

TO: New York City Council Speaker Corey Johnson
FROM: New York City Taxi & Limousine Commission
RE: Commuter Van Safety Study for Calendar Year 2018
DATE: July 1, 2019

Pursuant to Local Law 007 of 2017, the Taxi and Limousine Commission (TLC) submits its annual report for calendar year 2018.

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

- TLC issued 77 summons for violations of safety-related rules in CY 2018 (over twice as many issued compared to 2017), as well as a total of 443 violations for unlicensed operation – 390 issued to unlicensed owners and 53 issued to unlicensed drivers. TLC considers operating without a driver or vehicle license to be inherently unsafe and is therefore including these offenses as well.

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

In calendar year 2018, TLC-licensed commuter vans were involved in 113 collisions, the majority of which only resulted in property damage.

Collisions involving any injury	18
Collisions involving critical injury	0
Collisions involving a fatality	0

III. Total Number of collisions involving unlicensed commuter vans

TLC receives data from the New York City 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 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, as of December 31, 2018

Commuter Vans Affiliated	264
Commuter Van Authorities	49
Commuter Vans Authorized	746
Commuter Van Drivers	255

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, however, a recent NYC DOT report found that, in 2017, out of 2,400 unique vans observed to be in for-hire operation, only about 12%, or roughly 280 vans, were legally licensed by the TLC to be operating as commuter vans.

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 effort

In addition to targeted van operations and NYPD joint operations, taking vans off the street to the tow pound has been an integral part of enforcement. TLC will also continue conducting LIDAR (Light Detection and Ranging) enforcement along the Flatbush corridor in order to catch reckless van operators that happened to be speeding. Joint operations will continue to be conducted with the Sheriff and MTA police.

VII. The number of commuter vans seized by the Commission

The TLC is able to seize vehicles of owners who have one or more prior unlicensed activity violations at the time they are stopped by the TLC for an unlicensed activity violation. Within a week of the seizure, there is a hearing at NYC Office of Administrative Trials and Hearings (OATH) on whether the TLC can retain the vehicle pending the outcome of a civil forfeiture proceeding. If successful at that OATH hearing, the TLC retains the vehicle and commences a civil forfeiture proceeding in New York State Supreme Court.

2018, the TLC initially seized 21 vans. Of these vans initially seized by TLC, 10 cases were successful at OATH hearings and TLC was granted the right to retain these vans pending the outcome of a civil forfeiture proceeding at Supreme Court. 1 van was forfeited, as a result of a successful disposition at NYS Supreme Court granting TLC possession and forfeiture. The remainder are awaiting the forfeiture proceeding.

VIII. The 20 most utilized commuter van corridors

TLC does not collect trip data for commuter vans, but estimates that the most utilized van corridors include:

Routes beginning in Manhattan heading to destinations in Sunset Park, Brooklyn and Flushing, Queens, as well as routes that begin in Downtown Brooklyn and terminate at Kings Plaza (Flatbush 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 of 2016 eliminated the requirement of a passenger manifest. However, based on DOT's observations in 2017 of ridership in the three major markets (Central Brooklyn, Southeast Queens, and Chinatown, Manhattan) during three peak time periods (6:00-9:00 AM, 11:00 AM-2:00 PM, and 4:00-7:00 PM), it is estimated that daily, 24-hour van ridership could exceed 90,000. DOT also reports that the Southeast Queens market operates between predominantly residential neighborhoods and an MTA transit hub where travelers can transfer to bus or subway service. It includes van services from Jamaica Center to the Guy R. Brewer/147 Ave, Merrick Blvd, Liberty Ave, and Linden Ave corridors, as well as from Jamaica Center to Far Rockaway (via Guy R. Brewer) and within the Rockaways via Beach Channel Dr.

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

As part of our enforcement against illegal vans, the TLC regularly partners with the NYPD and we have recently begun partnering with the City Sheriff as well. This is difficult and resource-intensive work. In 2018, TLC Enforcement conducted 783 operations targeting illegal vans, including 249 joint operations with the NYPD. These operations yield summonses against illegal van operators but also against for-hire vehicles doing illegal pickups, which adds to congestion within major van corridors. Removing these vehicles from possession of the owners and keeping them off the road permanently is the best enforcement tool, and TLC plans to continue our van operations.

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 2018

	Commuter Van Driver	Commuter Van	Van Authorities
New Applications	25	57	0
License Renewals	15	88	28
Application Denials	6	5	0

Changes in Affiliated Commuter Vans 2017 to 2018

BASE LICENSE NUMBER	AFFILIATED BASE NAME	Affiliated Vans 2017	Affiliated Vans 2018
B80152	ABRAHAM'S TRANSPORTATION SERVICE INC	1	1
B80255	ACE-VIP TRANSPORTATION INC.	0	1
B80145	ALEXIS VAN LINES INC	6	3
B80094	ALPHA VAN LINE	6	4
B80196	B.Q.E BUS SERVICE INC	2	2
B80150	BLACKSTREET VAN LINES INC	3	3
B80256	CALLAVAN TRANSPORTATION LLC	7	2
B80148	CEDI TRANSPORTATION INC	11	6
B80179	CITIVAN LINES, CORP.	13	8
B80028	CITY EXPRESS CORP	17	13
B80100	CITY LINK CORPORATION	9	5
B80087	COMMUNITY TRANSPORTATION SYSTEMS, CORP	29	22
B80140	CONFIDENCE TRANSPORTATION	2	2
B80025	DESTA TRANSPORTATION	12	10
B80151	DORCAL EDENWALD - FTR	1	0
B80266	E Z AMERICAN VAN LINES INC.	1	0
B80070	EARLY BIRD TRANSPORTATION INC	6	3
B80132	EASY TRANSPORTATION CORP	6	4

B80182	EIGHT STAR INC.	7	11
B80258	FELLOWSHIP COMMUTERS INC.	2	1
B80215	FLEXIBLE LINE INC.	2	2
B80271	FLUSHING COMMUTER VAN MANAGEMENT CORP	3	3
B80107	FLUSHING VAN SERVICE INC	22	28
B80102	G & E EXPRESS INC	11	10
B80101	GRAND APPLE TRANSPORTATION CORP.	10	9
B80259	GRAND PARADISE TRAVEL SERVICE INC.	1	0
B80197	GUYMACK EXPRESS INC	1	1
B80173	HAL TRANSPORTATION SERVICE INC	1	0
B80224	HCWC INC.	1	2
B80220	HENG TONG TRANSPORTATION INC.	4	3
B80270	YARDIE LINK	1	0
B80111	HUMMER TRANSPORTATION INC	3	4
B80104	J & HE TRANSPORTATION INC	3	1
B80191	JAH LOVE	9	5
B80267	KOLANJI TRANSPORTATION INC	5	5
B80201	L & H (NY) TRANSPORTATION, INC.	8	9
B80108	L & W EXPRESS VAN SERVICE CORP	24	25
B80260	LUNAU GROUP LLC	1	1
B80039	MARIO'S TRANSPORTATION INC.	6	6
B80195	MILLENNIUM TRANSPORTATION INC.	0	2
B80012	MONTEGO VAN SERVICE INC.	5	2
B80112	OGO VAN SERVICE CORPORATION	1	0
B80080	PEBBLES TRANSPORTATION INC.	1	1
B80253	PRESTIGE CHOICE TOURS INC.	1	1
B80211	RED COLOR VAN SERVICE INC	5	6
B80169	ROYAL ROSE TRANSPORTATION LLC	6	5
B80139	SCARLET GIRL VAN LINES INC	3	2
B80098	SUNSET SERVICE TRANSPORTATION INC	19	19
B80212	TD VAN SERVICE INC	2	0
B80164	TRANSXPRESS SERVICES,INC	10	7
B80213	WHITESANDS TRANSPORTATION, LLC.	3	0
B80157	YOURS 'N MINE TRANSPORTATION SERVICE, INC.	5	4
TOTAL VANS		318	264

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 2018 and December 2018 the number of Commuter Vans affiliated to Commuter Van authorities decreased from 318 vans to approximately 264 vans. Accordingly, the TLC does not believe that there is a current need to increase the authorized number specified in section 19-504 (r).