no coincidence that there have been more accidents in New York than Boston or Washington, D.C. in recent years. Those cities have moved away from curbside bus service. Boston buses go in and out South Station, while D.C. uses the new intermodal facility at Union Station. New York should consider going the same route. It helps to somewhat mitigate a small portion of these issues.

If New York decides to continue to allow for curbside bus service, State Law should be amended to end the exemption for charter buses under the permitting system. The City should be authorized to regulate charter buses -- mostly casino service -- in the same way as other OTR buses. Exempting them makes no sense.

In addition, the permitting system should be strengthened to deny permits to companies that have poor safety records.

FMCSA relies on New York State Police to enforce bus safety rules. Without question, the State Police should steer resources toward consistently pulling over OTR buses in and around the City at a high volume, targeting casino routes. They should constantly be on the lookout for OTR companies with poor FMCSA safety records. NYPD should also have the authority to pull over these buses in the City if they do not already have such authority.

Conclusions

ATU represents the workers at MTA in two of the five Boroughs – Queens and Staten Island. As many of the Council members know, we had a wave of brutal assaults on New York City Transit bus operators, especially when fare increases and service cuts were out of control during the recession. We tried to raise the penalties for the assault of a bus driver. The assaults continued. Management tried to teach us de-escalation techniques. The assaults continued. Finally, we convinced MTA that it should put barriers on the buses to prevent the assaults from happening in the first place. Not surprisingly, this has proven to be an effective way to protect operators and passengers. While the issue is far from resolved, there is no question that operators and passengers are safer today.

For OTR drivers, we recommend addressing the issues head on in the same way. Let's focus on the main reason why the buses are crashing and start from there. Drivers need a living wage and humane working conditions so that they can do what they need to do when they get behind the wheel. While better law enforcement is certainly required, we are just fooling ourselves if we say that the buses are going to stop crashing. And even if New York is successful in shutting down all of the bad actors on City streets, the accidents are just going to keep happening – with New Yorkers on board – beyond state lines.

The truth is that there is little that the City or even the State can do to address these matters on their own. This is of course a matter of interstate commerce, and Congress needs to act. They

should start by requiring bus operators to be paid overtime like 85% of U.S. hourly workers. The federal government should focus on the prevention of these horrific accidents by providing the public with the same type of protections afforded to travelers in other modes. Until bus riders are viewed as equals with airline, rail, and auto passengers, nothing is going to change.

We appreciate the opportunity to shine some light on this mobility crisis.

Motor coach Safety Press Conference and Oversight Hearing October 26, 2017

Dear Chair Rodriguez and Honorable Council Members.

Our district of Chelsea and Hell's Kitchen sees over 8,000 bus trips per day, including around 400 for long distance intercity buses and we have parking for 300 tour and charter buses. Two months ago charter buses drivers killed two cyclists in our neighborhood; the buses were traveling illegally on residential streets instead of truck routes.

We have long worked very effectively with DOT to establish stops in safe locations but the current process is deficient in many ways, which we believe can and should be fixed. We applaud your taking this initiative.

Safety: First and foremost, there must be a safety screening before stops are granted. The federal Highway Administration "Safer bus" application provides all the necessary information to determine whether driver and equipment are fit to be safely on the road. Currently many are not.

Subcontractor: Today permits are given to companies but buses and drivers belong to others. There are even some shuttle companies who charge others to use the stops. The company obtaining the permit ought to employ – not contract- the drivers and be fully liable for their actions. Sub contracting should be prohibited since it dilutes enforcement of safety procedures.

Routes/ Locations: Today the operator proposes bus stop locations. Before granting a permit DOT should evaluate the impact of the proposed route on Vision Zero, and if acceptable, include it in the permit, with prohibition to use other routes. That is not the case today. As a result, some stops require many turns through dangerous intersections or through residential areas.

If carefully chosen, bus stops locations can improve operational safety: near highways and public transportation and minimizing travel through busy or residential street.

A proactive approach would be for DOT to study various locations based on safety, routes and saturation and offer these limited choices to the operators. Some companies equip their bus with GPS system allowing the management to track if buses are off route or stopped in a non-permitted location. Such a system should be required for all permitted buses.

Tour and Charter Buses do not need a permit to operate, just a parking spot. Many buses circle the blocks and put pedestrian at risk as well as increase congestion because they do not have a place to park: this is particularly true for Tour and Charter buses, and to a lesser extent Long Distance. The parking situation is getting worse and without a bus garage we will see more of these buses circling and double-parking on residential block. In a 2005 FEIS, the



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city committed to build such a garage by 2025. A viable location has been identified. The city needs to get serious about this investment.

Air Quality: Beside the safety issue, the most frustrating issue is idling. Bus companies consider warming or cooling the cab before their customers get on a basic part of customer service. As a result buses idle for 15 to 30 minutes in place and for busy stops this translate into daylong idling, even when near a school where idling is legally limited to 1 minute. In order to get a permit, all buses should be required to be equipped with Auxiliary Power Units, like refrigerated trucks.

An alternate option is to require clean bus technology in order to grant a permit like the MTA hybrid buses.

Enforcement: Even when notified of illegal behavior the DOT is reluctant to direct NYPD to enforce the law. Some NYPD units do an outstanding job, but there are too few to manage the volumes of stops and buses. The training of NYPD agents on Idling and Bus permits is extremely limited and thus existing agents that could enforce idling do not.

Renewals: Maybe we should start with this. Currently community feedback is not a factor in deciding to renew or not a permit. The procedure relies entirely on whether NYPD issued summonses – which - in most cases- they have not. Even that process is not outlined: will DOT collect all the summonses given to an operator across various precincts and various stops? What if they are moving violations? What if they are parking tickets? The community has many eyes and ears on the ground and their input should definitely be part of the equation.

Concentration: Some areas of the city are overwhelmed with buses, which increase problems real and perceived. . We need to define oversaturation and use this measure to spread buses equitably all over the city.



Testimony of Greyhound Lines, Inc.
Before the
NYC Council Transportation Committee
Thursday, October 26, 2017

Good morning Chairman Rodriguez and Members of the Committee. My name is Michael Fleischhauer and I am the Regional Vice President for the Northeast for Greyhound Lines, Inc.

Greyhound operates the only nationwide intercity bus network in the United States. We are the largest lessee of intercity bus gates at the current Port Authority Bus Terminal and are happy to report that in late September, Greyhound began daily service from the newly renovated George Washington Bridge Bus Station. In addition, Greyhound, Inc. is the parent company of Bolt Bus, which is an intercity bus carrier that operates curbside in New York City.

Today, we are here to testify before the Committee on Transportation to detail all of the steps Greyhound takes to ensure the safety of our customers and drivers.

Greyhound Training and Safety Procedures

Each newly hired driver gets a minimum of 160 hours of training. His/her training includes over 40 hours of classroom and computer-based training and 120 hours of behind the wheel training (BTW). Each new hire must pass a final test before becoming a Greyhound driver.

During the first 90 days of employment, the drivers receive follow-up progress training that includes a road check with an instructor. Annually, every single driver, regardless of seniority, receives training in the fall and then full retraining every two years.

Additionally, safety processes are in place that include the use of mystery riders and managers who do ride checks regularly. We use *Drive-Cam*, a risk management program, that uses video driver safety programs to identify and address poor driving behavior by combining sight and sound with real-time driver feedback and coaching resulting in reductions in collision-related costs. The program also assesses drivers' abilities to be safe and monitors for excessive speed.

All Greyhound's Prevost buses are equipped with a collision avoidance system and buses purchased since 2008 are seatbelt equipped. All buses go through an extensive preventive maintenance program with frequent safety inspections.

Federal Motor Carrier Safety Administration (FMCSA)

The Federal Motor Carrier Safety Administration (FMCSA) is the federal agency that regulates intercity carriers like Greyhound. The three areas where some operators fail are poor maintenance, using unqualified drivers, and lacking proper registration and/or insurance. Anyone can review the safety records of individual carriers at <https://www.fmcsa.dot.gov/safety/passenger-safety/search> . You can search by company or type of vehicle. For Greyhound and Bolt Bus, you would learn that we have 1,270 vehicles, 1,990 unionized drivers and undergone 2,647 inspections.

Safety is a top priority for Greyhound. For more than ten years, we have received the highest possible safety rating from the Department of Transportation after every compliance check. In addition, we took an industry-leading step in 2009 when we installed three-point safety belts on all of our new buses – which was 7 years ahead of the 2016 National Highway Traffic Safety Administration's ruling that required them.

Thank you very much for providing Greyhound the opportunity to testify today. We look forward to continuing to work with the City Council to deliver high quality and safe bus service throughout all of New York City.

FOR THE RECORD

SUPPORT SAFER STREETS

INT.1657--

The Little Amendment that Could

- INT. 1657 helps the Vision Zero Safe Streets campaign.
- INT. 1657 insures safety of visitors and pedestrians in New York and prevents traffic jams, lawsuits, accidents and medical bills.
- The Double Decker bus industry is 75% minority and over 50% immigrant workers. Half a dozen companies with *hundreds of double decker buses* make over 2,128 tours weekly.
- The drivers of double deckers have **blind spots** on the second floor.
- Only **50%** of double deckers have a licensed person upstairs.
- *Int. 1657 requires every double decker bus to have a licensed person on the second level when there are passengers present. This will protect pedestrians and passengers.*
- A New York City tradition since 1896, double decker tour buses with tour guides to show sights, attractions and history.



COALITION FOR INT. 1657



September 22, 2017

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I reach out to you today on behalf of the American Bus Association (ABA) and the entire motorcoach industry, to strengthen our partnership with the U.S. Department of Transportation for the safety of the traveling public.

The terrible bus collision that occurred in New York City on Monday, September 18, 2017, between a bus operating under the authority of the Dahlia Group Inc. (US DOT #1788395) and a Metropolitan Transportation Authority vehicle, is yet another tragic reminder that more must be done to ensure motorcoach safety remains the Department's priority and that unsafe bus operators are kept off the road.

The motorcoach industry is one of the safest modes of surface transportation and most years rivals the safety record of the airline industry. This is an industry, except for outliers, that operates at the highest safety standards and their family, friends, neighbors and colleagues are their passengers.

Yet tragic accidents like the one on Monday occur and the facts surrounding the event reveal troubling warning signs, clearly indicating the operator was unfit to be operating vehicles on the road. The warning signs included: a checkered accident and violation history, as identified through the DOT safety monitoring system; questionable registrations and use of DOT operating authority; fraudulent filings on fleet size; insurance carriers not familiar with motorcoach operations; a long list of interconnected companies and events associated with the company leadership and ownership; and, suspicious company (or companies) information. These factors point toward a pattern of noncompliance, and are associated with carriers involved in these types of horrific incidents. These are warning signs, and taken together, should have set off alarms for oversight officials.

The ABA believes more can be done to identify and then act on these early warning signs, target resources and stop reckless and unsafe passenger operators, before tragedy strikes. While we know that Federal Motor Carrier Safety Administration (FMCSA) and other New York City and New York State enforcement officials will continue to scrutinize the industry after such an event, all too often we see these increased enforcement activities directed at well-run safe companies simply because they are easier to find. Meanwhile, the marginal companies, who put the traveling public at risk, continue to operate under the radar and under the cloak of darkness.

I reach out today to begin forging a stronger partnership between our Association and the reputable motorcoach industry and the Department, to accomplish the goal of ensuring the motorcoach industry remains the safest form of surface transportation. The ABA has a strong history of supporting the safety oversight role of the Department's Federal Motor Carrier Safety Administration (FMCSA), and its objective to shut down unsafe operators. We were active participants in the development and implementation of the 2008 Motorcoach Safety Action Plan and its updates, which provided a road map to pair safety research, rulemaking and enforcement activities with outreach. However, we need to further strengthen our relationship, as only through our collective efforts will progress be made toward making our roads safer for all travelers.

For this purpose, I reach out to you to convene a meeting for the explicit purpose of exploring ways for ABA and the Department to work more closely together on motorcoach safety and specifically, identifying warning signs to stop unsafe operators from operating. I can be reached at 202-218-7229 or ppantuso@buses.org.

Respectfully,



Peter J. Pantuso
President & CEO

STATEMENT TO THE
NEW YORK CITY COUNCIL
COMMITTEE ON TRANSPORTATION
OCTOBER 26, 2017

The Bus Association of New Jersey (BANJ) represents our state's private motor bus operators. We are pleased to submit this statement on behalf of member companies serving New York City, including Academy Bus, Coach USA, DeCamp Bus Lines, Lakeland Bus Lines, Trans-Bridge Lines and others.

The private bus industry has historically been a key component of New Jersey's and New York City's transportation sector. We estimate that we provide more than a quarter of scheduled bus service in New Jersey alone, much of which is trans-Hudson commuter service. Like New Jersey Transit, we are major providers of public transportation. In addition to operating commuter routes, BANJ members also operate charter service and in some cases intercity bus services.

Our employees strive to provide safe, comfortable, efficient and on-time transportation to the thousands of commuters and passengers that we serve daily. Our member companies provide thousands of good jobs in our region and millions of tourism dollars to NYC.

Private bus operators are subject to federal, state and city regulations, and BANJ members place the highest priority on safety and regulatory compliance, on the regular maintenance, inspection and safety of our buses, and on thorough driver training. Because we know that no company is immune from incident, we are vigilant about constantly monitoring and modifying safety and training programs to address the ever-changing operating environment and the challenges associated with it.

We attach by reference to this statement a September 22, 2017 [letter from the American Bus Association](#) to the US Department of Transportation. We agree with the positions outlined therein. We encourage your committee to consider the outstanding safety and operational record of our represented members and those well-established companies that have a substantial inspection and compliance history on record, and focus oversight and enforcement efforts on those companies that are operating without such data and integrity. Additional regulation will not address the issues at hand, but simply will add to the already existing data on well known, established and reputable carriers and will fail to address those carriers operating under the radar of enforcement.

Our member operating companies have a long history and partnership with the communities we serve within New York City, and we look forward to continuing that partnership and our working relationship with the New York City Council to ensure the safe operation of buses in the city.

Thank you for the opportunity to comment. We look forward to addressing any specific issues that may be raised at this committee meeting.

I am writing to share my comments at Councilmember Rodriguez's hearing on October 26 and on behalf of Our Streets Our Lives, a community-based advocacy organization representing the residents and businesses of Bleecker Street in Manhattan

For over ten years we have fought for regulation of private bus companies and also for regulation of interstate buses traveling through our neighborhood

Private bus companies use our streets, our parking spaces, our bus stops and all of our public safety services with very little payment from them into NYC coffers

Interstate buses travel freely through our City and our neighborhoods with no restrictions.

Many cities in the United States and indeed abroad regulate charters by having them have their routes approved before a license is granted.

In New York City, sightseeing and charter buses have no route restrictions.

It is apparent that enacting legislation for route approval is imperative for safety reasons and for insuring that smaller, narrower residential streets throughout the City are not unfairly impacted by charter and sightseeing bus traffic.

In a global city where each nickel is spoken for by many worthy voting citizens, increasing licensing fees, seeking payment for bus stops and parking, and other fees for the use of our streets and the impact on our lives would be most appropriate.

Respectfully submitted,

Judith Chazen Walsh
Our Streets Our Lives
212-533-8102
judynorm@nyc.rr.com

Brad Hoylman, *Chair*
Jo Hamilton, *First Vice Chair*
Bo Riccobono, *Second Vice Chair*
Bob Gormley, *District Manager*



Sheelah Feinberg, *Treasurer*
Susan Kent, *Secretary*
Elaine Young, *Assistant Secretary*

COMMUNITY BOARD No. 2, MANHATTAN

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January 6, 2009

Hon. Christine Quinn
Speaker of the Council
224 W. 30th Street, Suite 1206
New York, NY 10001

Hon. Alan Jay Gerson
Member of the City Council
49-51 Chambers St., Rm 429
New York, NY 10007

Hon. Rosie Mendez
Member of the City Council
237 First Avenue, Suite 405
New York, NY 10003

Hon. John Liu
Member of the City Council
250 Broadway, 18th Floor
New York, NY 10007

Dear Speaker Quinn and Council Members Gerson, Mendez, and Liu:

At its Full Board meeting December 18, 2008, Community Board #2, Manhattan, adopted the following resolution:

Resolution supporting passage of Int. 836 (regulating tour bus routes) by the NYC Council.

Whereas NYC Council Intro 836 requires that all applicants for sight-seeing bus licenses submit operating plans with proposed routes and days of operation for these buses which then must be forwarded for review and comment within five days to the community board(s) and council member(s) in the district(s) traversed, evaluated for number of tour buses and any potential adverse impact on traffic and public safety, and amended with alternate routes and times if adverse impacts are identified, with accompanying fines for lack of compliance; and

Whereas huge, diesel-powered sight-seeing (tour) buses travel down our narrow streets, spewing fumes that pollute the air, adding to congestion, hindering deliveries, backing up traffic, making unwieldy and hazardous turns, jumping the sidewalks, destroying trees, emitting loud noise from heavily amplified sound systems and hydraulic brakes, and creating vibrations that structurally impact our small-scale buildings and street beds, altogether compromising the health, safety and access of residents and all users of these streets; and

Whereas Intro 836 provides for access for such tour buses in a balanced and equitable manner that avoids negatively impacting such vulnerable streets; and

Whereas out-of-town tour buses often park in spaces set aside for hopping on/hopping off local tour buses, forcing the local tour buses to double- and triple-park, further exacerbating congestion; and

Whereas it has been recommended that New York City engage an expert bus planner to do a business management (master) plan for tour buses that is presented to community boards; and

Whereas CB2 welcomes tourism and the economic benefits it brings to our community, but recognizes that tour bus activity (which CB2 does not oppose) needs to be channeled and organized so as not to disturb people's peaceful enjoyment of their homes and public spaces and their health, safety and welfare; and

Whereas it is important to put these tour bus operating plan requirements into action in advance of the warm weather season when tour bus activity becomes even more intense than usual;

Therefore Be It Resolved that Community Board 2 Manhattan (CB2) wholeheartedly supports Intro 836 and strongly urges that it be calendared to be heard by the NYC Council as soon as possible and swiftly passed into law; and

Be It Further Resolved that CB2 requests that Intro 836 be adjusted so that the 5 day period for comment by affected community boards and council members be extended to 30 days; and

Be It Further Resolved that CB2 requests that a friendly amendment be added to Intro 836 that provides for an expert bus planner to do a business management (master) plan for tour buses to follow; and

Be It Finally Resolved that CB2 requests that another friendly amendment be added to Intro 836 that provides for enforcement that ensures that local hop on/hop off tour buses have exclusive use of the spaces set aside for them.

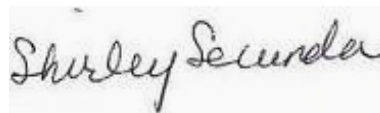
Vote: Unanimous, with 37 Board members in favor.

Please advise us of any decision or action taken in response of this resolution.

Sincerely,



Brad Hoylman, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

BH/gh

cc: Hon. Jerrold Nadler, Congressman
Hon. Thomas Duane, NY State Senator
Hon. Deborah Glick, Assembly Member
Hon. Scott Stringer, Man. Borough President
Lolita Jackson, Commissioner, CAU
Angelica Crane, Community Board Liaison, MBPO

Tobi Bergman, *Chair*
Terri Cude, *First Vice Chair*
Susan Kent, *Second Vice Chair*
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*
Keen Berger, *Secretary*
Daniel Miller, *Assistant Secretary*

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December 18, 2015

Margaret Forgione
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Hon. Melissa Mark-Viverito
Speaker, NYC Council
250 Broadway, Suite 1856
New York, NY 10007

Hon. Rafael Espinal
Chair, Consumer Affairs Committee
NYC Council
250 Broadway, Suite 1880
New York, NY 10007

Hon. Corey Johnson
3rd Council District
250 Broadway, Suite 1804
New York, 10007

Dear Manhattan Borough Commissioner Forgione, Speaker Mark-Viverito, Councilman Corey Johnson and Councilman Rafael Espinal:

At its Full Board meeting December 17, 2015, Community Board #2, adopted the following resolution:

Resolution supporting passage by the NYC Council of Int. No. 713 to require sight-seeing bus operators to submit operating plans to the Dept. of Consumer Affairs.

Whereas Community Board 2, Manhattan (CB2) thanks the office of NYC Council Member Corey Johnson for presenting an overview of Int. No. 713 requiring sight-seeing bus operators to submit operating plans to the NYC Dept. of Consumer Affairs (DCA), so that the Dept. can monitor the traffic of sight-seeing buses on the road; and

Whereas the proposed bill includes the following requirements:

- All applicants for sight-seeing bus licenses or for renewal of their licenses must submit a separate operating plan for every single bus in every sight-seeing bus fleet or, in the case of one single bus, for that individual bus, to DCA.
- The operating plan must detail proposed routes, days and hours of operation, stops and layover locations for these buses, as well as how many buses in each fleet are expected to use each route, stop and layover location during each hour of operation.
- DCA must forward each operating plan for review and comment within 60 days to the NYC Dept. of Transportation, and the community board(s) and council member(s) in the district(s) traversed.

- Upon reviewing the operating plan and the comments submitted, DCA can approve or deny it outright, or send it back to the applicant to amend to avoid adverse impacts on traffic and public safety that have been determined. When the amended plan is re-submitted, DCA must review it again.
- No sight-seeing bus license can be issued until the operating plan for the bus is approved.
- DCA must post each approved operating plan on its website within 30 days. Each sight-seeing bus must carry a copy of its operating plan at all times.
- Should the sight-seeing bus owner violate an operating plan's terms, each offense is required to be fined from \$500 to \$1,000; and

Whereas huge, sight-seeing (tour) buses travel down our streets, polluting the air, exacerbating congestion, emitting excessive noise, endangering people's safety (all too often injuring and even killing pedestrians), hindering public bus activities as well as deliveries, backing up traffic, making unwieldy and hazardous turns, jumping the sidewalks, destroying trees, and creating vibrations that structurally impact our small-scale buildings and street beds, altogether compromising the health, safety and access of residents and all users of these streets, and there are no measures at this time to monitor and manage their travel along these routes; and

Whereas the proposed operating plans requirements in Int. No. 713 provide the opportunity for needed input and regulation on suitable sight-seeing bus routes, assignment of sight-seeing bus pickup/drop-off stops, and facilitation of public bus access in a balanced and equitable manner that accommodates tourism while helping mitigate negative impacts on our communities; and

Whereas the penalty (\$500-\$1,000) put forth for violation of an operating plan's terms is not in keeping with today's costs and current pricing structure, especially for an industry known to earn over \$100 million annually and garner \$25,000 per bus for advertising with an additional one-time \$15,000 set-up fee; and

Whereas no NYC 311 service mechanism currently exists for specifically reporting sight-seeing bus violations and also will be needed for reporting non-compliance with sight-seeing bus operating plans;

Therefore be it resolved that CB2 fully supports Int No. 713 and strongly urges that it be calendared to be heard by the NYC Council as soon as possible and swiftly passed into law; and

Be it further resolved that CB2 suggests that provision be included requiring large, easily visible signage of the operating plan and information on where and how to submit complaints of non-compliance with it to be affixed outside the bus; and

Be it further resolved that CB2 urges that consideration be given to inclusion of a higher penalty for violation of an operating plan's terms that is more in keeping with today's costs and current pricing as well as to provision for escalation of penalties based on the number and severity of violations; and

Be it further resolved that CB2 recommends including provision for license revocation based on the number and severity of infractions; and

Be it finally resolved that CB2 asks that provision be included for assigning a code designation to NYC's 311 service for reporting complaints about sight-seeing bus violations and non-compliance with operating plans.

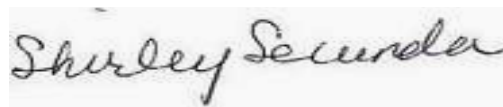
Vote: Unanimous, with 40 Board Members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Tobi Bergman, Chair



Shirley Secunda, Chair

Community Board #2, Manhattan

Traffic & Transportation Committee
Community Board #2, Manhattan

TB/EM

c:

Hon. Jerrold L. Nadler, Congressman
Hon. Carolyn Maloney, Congresswoman
Hon. Nydia Velasquez, Congresswoman
Hon. Brad Hoylman, NY State Senator
Hon. Daniel Squadron, NY State Senator
Hon. Deborah Glick, State Assembly Member
Hon. Sheldon Silver, NY Assembly Member
Hon. Gale Brewer, Manhattan Borough President
Hon. Corey Johnson, Council Member
Hon. Margaret Chin, Council Member
Hon. Rosie Mendez, Council Member



Since 1938, BANY has been the major voice of the Bus Industry in New York State. These private motor carriers provide regular route, commuter, local and rural transit, inter-city, contract, charters, tours and other bus services. Our mission is to represent and promote the interests of charter, commuter and tourism bus operators throughout New York State as well as our associate members in regard to transportation and transit related services and products.

BANY is recognized as the spokesman for all our members on a variety of critical issues. Our combined companies employ tens of thousands of people and annually we transport many millions of passengers to all regions of the state. Our members are a crucial link to the state's tourism industry. We deliver millions of visitors each year to New York City who spend millions of dollars at local shops, theatres, restaurants and hotels.

Buses are the safest way to travel. Motorcoach travel is three times safer than automobile travel per 100 million vehicle miles; four times safer than air travel and fourteen times safer than train travel.

Benefits Motorcoaches Provide to NYC

- In our industry, nothing is more important than safety. We support Vision Zero initiatives.
- Reduce traffic congestion. The average OTRB motorcoach (56 passengers) can help remove a significant number of automobiles, helping to reduce gridlock and air pollution.
- We bring substantial revenues to New York City in the form of tourism dollars, sales and occupancy taxes.

We attach by reference to this statement a September 22, 2017 [letter from the American Bus Association](#) to the US Department of Transportation. We agree with the positions outlined therein. We encourage your committee to consider the outstanding safety and operational record of our represented members and those well-established companies that have a substantial inspection and compliance history on record, and focus oversight and enforcement efforts on those companies that are operating without such data and integrity. Additional regulation will not address the issues at hand, but simply will add to the already existing data on well known, established and reputable carriers and will fail to address those carriers operating under the radar of enforcement.

BANY looks forward to continuing our partnership and working relationship with the New York City Council, NYC Dot and the Community Boards to ensure the safe operation of buses in the city.

Thank you for the opportunity to comment. We look forward to addressing any specific issues that may be raised at this committee meeting.

Thank you for your time today.

Sincerely,

Camilla Morris
President, Bus Association of New York



COMMUNITY BOARD NO. 2, MANHATTAN

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February 29, 2008

Honorable Alan Jay Gerson
Member of the City Council
49-51 Chambers Street, Rm 429
New York, NY 10007

Margaret Forgione
Manhattan Boro. Commissioner
NYC Dept. of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Dear Councilmember Gerson and Manhattan Boro. Commissioner Forgione:

At its Full Board meeting on February 21, 2008, Community Board #2, Manhattan, adopted the following resolution:

Resolution Recommending Changes in Tour Bus Routes and Stops and Enforcement of These Changes in the Area between 14th and Houston Streets/7th Avenue and Broadway away from Bleecker and other Small Streets and on to Major Avenues, in Support of Tour Bus Noise Abatement, and in Support of Legislation Mandating Standards to Regulate Such Actions throughout NYC.

Whereas the Bleecker Street communities from 7th Avenue to Broadway, including Buses Off Bleecker (BOB), the Bleecker Area Merchants and Residents Association (BAMRA), and the Carmine Street Block Association, have appealed for relief from the longstanding and overwhelming number of tour buses passing down their streets and producing negative impacts, among them:

- Noise from heavily amplified sound systems and hydraulic brakes.
- Structural impact of the oversized buses on small-scale buildings and the narrow street (with one travel lane of 10 ½ feet, parking on both sides and a new bike lane).
- Danger to pedestrians with the massive buses jumping the sidewalks, double-parking, backing up traffic and making unwieldy turns that prevent safe street crossings and bicycle access and safety.
- Air pollution from idling and stop-go emissions.
- Encroachment on privacy with tourists on the top decks peering into residential windows from the towering heights of the buses.
- Destruction of trees; and

Whereas both the Gray Line and the City Sights NY tour bus companies now have instructed their tour guides to refrain from using their loudspeakers on Bleecker Street, the former from Avenue of the Americas and Carmine Street to Broadway and down to Houston Street and the latter from 7th Avenue South to Broadway; and

Whereas these same tour bus companies report that they're considering, for at least half their buses, new routes and drop-off /pickup stops away from Bleecker Street and on to wider, commercial streets, for example, down 7th Avenue, up Avenue of the Americas and east on Houston Street, and are willing to work with the NYC Department of Transportation (DOT) to explore alternative routes and stops; and

Whereas DOT asserts that it can propose alternative tour bus routes and stops, based on criteria such as turning radii, traffic safety and impact, and can work with the tour bus companies to establish such routes and stops which, although not mandated, can be enforced by the NYC Police Department (NYPD); and

Whereas the community has proposed that tour buses be re-routed down 7th Avenue South to Spring Street, turning east on Spring to Avenue of the Americas, going north on Avenue of the Americas, then turning east onto Houston Street, thereby directing tour buses onto wider, more accommodating thoroughfares; and

Whereas CB2 welcomes tourism and the economic benefits it brings to our community, but recognizes that tour bus activity (which CB2 does not oppose) needs to be channeled and organized so as not to disturb people's peaceful enjoyment of their homes and public spaces and their health, safety and welfare; and

Whereas CB2 also recognizes that large, heavy tourist buses should not be traveling on small, narrow streets because of their damaging impacts not only on residents' quality of life, but also on the condition of infrastructure as well as on the safety and access of pedestrians, bicyclists and motor vehicles; and

Whereas legislation is needed that mandates rules and standards for locating tour bus routes and stops away from small, narrow streets, for spacing tour buses at intervals that avoid bunching up, as well as for tour bus noise containment, and Council Member Alan Gerson is preparing legislation to address this need;

Therefore Be It Resolved that CB2 welcomes the Gray Line and the City Sights NY tour bus companies' efforts to eliminate the noise from loudspeakers in the Bleecker Street corridor and encourages them to continue this policy as well as to explore the use of such noise-abating approaches as wireless technology and individual headsets; and

Be It Further Resolved that CB2 appreciates the Gray Line and the City Sights NY tour bus companies' intentions to investigate alternative routes and stops away from Bleecker Street and other small streets and on to wider, less residential thoroughfares for at least half their buses, but asks them to work toward *complete* elimination of tour buses from Bleecker and other small streets and shifting them to the larger major arteries; and

Be It Further Resolved that CB2 urges DOT to study alternative tour bus routes and stops away from Bleecker Street and other small streets and on to wider commercial avenues, including the community proposal for re-routing tour buses, using 7th Avenue South, Spring Street, Avenue of the Americas and Houston Street, and to work with the tour bus companies to implement such a route, establishing a timetable to achieve complete use of such route by all the tour buses; and

Be It Further Resolved that CB2 urges DOT to work with the NYPD to ensure that use of the new tour bus routes on wider, accommodating thoroughfares be strictly enforced; and

Be It Finally Resolved that CB2 thanks Council Member Gerson for his efforts to draft legislation that is needed in New York City to mandate rules and standards to locate tour bus routes and stops on wider, more accommodating thoroughfares, for spacing tour buses at intervals that avoid bunching up, and to contain tour bus noise, and encourages our legislators to work hand-in-hand to attain these regulations.

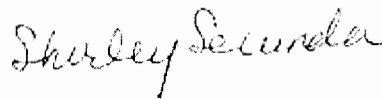
Vote: Unanimous, with 31 Board members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Brad Hoylman, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

BH/gh

cc: Hon. Jerrold Nadler, Congressman
Hon. Thomas K. Duane, NYS Senator
Hon. Deborah Glick, NYS Assembly Member
Hon. Scott Stringer, Manhattan Boro. President
Hon. Christine Quinn, Council Speaker
Hon. Rosie Mendez, Council Member
Shaan Khan, Deputy Director of Community Affairs &
Constituent Services MBPO
Hunter, Johansson, Community Board Liaison, MBPO
Manhattan Director, Lolita Jackson, CAU

Brad Hoylman, Chair
Jo Hamilton, First Vice Chair
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Bob Gormley, District Manager



Sheelah Feinberg, Treasurer
Susan Kent, Secretary
Elaine Young, Assistant Secretary

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January 6, 2009

Hon. Christine Quinn
Speaker of the Council
224 W. 30th Street, Suite 1206
New York, New York 10001

Hon. Alan Jay Gerson
Member of the City Council
49-51 Chambers Street, Room 429
New York, New York 10007

Hon. Rosie Mendez
Member of the City Council
237 First Avenue, Suite 405
New York, New York 10003

Hon. John Liu
Member of the City Council
250 Broadway, 18th Floor
New York, NY 10007

Dear Speaker Quinn and Council Members Gerson, Mendez, and Liu:

At its Full Board meeting December 18, 2008, Community Board #2, Manhattan, adopted the following resolution:

Resolution supporting passage of Int. 742 (regulating tour bus sound systems) by the NYC Council.

Whereas NYC Council Intro 742 calls for abatement of sound amplification in tour buses by requiring that licenses be issued only to sight-seeing buses using headphone-limited sound reproduction devices, with exemptions from this requirement granted only to buses that enclose an upper deck or keep lower level windows shut, to prevent sound from disturbing residents along the bus route; and

Whereas an overwhelming number of tour buses using loudspeakers pass down our streets, emitting heavily amplified noise that disturbs people's peaceful enjoyment of their homes and public spaces, threatens their health and well-being, and severely reduces their quality of life; and

Whereas individual headsets that make the voices of guides on such sight-seeing buses audible only to riders are used successfully throughout Europe without reduction in tour bus use and with no elimination of tour guide jobs; and

Whereas CB2 recognizes the importance of tourism, especially in the current economy, but believes that Intro 742 provides a reasonable and balanced approach to containing tour bus noise that preserves tourism within the framework of community livability; and

Whereas it is important to put these noise abatement requirements into action in advance of the warm weather season when tour bus activity becomes even more intense than usual;

Therefore Be It Resolved that Community Board 2 Manhattan wholeheartedly supports Intro 742 and strongly urges that it be calendared to be heard by the NYC Council as soon as possible and swiftly passed into law.

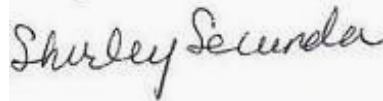
Vote: Unanimous, with 37 Board members in favor.

Please advise us of any decision or action taken in response of this resolution.

Sincerely,



Brad Hoylman, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

BH/gh

cc: Hon. Jerrold Nadler, Congressman
Hon. Thomas Duane, NY State Senator
Hon. Deborah Glick, Assembly Member
Hon. Scott Stringer, Man. Borough President
Lolita Jackson, Commissioner, CAU
Angelica Crane, Community Board Liaison, MBPO
Margaret Forgione, Manhattan Boro. Commissioner, DOT
Geraldine Kelpin, Director Air, Noise Policy & Permitting, DEP

**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: Inspector Fulton

Address: 1 Police Plaza

I represent: NYPD

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: C. BERTHET - CHECKPETS

Address: _____

I represent: CHEKPETS -

Address: -Hell's Kitchen

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1657 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Andrew Sydor

Address: 24-32 21st Street, #B4 Astoria NY 11102

I represent: GANYC

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: Souksavat Soukhasum

Address: 136-23 - Sanford Ave

I represent: Free Synagogue of Flushing

Address: - 11 -

**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: 10/26/17

(PLEASE PRINT)

Name: Sheriff Joe Fucito

Address: Long Island City

I represent: NYC Dept of Finance

Address: One Centre Street

**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: 10/26/17

(PLEASE PRINT)

Name: Sheela Fenby

Address: One Centre St.

I represent: NYC Dof

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: 10/26/17

(PLEASE PRINT)

Name: Daniela Cermei

Address: One Centre St.

I represent: NYC DOT

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: Hannah Roth

Address: Assistant General Counsel

I represent: DOT

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: Alex Keating Dir. of Special Proj

Address: DOT

I represent: _____

Address: 55 Water St.

**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: Ed Pincus Manhattan Dep. Borough

Address: _____
Commissioner

I represent: DOT

Address: 55 Water St

**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: 10/26/17

(PLEASE PRINT)

Name: Bob Baucus - Managing Attorney for Legislative Affairs

Address: _____

I represent: NYPD

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: 10/20/17

(PLEASE PRINT)

Name: Inspector Scott Harwood

Address: _____

I represent: NYPD

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1657 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Judy Richkheim

Address: 2415 W 23rd St

I represent: GANYC

Address: NY

**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: Jeff Rosenberg

Address: 10,000 New Hampshire Ave Silver Spring MD

I represent: AMALGAMATED TRANSIT UNION

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: 10-26-17

(PLEASE PRINT)

Name: MARK HENRY

Address: 211-12 Union Turnpike

I represent: AFL Local 1056

Address: 211-12 Union Turnpike

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