

TO: New York City Council Speaker Mark-Viverito
FROM: New York City Taxi & Limousine Commission
RE: Commuter Van Safety Study for Calendar Year 2016
DATE: June 30, 2017

Pursuant to Local Law 007 of 2017, the Taxi and Limousine Commission (TLC) submits its annual report for calendar year 2016.

I. Number of Safety-related violations issued by the Commission committed by those operating a commission-licensed commuter van or an unlicensed commuter van

- 31 safety related violations were issued in CY 2016

II. Total Number of collisions involving a licensed TLC commuter van

- In calendar year 2016, 243 TLC-licensed commuter vans were involved in collisions of any kind.

Collisions involving any injury	58
Collisions involving critical injury	0
Collisions involving a fatality	1

III. Total Number of collisions involving unlicensed commuter vans

TLC receives data from the Police Department about crashes in the City, and the TLC compares that data with our licensees' plate numbers. For crashes not involving a TLC-licensed vehicle, we are unable to determine whether or not the vehicle was operating as an unlicensed commuter van. Therefore, we do not have that number available.

IV. The number of commuter vans, commuter van drivers, and commuter van services licensed or authorized by the Commission

Commuter Vans Affiliated	421
Commuter Van Authorities	53
Commuter Vans Authorized	680
Commuter Van Drivers	269

V. The number of unlicensed commuter vans operating, to the extent known to the Commission or estimated

TLC does not have access to the number of unlicensed commuter vans operating in 2016.

VI. The Commission's efforts to ensure commuter vans do not operate on bus routes, including, but not limited to, current enforcement efforts and future plans regarding such efforts

Licensed commuter vans operate within designated routes approved by DOT, and drivers are not allowed to pick up passengers at bus stops. TLC conducts routine enforcement operations in conjunction with local precincts along major commercial corridors including but not limited to Flatbush Avenue, Nostrand Avenue and Kings Highway in Brooklyn and Jamaica Avenue, Parsons Blvd and Archer Avenue in Queens.

VII. The number of commuter vans seized by the Commission

In October of 2015, as a result of legal challenges brought against TLC regarding the agency's seizure practices, a federal district judge ruled that in certain circumstances seizing vehicles used for illegal pick-ups, as authorized under 19-506 of the NYC Administrative Code, was unconstitutional. Consequently, the TLC was not able to seize vehicles operating illegally for the vast majority of Calendar Year 2016.

While the TLC cannot seize vehicles under the Administrative Code, unlicensed vehicles are subject to forfeiture under local law. Forfeiture is available as an enforcement option when the vehicle owner has two or more founded violations in a 36 month period for unlicensed activity. In December of 2016, after developing a forfeiture process, the TLC seized 1 van, and as TLC further refines this new enforcement tool and more cases are heard by OATH, that number should increase significantly in 2017 and beyond.

VIII. The 20 most utilized commuter van corridors

Commuter vans travel from authorized stops in Manhattan to destinations in Sunset Park, Brooklyn and Flushing, Queens.

Other areas of operation include routes that begin in Downtown Brooklyn and terminate at Kings Plaza (Nostrand Avenue and Avenue U) with major hubs at the intersection of Utica

Avenue and Eastern Parkway and the intersection of Nostrand Avenue and Flatbush Avenue.

Routes in Queens primarily begin at Parsons Boulevard and Archer Avenue and travel towards the Queens/Nassau border, near the Green Acres Mall. Vans also operate in Far Rockaway along Mott Avenue and Beach Channel Drive.

IX. Available commuter van ridership, including information on whether commuter vans are being utilized to connect to other mass transit, to the extent known to the Commission;

TLC does not collect data on commuter van passenger numbers and Local Law 006 eliminates the requirement of a passenger manifest. Through field research, we were able to identify that many commuter van passengers are utilizing vans to connect to subway station terminuses, particularly the Utica Avenue corridor, which begins at the Eastern Parkway and Utica Avenue train station and ends at Kings Plaza. The Jamaica Avenue corridor, which begins at Jamaica Avenue and Parsons Boulevard train station and terminates on the Queens/Nassau border, near Green Acres Mall..

X. The Commission's efforts to reduce the number of unlicensed commuter vans operating and future plans regarding such efforts

Our efforts have included joint operations with the Police Department, but beginning in January 2017, our new head of Enforcement has refocused our enforcement efforts to better protect licensed vans, and after meetings with representatives of the commuter van industry. This new approach involves more strategic deployment of enforcement inspectors, including focusing on known hotspots, more flexible shifts and an increase in the number of inspectors. The TLC graduated a new cadet class in January 2017 and expects to begin a new class in fall 2017.

a. Forfeiture of Vehicles

- As mentioned in Section VII above, forfeiture is available as an enforcement option when the vehicle owner has two or more founded violations in a 36 month period for unlicensed activity.

b. TLC and NYPD Joint Operations

- In Calendar Year 2016, TLC and NYPD conducted 195 joint enforcement operations. The TLC will continue its partnership with NYPD to reduce illegal van operation.

c. Branding

- As part of the multi-faceted approach towards reducing unlicensed commuter vans the TLC has refined the branding for licensed Commuter Vans through the introduction of new decals. The new Commuter Van decals are not only aesthetically appealing, but more importantly, they were designed with built in safeguards to reduce the possibility of counterfeit duplication by illegal operators. The first decal installation occurred in December of 2016. TLC has continued to install the new decals in 2017.

XI. The number of licenses for commuter vans and commuter van drivers and authorizations for commuter van service that were renewed and rejected, as well as any changes in the number of commuter vans affiliated with each authorized service

Commuter Van Application Totals in CY 2016

	Commuter Van Driver	Commuter Van	Van Authorities
New Applications	54	113	4
License Renewals	129	224	32
Application Denials	113	4	0

Changes in Affiliated Commuter Vans 2015 to 2016

Base License Number	AFFILIATED BASE NAME	Affiliated Vans 2015	Affiliated Vans 2016
B80012	Montego Van Service Inc.	11	9
B80025	Destra Transportation	15	13
B80028	City Express Corp	29	21
B80039	Mario's Transportation Inc.	9	8
B80070	Early Bird Transportation Inc.	7	8
B80080	Pebbles Transportation Inc.	11	3

B80087	Community Transportation Systems, Corp	30	32
B80094	Alpha Van Line	11	9
B80098	Sunset Service Transportation Inc	20	21
B80100	City Link Corporation	26	20
B80101	Grand Apple Transportation Corp.	10	10
B80102	G & E Express Inc	17	16
B80104	J & He Transportation Inc	17	5
B80107	Flushing Van Service Inc	27	26
B80108	L & W Express Van Service Corp	15	23
B80111	Hummer Transportation Inc	2	2
B80112	Ogo Van Service Corporation	3	1
B80132	Easy Transportation Corp	15	12
B80139	Scarlet Girl Van Lines Inc	3	3
B80140	Confidence Transportation	3	3
B80145	Alexis Van Lines Inc	34	28
B80148	Cedi Transportation Svc	12	12
B80150	Blackstreet Van Lines Inc	23	6
B80151	Dorcal Edenwald Inc	4	4
B80152	Abraham's Transportation Service Inc	5	5
B80157	Yours 'N Mine Transportation Service, Inc.	6	4
B80164	Transxpress Services,Inc	21	18
B80169	Royal Rose Transportation Llc	15	10
B80173	Hal Transportation Service Inc	1	1
B80179	Citivan Lines, Corp.	17	12
B80182	Eight Star Inc.	1	10
B80191	Jah Love	4	11
B80195	Millenium Transportation Inc.	3	1
B80196	B.Q.E Bus Service Inc	6	1
B80197	Guymack Express Inc	1	1
B80211	Red Color Van Service Inc	10	5
B80212	Td Van Service Inc	5	4
B80213	Whitesands Transportation, Llc.	4	3
B80215	Flexible Line Inc.	3	3
B80220	Heng Tong Transportation Inc.	7	6
B80224	Hcwc Inc.	5	2

B80253	Prestige Choice Tours Inc.	3	3
B80255	Ace-Vip Transportation Inc.	2	1
B80256	Callavan Transportation Llc	4	6
B80258	Fellowship Commuters Inc.	1	3
B80260	Lunau Group Llc	2	2
B80201	L & H Transportation	8	9
B80240	Citied Express	1	0
B80259	Grand Paradise Travel Service Inc.	0	1
B80261	Island Ride Transportation Services	0	0
	CV Authories Opened In 2016	0	0
B80265	Edner Van Lines	0	1
B80266	E Z American Van Lines	0	1
B80267	Kolanji Transportation Inc	0	2
	CV Authorities Closed In 2016	0	0
B80054	Brooklyn Van Lines	22	0
B80257	Eden's Transportation Corporation	2	0
	TOTALS	513	421

XII. A discussion of how commuter van service areas are selected

When applying for commuter van licenses, van authorities submit their anticipated routes to the New York City Department of Transportation (DOT) and DOT approves the van routes based on whether or not there is a public necessity. They also determine if any relevant commuter van signage should be placed in a specific location.

XIII. Whether, in the judgment of the Commission, there is a need for commuter vans in a number exceeding the number specified in subdivision r of section 19-504.

Between January 2016 and December 2016 the number of Commuter Vans affiliated to Commuter Van authorities decreased from 497 vans to approximately 421 vans. Accordingly, the TLC does not believe that there is a current need to increase the authorized number specified in section 19-504 (r).