

Testimony of Commissioner Meera Joshi
New York City Taxi & Limousine Commissioner/Chair
Intros. No. 570, 860 & 861
City Council Transportation Committee
October 22, 2015

Good morning Chair Rodriguez and members of the Transportation Committee, I am Meera Joshi, Commissioner and Chair of the New York City Taxi and Limousine Commission. Thank you for the opportunity to testify today on Intros 570, 860 and 861, concerning the City's commuter van industry.

Commuter vans represent a small portion of the sectors regulated by the TLC, but they are an important and necessary part of the City's transportation system. Commuter vans provide true affordable transportation to New Yorkers, mostly in the outer boroughs, but also in Manhattan. This is especially true in neighborhoods that have less access to public transit, where commuter vans allow passengers to share rides at minimal cost – as little as two dollars. In doing so, commuter vans connect people with other neighborhoods – often other new immigrant communities -- at what may be faster times than public transit. An example of this is the existing commuter van service between Flushing and Manhattan's Chinatown, where, on average, a commuter van can provide this trip, which might be a 70-minute subway ride, in about 35minutes.

There are currently 49 authorized commuter van authorities and 585 total commuter vans operating in the City. Many of these van companies are owned and operated as small businesses, often serving their own immigrant communities. Popular service areas include transportation between and among Flushing, Sunset Park, and Manhattan's Chinatown, Eastern Queens, and neighborhoods surrounding Flatbush Avenue in Brooklyn.

I am proud to say that TLC has become significantly more engaged with the commuter van industry, and our ongoing collaborative efforts aim to improve both enforcement and the customer experience. One example of this, which I will discuss more today, is the TLC's commuter van markings pilot, which led to passage of a comprehensive decal system to put distinctive markings on licensed commuter vans to further differentiate them from unlicensed vans. These markings serve two purposes: they help law enforcement better identify illegal vans, and they make it easier for passengers to choose legal vans, which offer greater safety and consumer protection.

As the Commission's establishment of this pilot suggests, the TLC is aware that some communities experience illegal commuter van activity, and we maintain active enforcement efforts against this activity. Illegal vans are problematic because, unlike authorized commuter vans, they lack basic safety and consumer protections, such as driver background checks and appropriate insurance coverage.

As part of our enforcement against illegal vans, the TLC regularly partners with the New York Police Department. This is difficult work, and our dedicated TLC enforcement officers and the NYPD are committed to getting illegal operators off the road. Until very recently, one of our key enforcement tools was to seize illegally operating vans. But, as you may know, based on a recent federal court ruling on one aspect of a larger pending case we have stopped seizing all cars, including unlicensed commuter vans. Rest assured, though, that the TLC is continuing to do commuter van enforcement and issuing the appropriate criminal court or TLC summons to violators in order to deter those who engage in this illegal activity.

Intro 861

On the topic of enforcement, I'd like to comment on Intro. No. 861. Its most significant provision increases the maximum fine the owner and driver of an illegal commuter van would pay from one thousand to three thousand dollars for an initial violation and from two thousand five hundred to four thousand dollars for a second violation within two years. Intro. No. 861 as drafted would not provide for a minimum fine for these violations.

The TLC supports increasing fines as a way of deterring illegal activity. We fear, however, that deleting minimum fine amounts, as is the case in the current draft, would undermine this important effort. This is because if there is only a maximum fine, but no minimum, our experience has been that some judges will impose the lowest amount advocated for by the defendant, which may be well below an amount befitting the severity of the conduct. For this reason we recommend against eliminating the existing minimum fines and further suggest that the minimums be increased to fifteen hundred dollars for the first violation and two thousand dollars for the second in order to ensure that violators receive meaningful fines that will deter repeat offenses.

Intro. 570

I would also like to provide our thoughts regarding Intro. No. 570, which would alter several requirements for commuter vans, including the requirement that commuter vans carry a passenger manifest on board. The TLC does not object to elimination of the on-board manifest requirement.

A second provision of Int. No. 570 would eliminate the prearrangement requirement. While we strongly support the goals of reducing any unnecessary regulatory burdens in the

commuter van industry, we are concerned that, to the extent that this bill would affect the requirement that commuter van service be prearranged, the State Transportation Law would preempt Council action, because that law provides for licensing of van service, which must be prearranged. Accordingly, we would be happy to explore further with Council ways in which we can increase the flexibility of commuter van operations, in harmony with State law.

Intro. No. 570 would also limit commuter van pickups and drop-offs exclusively to designated stops set forth in the commuter van authorization, and require commuter vans to travel designated routes. We agree that providing space for commuter vans to stop could be helpful for pairing passengers wishing to travel with available vans, and it may also benefit other road users. At this time we do not, however, think it is necessary to require that pickups and drop-offs occur exclusively at pre-designated locations, as this would reduce flexibility for commuter van passengers who may benefit from being dropped off closer to their destinations than is possible when only using designated stops. Therefore although providing designated pick up and drop off points could be helpful, we would advise against limiting pickups to such locations. Similarly, we do not believe establishing fixed routes, which would limit van companies' ability to tweak their service provision to meet new passenger needs or new conditions on the ground, would necessarily help the City set a framework for providing the best transportation options for passengers.

Intro. No. 570 would also repeal the requirement that commuter van services renew their authorizations with City DOT every six years, instead permitting them to continue operating until their authorization is revoked by TLC. As I will discuss later in my testimony, DOT plays an important role in reviewing and recommending commuter van service authorizations. We believe DOT, with its greater capacity to evaluate overall transportation and traffic

considerations Citywide, plays a valuable role in reviewing these applications every six years to determine whether the proposed van service meets present and future public convenience and necessity.

Intro. 860

Finally, I'd like to comment on Intro. No. 860, which would require TLC to cease issuing new commuter van licenses until it completes a comprehensive study of the commuter van industry, and which would require TLC to repeat this comprehensive study annually.

There is no question that it is important to monitor growth in the commuter van industry and all transportation sectors, but the current controls on growth in this sector make a moratorium on issuing commuter van licenses unnecessary.

Today a commuter van company cannot gain authorization to operate unless they submit a plan to DOT, including proposed areas of service and a maximum number of vans. DOT reviews the proposal and, pursuant to the Administrative Code, DOT notifies the affected community boards, City Council members, transportation agencies, local stakeholders and the public. Each of these stakeholders then has the opportunity to provide feedback to DOT prior to its determination of whether there is a public need for the service and the number of vans to be allowed per authorization.

Once DOT, having considered input from the aforementioned stakeholders and having conducted any other relevant research or analysis, submits a recommendation to TLC to authorize a commuter van authority based on need, then the TLC reviews the base application – including terms such as sufficiency of insurance, bond requirements, proof of business status and any outstanding judgments, before it issues the license. Thus on a micro level a study is

performed before any company is authorized to perform service, and one of the findings of this study that becomes one of its legal terms of operations is a cap on vehicles. This is arguably the most rigorous growth control mechanism of any of our regulated sectors.

We believe that the TLC's greater involvement with, and outreach to, the commuter van industry in recent years, is already yielding great results to assist with planning, enforcement and other measures to improve customer experience.

An example of this that I have already mentioned is the TLC's commuter van decal program. In August 2014, the TLC authorized a commuter van markings pilot to assist law enforcement in better identifying illegal vans, and to help passengers enjoy the safety benefits of riding in authorized vans.

As part of our outreach on the commuter van decal program, the TLC met with elected officials and members of community-based Commuter Van authorities to encourage authorities to participate in the pilot. We also met with the Chinatown Chamber of Commerce and commuter van authorities in Flushing. Outreach included meeting with City DOT, Councilmember Chin, Community Board 3 and the NYPD to discuss the implementation of designated stops for Commuter Vans in the Chinatown community.

The TLC met with the Commuter Van industry for over two days to solicit their input and feedback regarding the state of the Commuter Van Industry, participated in a commuter van outreach event at Parsons Boulevard and Archer Avenue in Jamaica, and at Smith and Livingston Streets in Downtown Brooklyn, both of which are major Commuter Van transportation hubs. Additionally, this past July, I joined Councilmembers Chin and Koo to

distribute materials to help local riders identify and avoid unlicensed van services at Confucius Plaza in Manhattan.

I'm pleased to report that the pilot was a big success: 87% of authorities and 75% of vehicles voluntarily agreed to put these distinctive markings on their vehicles, and feedback from the public and the industry has been positive. Because of this successful demonstration, in July 2015, the TLC unanimously voted, with support from several members of City Council, including Councilmembers Chin and Williams who kindly testified before the TLC Commission in support, to make the decals a permanent feature of all TLC-licensed commuter vans. Following this vote, the TLC is currently collaborating with the industry to develop the specifics of a permanent markings scheme that is sufficiently distinctive, difficult to counterfeit, and affordable to these small businesses.

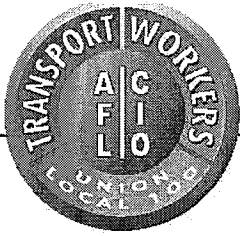
Since then TLC and DOT have continued to meet with commuter van industry stakeholders to discuss issues including the licensing process and the need for additional commuter van stands in Queens. DOT and TLC continue to work together to address future needs of the evolving commuter van industry, and recently the TLC met with representatives of the commuter van industry to discuss solutions to ensure the integrity and effectiveness of the deal program.

Another important tool in our outreach has been the development of new, simple palm cards to explain to customers why they should ride in licensed commuter vans and how to identify these vans. With useful feedback from members of the Council, , we redesigned the card to make it less text heavy and more visually appealing. Our goal was to make the information card as clear as possible, and in the past year, we have distributed over 9,000 palm

cards in English, Spanish, Mandarin Chinese, and French Creole at public outreach events, to commuter van operators, NYPD community councils and elected officials. And with the support of licensed commuter van operators, we hosted community outreach events in Jamaica, Downtown Brooklyn, and Lower Manhattan. We would like to thank Councilmembers Chin and Williams, as well as the van operators for supporting these outreach efforts.

In short, the TLC is proud of its deepened engagement with the commuter van industry, and we feel we are constantly learning more information about this vital sector. We are always happy to provide Council with statistics and information that will help you and your constituents in your policymaking and deliberations,

Thank you for the opportunity to testify on these bills. We appreciate Council's attention to this small but important segment of our City's transportation network. And now, I would be happy to take your questions.



TRANSPORT WORKERS UNION

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Recording Secretary

Angel Giboyeaux
Administrative VP

December 1, 2014

Memorandum in Opposition: Int. 0570 - 2014

Eliminating the prearrangement and passenger manifest requirements for commuter vans, repealing the requirement that commuter vans renew their license every 6 years

The Transport Workers Union (TWU) Local 100 — representing 38,000 active bus and subway workers and 26,000 retirees of the Metropolitan Transportation Authority (MTA), private bus companies in Queens and Westchester County — opposes the above referenced legislation.

TWU Local 100's principal mission is advocating for safety at all levels of service delivery in public transportation. As such, we strongly believe that repealing the requirement that commuter vans renew their license every six years under Int. 0570 reverses the prudent City regulations intended to minimize harm to the riding public, workers, pedestrians, and other drivers.

In effect, Int. 0570 grants indefinite licenses to commuter van operators. Under the Taxi and Limousine Commission's renewal policies, operators of commuter vans, paratransit carriers, and for-hire livery services must furnish proof of current insurance coverage, active 19A status of their drivers, adherence to New York State Department of Transportation Inspection laws (MC300), and compliance with parking and traffic rules that apply to all road users. In addition, commuter vans must meet "present and future public convenience and necessity" (section 19-504.2 of the administrative code). Absolving commuter vans from this sensible renewal process is a dangerous and wrong-headed policy that weakens the oversight and enforcement tools that the Taxi and Limousine Commission, the City Council, the Department of Transportation, and the Police Department exercise to protect the public at large.

For the reasons stated above, Int. 0570 is inconsistent with Mayor Bill de Blasio's Vision Zero plan. Allowing commuter vans to operate without regular renewal schedules fosters reckless disregard for traffic, inspection, and licensing laws. This will exacerbate the problem of fatalities and injuries in our streets.

Therefore, TWU Local 100 respectfully urges the Council to instead consider working towards expanding public transit options and restoring the 2010 MTA service cuts. TWU Local 100 understands that commuter vans fill specific gaps in transit-underserved areas and serve many mobility-impaired individuals, but we strongly feel that the City should do more to enhance the accessibility, affordability, and reliability of public transportation. Because TWU Local 100 works hard to satisfy comprehensive industry standards, public transit in New York City entails a fraction of the crash and crime risks associated with private automobile travel, and our experienced Bus Operators and Mechanics are extensively trained to provide the highest quality of service. In this vein, TWU Local 100 is more than happy to work with the Council and the Mayor to develop more safe public transit solutions that will benefit the entire City.



Queens Civic Congress, Inc.

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Harbachan Singh Esq.
President

New York City Council Committee on Transportation

Chairperson: Hon. Ydanis A. Rodriguez

STATEMENT REGARDING: Intro. 570, Intro. 860 and Intro.861

October 22, 2015

My name is Harbachan Singh, President of the Queens Civic Congress, an umbrella organization which represents over 100 civic organizations throughout the borough. The Queens Civic Congress was formed in the 1990s primarily to unite groups to improve the quality of life and to preserve and protect the residential areas of our borough and seek *inter alia* adequate, affordable and safe accessibility to essential services within and intra boroughs especially for the residents of Queens.

To fulfill these essential requirements, the Commuter Van Legislation has made provisions for the operations of commuter vans in Queens and regulated the activities of these services over the last several years. Commuter Vans are one of several vehicle licensees that the Taxi and Limousine Commission (TLC) is responsible for regulating. The Department of Transportation (DOT) issues van and base authorizations and then enforcement is charged to TLC. The Committee on Transportation is hearing three pieces of legislation pertaining to the vans:

We are pleased that much improvement has been achieved in the regulation of this industry. However, areas of serious concern either develop or arise that must be fixed from time to time.

Intro. 570 (Williams) is: A Local Law to amend the administrative code of the city of New York, in relation to eliminating the prearrangement and passenger manifest requirements for commuter vans, repealing the requirement that commuter vans renew their license every six years, and repealing subdivision k of section 19-504 2.

While the elimination of prearranged transportation and the passenger manifest is understandable, the repeal of renewal requirements for commuter vans has raised a flag. We believe that the vans should be required to continue to prove the need for their service, as originally mandated in the City's Administrative code that requires a determination on "the present or future public convenience and necessity" for commuter van authorizations.

Therefore, the Queens Civic Congress supports this bill except that it does not support one element therein i.e., repealing the requirement that commuter vans renew their license every six years.

Intro.860 (Miller) is: A Local Law to amend the administrative code of the city of New York, in relation to requiring a study of safety related issues in the commuter van industry and suspending new commuter van licenses pending the completion of such study.

The Queens Civic Congress supports this bill which calls for a comprehensive study.

Intro.861 (Miller) is: A Local Law to amend the administrative code of the city of New York, in relation to increasing certain penalties applicable to operators of commuter vans.

The Queens Civic Congress supports this bill.

We see that Into.860 & Intro 861 will serve to raise operational and safety standards within the commuter van industry, and also ensure that the city is able to properly regulate commuter vans. This is essential as the proliferation of illegal and unsafe vans has been a scourge to many communities across the city, including those throughout the Borough of Queens.

The proliferation of illegal and illegally functioning vans presents a serious problem. In violation of City law van operators often “solicit, pick up or discharge passengers” outside of their designated areas, in bus stops and along bus routes, and violate the most basic rules of the road. The vans honk at riders utilizing public transportation, intimidating them and creating unsafe and congested roadways.

Licensing procedures must be enhanced, not dissolved, and greater enforcement of current regulations are needed as New Yorkers continue to be negatively impacted by the substandard and illegal service provided in the commuter van industry. For this reason Introductions 860 and 861 are greatly needed, as is greater enforcement from the TLC and their counterparts at the Police Department.

Our thanks to all the sponsors of these bills.

Harbachan Singh

COMMUNTER VAN ASSOCIATION OF NEW YORK

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Vice President

Solomon Haqq
Treasurer
Winston Williams
Recording Secretary

Testimony of

Hector B. Ricketts

New York City Council Committee on Transportation

Re: Bills 570, 860 & 861

October 22, 2015

Good Morning Chairperson Rodriguez, members of the Committee on Transportation and other Council Members. Thank you for holding this important hearing on New York City's Commuter Van Industry. I especially want to thank Council Members Jumanee Williams and Daneek Miller for drafting legislation to help improve commuter van service that we are discussing today. I must acknowledge the presence of Dr. Una Clarke and thank her for her many years of relentless work that has brought the commuter van industry to this point. Your work today, council members, could fulfill her vision of safe, reliable, fairly regulated commuter vans. My name is Hector Ricketts and I am the President of the Commuter Van Association of New York, an association of the legal, licensed commuter van companies in New York City.

As many of you may know, legal commuter vans serve an important role in New York City's transit system, serving communities underserved by transportation options. Despite the

importance of our services to thousands of New Yorkers every day, policy makers often do not include commuter vans in their discussions about how to improve transportation options in New York City. In recent discussions about the rise of so-called "ride-sharing" companies in New York, Commuter Vans, the original and true ridesharing service in New York City, was hardly mentioned.

It seems that the only times when policy makers remember commuter vans is when there is a crisis. During the transit strikes, contingency plans called for commuter vans to fill the void. When budget cuts forced the State to cut certain less used bus lines, commuter vans were once again asked to provide that needed service. Legal commuter vans have always answered the call for help in these desperate situations and have always been happy to help our fellow New Yorkers get to work and conduct everyday business.

I thank the Taxi and Limousine Commission and its Commissioner, Meera Joshi , for working with us to bring commuter vans more into the mainstream. Under her leadership, legal and licensed commuter vans now proudly display NYC Commuter Van decals, mirroring the decals on yellow taxis and green taxis. The TLC has worked hard with us to help educate the public about the differences between a legal, licensed commuter van, with proper insurance, safety inspections and a driver who went through a fingerprint background check versus an illegal van, which often are from out of state, without proper safety inspections and may be driven by someone without even a valid driver's license.

Despite TLC's efforts, the streets are still swarming with illegal commuter van operators, out to make a quick buck off of the public and unfairly competing with legal van operators who have to ensure their vehicles are safe, have proper insurance and are driven by licensed drivers. Illegal commuter van operators are now exploiting loopholes in the law and operating buses,

which are outside of TLC's jurisdiction, as commuter vans to avoid TLC enforcement.

Legal commuter van operators, mostly immigrants who have their entire life savings invested in their businesses, want more enforcement and higher fines to discourage illegal operators and to keep the public safe.

The Commuter Van Association of New York supports the legislation being proposed today. Intro 570, introduced by Council Member Williams, would end a discrepancy in the law that has existed for over 20 years – the requirement for legal commuter van companies to get reauthorized by the New York City Department of Transportation every six years. No other TLC licensee is required to get authority from two different City agencies and get reauthorized every six years. Currently licenses for commuter van services, like other TLC licensees, must be renewed every two years and TLC can deny such renewal if there are problems with a company. Intro 570 would also eliminate the prearrangement and passenger manifest requirements, two requirements meant to hamper commuter van service that do not reflect the way legal commuter vans operate.

Intro 860, introduced by Council Member Miller, would require a study of safety-related issues in the commuter van industry and impose a moratorium on new commuter van licenses during the study. We support this bill because legal commuter van operators are always interested in improving safety to the public. I have been a supporter of the free market, but understand why a provision for a moratorium is part of this bill.

Finally, Intro 861, also introduced by Council Member Miller, would increase penalties for certain violations. We agree with the general intent of this bill to increase fines, but we believe the bill should be amended so that the fines for unlicensed operators are much higher than for other violations. We recommend that fines for unlicensed operators be a minimum of

\$1,500 for a first violation and a minimum of \$2,500 for subsequent violations. As you may know, one of the principal tools used by TLC to enforce its rules, seizure of illegally operating vehicles, has been put into doubt by a recent court decision. We must now rely on increased fines to ensure people obtain the proper licensing.

Thank you for the opportunity to present the Commuter Van Association of New York's views on our industry and this legislation.

I am available to answer any questions you may have.



From: medithk <medithk@aol.com>
To: qn12 <qn12@cb.nyc.gov>
Subject: Fwd: NYC DOT Review for Expansion of Vans
Date: Wed, Jul 8, 2015 5:22 pm

-----Original Message-----

From: Adrienne Adams <adrienne1@nyc.rr.com>
To: 'Shawbilbo, Patricia (CB)' (CB) <pshawbilbo@cb.nyc.gov>; 'CB12 Yvonne Reddick' <yreddick@cb.nyc.gov>
Cc: Michele Keller <medithk@aol.com>
Sent: Wed, Jul 8, 2015 11:00 am
Subject: FW: NYC DOT Review for Expansion of Vans

Adrienne E. Adams

"If your dreams don't scare you, they are not big enough"

Ellen Johnson Sirleaf, President of Liberia

From: Michele Keller [<mailto:medithk@aol.com>]
Sent: Wednesday, July 08, 2015 10:24 AM
To: qn12@cb.nyc.gov
Cc: adrienne1@nyc.rr.com
Subject: NYC DOT Review for Expansion of Vans

Good morning Mrs. Reddick,

I am forwarding to you this correspondence to be forwarded to NYYCDOT representatives, Dorothy Szorc and Charles Ukkegbu, Ed.D, Assistant Commissioner.

Please include any other van companies in this correspondence that I may have missed.

Dear Assistant Commissioner Ukegbu,

I, the undersigned, am writing to you in response to your notification dated June 9, 2015 informing Community Board 12 that Cedi Transportation, Inc. is requesting an expansion of his vans from 13 to twenty-two.

As Community Board 12's Transportation Chair, I am forwarding the board's opposition to any increase in vans operating on the roads in Community Board 12. Over the past few years, Community Board 12 have voiced our opposition to van owners seeking to operate in our district 24 hours, 7 days a week and adding more vans on the roads.

Along with Councilman I. Daneek Miller, Community Board 12 has requested a moratorium on increasing vans to existing van owners and approving new van applications.

There has been numerous complaints from motorists and pedestrians about the way van operators disobey the traffic rules and regulations when driving on our streets. In addition, we have partner with NYC TLC and NYPD to ensure that our streets are safe from irreverent drivers that pose a threat to our citizens.

Thank you for your cooperation and consideration in this matter.

Sincerely,

Michele Keller
CB 12 Transportation Chair

FOR THE RECORD

Written/Oral Testimony

Michele Keller

Community Board 12 Chair of Transportation

NYC Council Transportation Committee on vans

October 23, 2015

Mr. Chairman and members of the committee

Thank you for the opportunity to present my views to this Committee. My name is Michele Keller and I serve as Chair of Community Board 12's Transportation Committee in Queens. I oppose Intro. 570-2014 (repealing the current TLC requirement that commuter vans operate on a pre-arrangement basis and maintain a passenger manifest. Eliminating the requirement that commuter vans renew their license every 6 years.) I will articulate the need to continue TLC's policy requiring all owners to renew their application every six years.

In addition, I support Intro. 860 and Intro. 861 requiring a study of safety relate issues in the commuter van industry and suspending new commuter van licenses pending completion of such study.

Community Board 12Q's Transportation Committee has the important task of keeping our district safe. We have seen an increase of vans operating legally and illegally throughout the major corridors in our district. In particular, vans constantly cut off other motorists to pick up fares. This action is hazardous as well as reckless on the part of the van operators. Some concerns are as follows:

- Vans parking along Archer Avenue in the bus lanes and soliciting fares at the HUB.
- Vans angle park along Parsons Boulevard between Jamaica Ave and Archer Avenue and double park

Community Board 12 have met with van owners and their spokesperson (Hector Ricketts) throughout the years to discuss the blatant disrespect the van owners/operators demonstrate when idling their vans in the bus stop to solicit commuters. However, the van owners/operators continue to violate the traffic rules and regulations by preventing buses from safely loading passengers. Passengers are forced to board the bus in the street rather than curb side. This is very hazardous!

As recent as September 8, 2015 representatives from TLC appeared before the Transportation Committee to report that TLC and NYPD partnered to issue over six hundred summonses to van operators for various reasons from May 2015 to September 2015. However, these agency representatives have expressed over the years that they are concerned about violence being used against their employees when attempting to enforce the traffic rules and regulations.

CB 12 Transportation Committee have met with van owners who have expressed that they have been victims of physical threats when attempting to approach these illegal van operators about their illegal activity when they are staged on Parsons Boulevard and 158th Street underpass. Some owners have been attacked by other van owners while parked at the staging site. In addition, the angle and double parking causes congestion along Parsons Boulevard. Livery cars are now parking their vehicles along this stretch seeking fares from the public which cause on coming vehicles to cross over the yellow lines.

CB 12 is a progressive body and welcome entrepreneurship from all walk of life. We recognize that the van service is a requested service now and in the future for convenience and necessity for a public that chooses a mode of transportation that transports them faster to the Down Town Jamaica HUB to board the subway.

We adamantly expressed that a moratorium on new van applications seeking to operate in CB 12 be instituted until the concerns have been completely addressed and satisfied. CB 12 urge TLC and NYC DOT continue the renewal application process in order to monitor the performance of vans operating on the roads in CB 12.

In support of Intro. 860 and Intro. 861, CB 12 agrees with the language which directs TLC to conduct a study of safety related issues in the commuter van industry. We believe that this is a significant step to force the van owners/operators to conduct themselves in a safe and respectful manner on the roads citywide.

November 5, 2014

Dear Commissioner Trottenberg,

I am writing you to inform you that Community Board 12 members oppose the requests for renewal applications for both **Confidence Transportation** and **Easy Transportation Corp.**, and any new applications and/or renewal applications regarding vans operating in our district.

Community Board 12's Transportation Committee have forwarded correspondence to Dorothy Szorc in past months expressing our dissatisfaction with the blatant disrespect that the van owners/drivers display when driving through our communities. They refuse to stop parking in the bus stops along Archer Avenue which is the transportation hub in Downtown Jamaica. Their refusal to obey the traffic rules and regulations forcing commuters to have to board the MTA buses in the street which is totally hazardous and unacceptable.

Along with Councilman I. Daneek Miller, Community Board 12 has requested a moratorium to stop the increase of the number of vans allowed to operate in South East Queens.

We are not opposed to any business ventures that will empower our district however, it would be irresponsible on our part to ignore the unruly way the van owners and their employees conduct themselves when operating and staging their vehicles along every major corridor in Community Board 12.

As community representatives and community residents, we are seeking your assistance and consideration of our concerns when reviewing these applications. We are adamant about not wanting additional vans operating on our roads until the existing vans clean up their act.

In addition, there is still an insurmountable problem with illegal vans operating in our district which adds to the issues that need to be addressed.

We thank you in advance for your cooperation and consideration.

Sincerely,

Michele Keller
Community Board 12 Transportation Committee

February 24, 2015

New York City
Department of Transportation
Division of Traffic and Planning
55 Water Street
6th Floor
New York, NY 10041
Attn: Ms. Dorothy Szorc

Greetings Ms. Szorc,

I am writing Community Board 12's opposition to the request from Yours "N" Mine Transportation Services, Inc., 146-28 Guy R. Brewer Blvd., Jamaica, NY 11434. The owner is requesting a proposal for an expansion of vans and territory. to operate 24 Hours, 7 Days a Week. As in past correspondence to your agency, Community Board 12's Transportation Committee have made many attempts to work with the existing number of van owners who operate their vans in South East Queens to no avail. This committee has met with representatives from NYC DOT, NYC TLC, NYC MTA, Hector Ricketts and elected officials to discuss the blatant disrespect the van operators demonstrate when idling their vans in the bus stops to solicit commuters. However, the van owners and operators continue to violate the traffic rules and regulations by blocking the bus stops which causes the bus passengers to walk into the street to board the buses. This is very hazardous.

There needs to be a moratorium on van applications until the issue of the vans operating in our district has been completely addressed and satisfied.

We (CB 12) cannot approve the application for additional vans to operate throughout Community Board 12 until the violations and hazardous conduct by the operators of the vans be HALTED.

There are still dangerous acts of illegal activity conducted by van operators which should make all agencies stand up and take immediate action!!!! Recently, a commuter on one of the vans was severely hurt and hospitalized as a result of the van operator disobeying traffic laws.

Continuing to allow an increase of vans to operate in Community Board 12 where lawlessness exists by money hungry individuals who show disregard to human life would be a travesty.

There must be open dialogue as well as letters of commitment by city agency heads, community leaders and elected officials demonstrating that they are dedicated to combating the continued problems that the vans present on a daily basis.

Sincerely,

Michele Keller

Michele Keller
CB 12 Transportation Chair

cc: Councilman Miller, 27th C.D.
Councilman Lancman, 24th C.D.
Council Wills, 28th C.D.
Commissioner Polly Trottenberg/DOT
Commissioner Meera Joshi/TLC



TRANSPORT WORKERS UNION

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LaTonya Crisp-Sauray
Recording Secretary

Angel Giboyeaux
Administrative VP

December 1, 2014

Memorandum in Opposition: Int. 0570 - 2014

Eliminating the prearrangement and passenger manifest requirements for commuter vans, repealing the requirement that commuter vans renew their license every 6 years

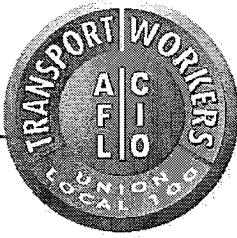
The Transport Workers Union (TWU) Local 100 — representing 38,000 active bus and subway workers and 26,000 retirees of the Metropolitan Transportation Authority (MTA), private bus companies in Queens and Westchester County — opposes the above referenced legislation.

TWU Local 100's principal mission is advocating for safety at all levels of service delivery in public transportation. As such, we strongly believe that repealing the requirement that commuter vans renew their license every six years under Int. 0570 reverses the prudent City regulations intended to minimize harm to the riding public, workers, pedestrians, and other drivers.

In effect, Int. 0570 grants indefinite licenses to commuter van operators. Under the Taxi and Limousine Commission's renewal policies, operators of commuter vans, paratransit carriers, and for-hire livery services must furnish proof of current insurance coverage, active 19A status of their drivers, adherence to New York State Department of Transportation Inspection laws (MC300), and compliance with parking and traffic rules that apply to all road users. In addition, commuter vans must meet "present and future public convenience and necessity" (section 19-504.2 of the administrative code). Absolving commuter vans from this sensible renewal process is a dangerous and wrong-headed policy that weakens the oversight and enforcement tools that the Taxi and Limousine Commission, the City Council, the Department of Transportation, and the Police Department exercise to protect the public at large.

For the reasons stated above, Int. 0570 is inconsistent with Mayor Bill de Blasio's Vision Zero plan. Allowing commuter vans to operate without regular renewal schedules fosters reckless disregard for traffic, inspection, and licensing laws. This will exacerbate the problem of fatalities and injuries in our streets.

Therefore, TWU Local 100 respectfully urges the Council to instead consider working towards expanding public transit options and restoring the 2010 MTA service cuts. TWU Local 100 understands that commuter vans fill specific gaps in transit-underserved areas and serve many mobility-impaired individuals, but we strongly feel that the City should do more to enhance the accessibility, affordability, and reliability of public transportation. Because TWU Local 100 works hard to satisfy comprehensive industry standards, public transit in New York City entails a fraction of the crash and crime risks associated with private automobile travel, and our experienced Bus Operators and Mechanics are extensively trained to provide the highest quality of service. In this vein, TWU Local 100 is more than happy to work with the Council and the Mayor to develop more safe public transit solutions that will benefit the entire City.



TRANSPORT WORKERS UNION

OF GREATER NEW YORK • AFL-CIO • LOCAL 100

John Samuelson
President

Earl Phillips
Secretary Treasurer

LaTonya Crisp-Sauray
Recording Secretary

Angel Giboyeaux
Administrative VP

July 16, 2015

Memorandum of Support

Int. 0861-2015 (Miller): Increasing certain penalties applicable to operators of commuter vans
Int. 0860-2015 (Miller): Requiring a study of safety related issues in the commuter van industry and suspending new commuter van licenses pending the completion of such study

The Transport Workers Union Local 100, which represents 40,000 active members and nearly 30,000 retirees of the Metropolitan Transportation Authority, the Westchester Bee Line, private school bus and paratransit companies, and Cikibike, the NYC bike share system, supports the above-referenced bills.

TWU Local 100's highest priority is promoting safety in all forms of public transportation. As the union representing 12,000 MTA Bus Operators and 200 Citi Bike workers, we have firsthand knowledge of the challenges of navigating New York City's crowded and busy streets. Our jobs are made exceedingly more unsafe with the proliferation of private commuter vans that lack current, valid authorization to operate. Unlike licensed commuter vans, drivers of illegal van operators do not complete background checks (§57-04), and illegal commuter van operators do not meet proper insurance and licensing requirements (sub-chapters 61A and 61B). Illegal commuter vans are especially dangerous as they frequently pick up or discharge passengers along city bus routes, which is prohibited under §61A-16.

Int. 0861 will discourage illegal commuter van activity by raising civil penalties. Int. 0860 will authorize the Taxi and Limousine Commission to collect pertinent safety and enforcement data and to prepare a plan to reduce illegal commuter vans. As such, Int. 0861 and Int. 0860 align with Vision Zero as they will empower the City to further drive down the number of traffic-related fatalities and injuries due to recklessness and negligence.

Therefore, TWU Local 100 urges the City Council to pass these bills.

October 22, 2015

**Testimony to New York City Council Committee on Transportation
Evaluating New York City's Commuter Van Industry**

**Adrienne Adams, Chairperson
Queens, Community Board 12**

Dear Committee Chair Rodriguez and NY City Council Transportation Committee Members:

The members of Queens Community Board 12 respect the rights of car and commuter van business owners to make a living within the borders of our districts. Unfortunately, we continue to face numerous issues of traffic and parking violations due to the inundation of said legal and illegal services within our densely populated area.

Travel throughout the Southeastern Queens corridor can be particularly crowded at any given time of day or night. The constant addition of car and commuter van service continues to impede the flow of traffic in the community. Blatant violation of commuter vans driving along bus routes, swerving around cars or stopping traffic to pick up or dislodge fares, and the proliferation of parking in bus stops along the Parsons Boulevard and Archer Avenue transportation hub is an ongoing issue. Law enforcement can alleviate the problem for short periods of time; however, the violations persist and are not deterred on a consistent basis.

Violations and hazardous conduct by commuter van operators has been a subject of dire concern for Community Board 12's Transportation Committee for many years now. In the past, several attempts to meet and work with commuter van owners and operators in the interest of safety and law enforcement have been made without success or operational change. Last year, a passenger riding in a commuter van was severely injured and hospitalized as a result of the conduct of illegal van operation in Southeast Queens.

For these reasons (and many others), Queens Community Board 12 has consistently **opposed** all application requests for the addition of vans reviewed by the New York City Department of Transportation (NYCDOT) for the past five (5) years. We have also requested a historical perspective on the impact of our oppositional stance on applications for additional vans and new or renewal of commuter van operation licenses from NYCDOT to no avail. To further illustrate the relevance of this issue, the Transportation Committee of Queens Community Board 12 has an ongoing request of **moratorium** on car service and van applications to the TLC and NYCDOT until issues of operation in our district have been fully addressed and satisfied.

Queens Community Board 12 stands in full support of Intro's: 570, 860 and 861. We thank New York City Council Members Miller, Williams, Kallos, and Koo for their efforts in bringing this much needed legislation forward in the interest of safety in our districts.

Sincerely Yours,

Adrienne Adams

Chairperson, Queens Community Board 12



Community Board 12 FOR THE RECORD
The City of New York
Borough of Queens

JAMAICA, HOLLIS, ST. ALBANS, SOUTH OZONE PARK, AND SPRINGFIELD GARDENS

Melinda Katz
BOROUGH PRESIDENT

90-28 161st Street
Jamaica, New York 11432
qn12@cb.nyc.gov
www.nyc.gov/qcb12

(718) 658-3308
Fax: (718) 739-6997

Adrienne Adams
CHAIRPERSON

DEPUTY BOROUGH PRESIDENT

Yvonne Reddick
DISTRICT MANAGER

January 9, 2015

New York City
Department of Transportation
Division of Traffic and Planning
55 Water Street
6th Floor
New York, NY 10041
Attn: Ms. Dorothy Szorc

Greetings Ms. Szorc,

I am writing Community Board 12's opposition to the request from Community Transportation Systems, Inc. 159-05 Hillside Avenue, Jamaica, NY. The owner is requesting a proposal for an expansion of vans and territory. to operate 24 Hours, 7 Days a Week. As in past correspondence to your agency, Community Board 12's Transportation Committee have made many attempts to work with the existing number of van owners who operate their vans in South East Queens to no avail. This committee has met with representatives from NYC DOT, NYC TLC, NYC MTA, Hector Ricketts and elected officials to discuss the blatant disrespect the van operators demonstrate when idling their vans in the bus stops to solicit commuters. However, the van owners and operators continue to violate the traffic rules and regulations by blocking the bus stops which causes the bus passengers to walk into the street to board the buses. This is very hazardous.

There needs to be a moratorium on van applications until the issue of the vans operating in our district has been completely addressed and satisfied.

We (CB 12) cannot approve the application for additional vans to operate throughout Community Board 12 until the violations and hazardous conduct by the operators of the vans be HALTED.

There are still dangerous acts of illegal activity conducted by van operators which should make all agencies stand up and take immediate action!!!! Recently, a commuter on one of the vans was severely hurt and hospitalized as a result of the van operator disobeying traffic laws.

Continuing to allow an increase of vans to operate in Community Board 12 where lawlessness exists by money hungry individuals who show disregard to human life would be a travesty.

There must be open dialogue as well as letters of commitment by city agency heads, community leaders and elected officials demonstrating that they are dedicated to combating the continued problems that the vans present on a daily basis.

Sincerely,

Michele Keller

Michele Keller
CB 12 Transportation Chair

cc: Councilman Miller, 27th C.D.
Councilman Lancman, 24th C.D.
Council Wills, 28th C.D.
Commissioner Polly Trottenberg/DOT
Commissioner Meera Joshi/TLC

FOR THE RECORD



Community Board 12

The City of New York

Borough of Queens

JAMAICA, HOLLIS, ST. ALBANS, SOUTH OZONE PARK, AND SPRINGFIELD GARDENS

Melinda Katz
BOROUGH PRESIDENT

90-28 161st Street
Jamaica, New York 11432
qn12@cb.nyc.gov
www.nyc.gov/qcb12

(718) 658-3308
Fax: (718) 739-6997

Adrienne Adams
CHAIRPERSON

DEPUTY BOROUGH PRESIDENT

Yvonne Reddick
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55 Water Street
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There must be open dialogue as well as letters of commitment by city agency heads, community leaders and elected officials demonstrating that they are dedicated to combating the continued problems that the vans present on a daily basis.

Sincerely,

Michele Keller

Michele Keller
CB 12 Transportation Chair

cc: Councilman Miller, 27th C.D.
Councilman Lancman, 24th C.D.
Council Wills, 28th C.D.
Commissioner Polly Trottenberg/DOT
Commissioner Meera Joshi/TLC

ATU Local 1056 Opposes Council Int. No. 570 to ease Illegal Vans; Supports Study;

Urges DOT, MTA, TLC, NYPD to Address Illegal Vans

Testimony to City Council Committee on Transportation

Int. Nos. 570, 860 and 861

by

Amalgamated Transit Union (ATU) Local 1056 President and Business Agent Mark Henry

Amalgamated Transit Union (ATU) Locals 1056 and 1179 thanks the Council Committee on Transportation for holding this hearing where we highlight the impacts of easing or eliminating legislation on Commuter Vans Operations and how it greatly impacts public bus transit throughout the City of New York primarily in Queens. I am Mark Henry, ATU Local 1056 President and Business Agent and Chairman of the ATU NYS Legislative Conference.

ATU 1056 and ATU 1179 members – bus operators and mechanics – work for MTA New York City Transit's Queens Bus division and serve the riding public. Both ATU's jointly opposes Int. No. 570 which seeks to ease or eliminate current regulations on commuter vans. ATU calls on the Council to press City and State agencies to work together address the many commuter vans that operate illegally and unsafely in many City communities including southeast Queens. That informs our support for the two other bills before the committee.

ATU supports Int. No. 860 which requires a study of safety related issues in the commuter van industry and suspending new or existing commuter van licenses pending the completion of such study.

ATU supports Int. No. 861 to increase penalties for illegal van operations.

A majority of the commuter 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 commuter vans prey on bus routes, picking up and discharging passengers at MTA bus stops.

The City's woefully inadequate response to illegal, unregulated and unsafe vans allows these commuter 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 *de facto* recreates the two-fare zones we fought to eliminate over 20 years ago.

A study as required by Int. No. 860 will confirm that the NYPD, the Taxi and Limousine Commission and the MTA really need to coordinate their activities at such transit bus hubs as Parsons Archer, 179th Street Hillside and downtown Flushing in Queens. Thus ATU recommends amending Int. No. 860 to include within the focus of the study van operations along bus routes and at subway/bus terminals including those noted above.

The MTA and NYPD has focused on farebeating by some who ride our buses, these agencies 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. The ATU supports enforcement against UBER and LYFT; vehicles that operate outside the labor laws, it appears that there is no significant enforcement occurs where vans operate outside the law. Increased penalties envisioned under Int. No. 861 will help deter illegal operations. ATU recommends clarifying Paragraph 1 of subdivision i of section 19-506 to ensure civil penalties include sufficient minimums removed under the current draft.

According to its title, Int. No. 570 envisions “eliminating the prearrangement and passenger manifest requirements for commuter vans, repealing the requirement that commuter vans renew their license every six years and repealing subdivision k of section 19-504.2.” Our attached memorandum in opposition further details the flaws in this legislation.

Unlike the drivers such as ATU (and TWU Local 100) members who operate MTA buses in Queens, these van drivers 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 vans 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.

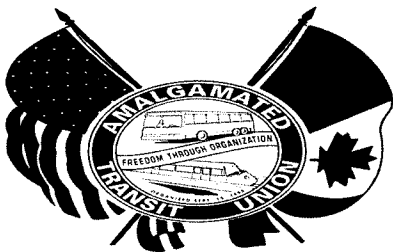
ATU also recommends the City Council enact legislation to restore its review, oversight and approval of any privatization of transit services, including these Commuter vans.

Thank you.

*Representing all hourly rated Employees of the Queens Division, Who safely Operate and Maintain Buses for MTA
New York City Transit.*

Serving the communities of Queens, Manhattan, and the Bronx since January 23rd, 1935.

*Amalgamated Transit Union Local 1056, One Cross Island Plaza, 133-33
Brookville Blvd., Rm. 112, Rosedale, NY 11422-1491 * (718) 949-6444*



For Further information:
Corey Bearak (ATU 1056 Policy & Political Director)
(718) 343-6779/ (516) 343-6207

Memo In Opposition

Council Int. 570 “eliminating the prearrangement and passenger manifest requirements for commuter vans, repealing the requirement that commuter vans renew their license every six years and repealing subdivision k of section 19-504.2”

ATU Locals 1056 & 1179 Oppose NYC Council Intro 570 to ease licensing of Commuter Vans and necessity for passenger manifests. We Urge DOT, MTA, TLC, NYPD to Enforce against the increasing Illegal Vans in South East Queens.

Amalgamated Transit Union (ATU) Locals 1056 (Mark Henry, President) and 1179 (Bennie Caughman, President) OPPOSE Int. No. 570 by Council Members Jumaane Williams, Ben Kallos and Peter Koo that would ease unsafe and illegal van operations throughout the City.

The current legal vans services already duplicate existing bus service provided by the MTA. The number of Illegal Commuter Vans outpace Commuter Vans Operators that are legal. They also operate largely as a non-taxable base to NYC. All other transportation industries in the city provide a tax that could be used to improve transit serves especially in the outer boroughs of NYC.

Easing TLC laws governing Commuter Vans presents a bad idea especially in a “new” Vision Zero society. Easing the Laws only puts more vans on the streets. Most will operate illegally; currently the large number of illegally operating vans prey on bus routes, picking up and discharging passengers at MTA bus stops; further these illegally operating van block the movement of bus service and increasingly endanger the riders who frequent bus service.

ATU – a nationwide Transportation Union with expertise on Mass Transportation initiatives – urges the Council to introduce legislation that raises the standard of safety for the riding public as currently required for and met by our members. The relative ease with which current commuter van services operate illegally occurs at an astonishingly high rate. Eliminating licensing requirements will further erode the safety of the riding public and public at large. We point to frequent accounts of dangerous van operations in Brooklyn and Southeast Queens. ATU calls on the Council to press City and State agencies to work together address the influx of vans that operate illegally and unsafely in many City communities.

Easing the ability of Commuter Vans to be licensed will have a negative effect and not positive as the bill suggests. License renewal should be reduce from current six years, not eliminated.

Straphangers need safe regulated services, not an expansion of the current unregulated service where many commuter vans illegally operate the city especially in South East Queens. Easing the regulation also will create a double fare zone which works against many commuting New Yorkers. Mass Transit is still the best option to commute not commuter vans.

Unlike the operators in ATU Locals 1056 and 1179 members who operate MTA buses in Queens, these van drivers do not get recurrent training, do not find themselves subject to drug testing and periodic medical evaluations while they race along city streets putting all at risk.

The Council must work to make sure that NYPD and TLC, and not just intermittently, address and enforce this safety issue but do so as a Vision Zero safety initiative.

*Amalgamated Transit Union Local 1056, One Cross Island Plaza, 133-33 Brookville Blvd., Rm. 112, Rosedale, NY 11422-1491 * (718) 949-6444*
*Amalgamated Transit Union Local 1179, 214-53 Jamaica Avenue, Queens Village NY 11428 * (718) 736-1179*

For more information: Corey Bearak, ATU 1056 & 1179 Policy
& Political Director, (718) 343-6779/ (516) 343-6207
updated 2015-10-22



FOR THE RECORD



Disabled In Action of Metropolitan New York, Inc.

City Council Committee on Transportation
October 22, 2015

- Int 0570-2014 Eliminating the prearrangement and passenger manifest requirements for commuter vans, repealing the requirement that commuter vans renew their license every 6 years, and repealing subdivision k of section 19-504.2.
- Int 0860-2015 Requiring a study of safety related issues in the commuter van industry and suspending new commuter van licenses pending the completion of such study.
- Int 0861-2015 Increasing certain penalties applicable to operators of commuter vans

My name is Edith Prentiss; I am President of the 504 Democratic Club, Vice President for Legislative Affairs of Disabled in Action of Metropolitan New York (DIA), Chair of the Taxis For All Campaign (TFAC), and a Board Member of the Disability Network of New York City (DNNYC). Thank you for the opportunity to testify today.

I'm speaking against the three Intros on the point of principle because Commuter Vans are inaccessible despite the TLC regulation that inaccessible vans are required to be in contract with the operator of a wheelchair accessible van (For Hire Vehicle Rule), no one seems to have ever heard of the regulation or knows how to access such service. Theoretically, since Commuter Van service is supposedly prearranged, wheelchair user would only need to request an accessible vehicle when they arrange their trip. In reality, passengers simply wait for and climb into vans when they stop...

It is interesting that none of the Intros addresses the inaccessibility of Commuter Vans. This past February, Commissioner Joshi spoke at the New York Law School about the transformation of the industry I asked what the TLC is doing to ensure accessibility to all TLC regulated services. A man in the audience told me he was looking at a wheelchair accessible Commuter Van but I never heard from him again. I see the issue of inaccessible Commuter Van to be an issue similar to taxis regulated by the TLC and they should be accessible under Title II.

Commuter vans run on fixed routes within specified geographic zones throughout the city outlined by the City Department of Transportation. Vehicles and drivers are licensed by the TLC to carry 8-20 passengers on a fixed route. Drivers must also have a TLC hack license. Commuter Van vehicle applicants must submit a copy of a written arrangement and or a lease agreement that the applicant has with the operator of a

wheelchair accessible van, which the operator will supply for compliance. The applicant must also submit a description of how the Commuter Van Authority provides service to persons with disabilities.

There are fifty companies running from two to forty one vehicles. Routes are primarily in within Queens and Brooklyn connecting residential areas with shopping and subway stations. Routes also connect boroughs, Westchester and Nassau Counties. There is even a route from the Upper East Side to Wall Street. Routes are meant to supplement NYCT service in areas with subways. Drivers as well as vehicles are licensed by the TLC. Drivers must also have a taxi license. Routes are meant to supplement the public transit system, not compete with it.

The Commuter Van industry grew out of the 1980 New York City Transit (NYCT) strike. During the 2005 NYCT strike, commuter vans were included in the City's contingency plan. When the disability advocacy community protested the use of inaccessible vehicles, Mayor Bloomberg basically said Mea Culpa, I won't do it again, of course he did it again! In 2010 when the MTA cut a number of bus routes, the TLC tried to legitimize Commuter Van while totally ignoring the transportation needs of people with disabilities along the former MTA now TLC Commuter Van routes. In 2014 the TLC Board of Commissioners unanimously voted in favor of a Commuter Van Pilot Program. Again, without regard for people who could not get into the vans. In addition to the legal Commuter Vans, many communities are awash with illegal van, vans that travel bus and commuter van routes with impunity picking up waiting customers.

At the TLC's Beaver Street office, there is a large sign mounted on a wall about Commuter Vans. Every time I see it, I immediately start muttering about the categorical inaccessibility of the vans and the ADA. I never knew Commuter Vans are covered under for Hire Vehicle regulation. Rather the TLC speaks about the long process to accessibility. Given the fact that the TLC gladly complied with former Assembly Member Micah Kellner's request not to enforce the FHV rule against liveries, I pretty much believe the TLC and the industry is no more interested in accessibility than Uber!

Isn't it time the TLC and the transportation industry make a good faith effort to ensure access to transportation regulated by the TLC.

Thank you for the opportunity to testify.

**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: 10/21/15

(PLEASE PRINT)

Name: MARIO LOPEZ

Address: 455 64th ST, Bklyn, NY 11220

I represent: MARIO'S TRANSPORTATION

Address: 225 60th ST, Bklyn NY 11220

**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: 10/22/15

(PLEASE PRINT)

Name: Janice S. Lintz

Address: 233 E. 78th St

I represent: Hearing Access & Innovations

Address: 233 E. 78th St NY, NY 10075

**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: 10/22/2015

(PLEASE PRINT)

Name: Calvin Hewitt

Address: 120-08 192nd Street

I represent: Planning Bd 12

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: Bishop MELVIN L. ARTIS

Address: 111-35 180th STREET

I represent: CB12

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 860, 861 Res. No. 570

in favor in opposition

Date: 10/23/15

(PLEASE PRINT)

Name: Michelle Keller

Address: _____

I represent: Community Board 12 Q

Address: 90-28 161st St. Jamaica, 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: Archie Spigore

Address: 112-10 175 St Jan NY 11433

I represent: Dem. Dist Leader 29 AD

Address: part A

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: _____

Name: RABBI GARTI MARCHANT (PLEASE PRINT)

Address: 119-55 FARMERS BLVD

I represent: BOTH BLOHIM HOBROW CONG

Address: 189-31 LONDON BLVD

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 570 Res. No. _____

in favor in opposition (Int 570)

Date: 10-22-2015

Name: Mark Henry (PLEASE PRINT)

Address: One Cross Island Parkway

I represent: Amalgamated Transit Union

Address: Rosedale 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: 10-22-2015

Name: Charles Ukegbu (PLEASE PRINT)

Address: _____

I represent: DOT

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: JAMES VACCARO

Address: 90-04 161st JAMAICA NY.

I represent: GREATER JAMAICA Development

Address: 90-04 161st JAMAICA NY.

President

**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 Una S. Clarke C.D

Address: Former Council member

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 570/86036 Res. No. _____

in favor in opposition

Date: 10/22/15

(PLEASE PRINT)

Name: HECTOR B. BICKELL'S Present

Address: _____

I represent: Commuter Van Association of NY.

Address: 157-11 ROCKAWAY BLVD JA N.Y. 11434

◆ 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. 570, 860, 861 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JASON GONZALEZ

Address: _____

I represent: TLC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 570, 860, 861 Res. No. _____

in favor in opposition

Date: 10/22/15

(PLEASE PRINT)

Name: BILL WATKINS KAWLANCE

Address: 20 LAKE ST MASSACHUSETTS MA 01175

I represent: TLC QUEENS CB 12 TRANSPORTATION COMMITTEE

Address: QUEENS, JAMAICA

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 570, 860, 861 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Meera Joshi

Address: _____

I represent: TLC

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. 570, 860, 60 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Bill Heinzen

Address: _____

I represent: TRC

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: 10-22-15

(PLEASE PRINT)

Name: DAVID CLARKE

Address: 133-21 148th Street

I represent: HUMMER TRANSPORTATION

Address: JAMAICA NY 11436

**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: 10/22/2015

(PLEASE PRINT)

Name: Chiron T. McKen

Address: _____

I represent: Joy Van Sines Inc.

Address: 1050 E 86 St Brooklyn NY 11234

**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: Dustin Jones

Address: 735 PARSONS ST BROOK NY 10457 APT 6U

I represent: DIA/CIDNY

Address: Dustin.Jay911@gmail.com

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: LEROY MORRISON

Address: 3712 FRATLANDS AVE 2F BROOKLYN NY

I represent: ALEXIS VAN LINES

Address: 3712 FRATLANDS AVE BROOKLYN NY 11234

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: Sulaiman Haqq

Address: 1799 Bedford ave Bklyn NY 11225

I represent: Brooklyn Van Lines, inc.

Address: 1799 Bedford ave Bklyn NY 11225

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: 10/22/15

(PLEASE PRINT)

Name: HARBACHAN SINGH

Address: 193-12 Foothill Ave Hollis NY 11423

I represent: Queens Civic Congress.

Address: _____

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