

**TO:** New York City Council Speaker Adrienne Adams  
**FROM:** New York City Taxi & Limousine Commission  
**RE:** Commuter Van Safety Study for Calendar Year 2024  
**DATE:** June 25<sup>th</sup>, 2025

---

Pursuant to Local Law 7 of 2017, the Taxi and Limousine Commission (TLC) submits its annual Commuter Van Safety Study for calendar year (CY) 2024.

**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 a total of 66 safety-related violations to commuter vans, including 7 summonses to licensed commuter van owners and drivers for traffic safety violations in CY 2024. The remaining violations were sent to unlicensed vans either for unlicensed activity or improper vehicle condition.

**II. Total number of collisions involving a TLC-licensed commuter van, and to the extent known to the Commission, such collisions involving an unlicensed commuter van, disaggregated by those resulting in a fatality, critical injury, or injury of any severity.**

In calendar year 2024, TLC-licensed commuter vans were involved in 2 collisions. There were no reported injuries.

|                                      |   |
|--------------------------------------|---|
| Collisions involving any injury      | 0 |
| Collisions involving critical injury | 0 |
| Collisions involving a fatality      | 0 |

**III. The number of commuter vans, commuter van drivers, and commuter van services licensed (meaning the license is active and not suspended) or authorized by the Commission, as of December 31, 2024.**

|                          |     |
|--------------------------|-----|
| Commuter Van Authorities | 12  |
| Commuter Vans Authorized | 310 |
| Commuter Vans Licensed   | 38  |
| Commuter Van Drivers     | 59  |

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

The number of unlicensed commuter vans in operation is unknown. In 2024, 59 violations for unlicensed operations were issued, and 0 unlicensed vans were seized.

**V. 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.**

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, and TLC will continue to engage in these activities. TLC will also continue conducting LIDAR (Light Detection and Ranging) enforcement along the Flatbush corridor in order to catch reckless van operators who speed. Additionally, TLC Enforcement will continue joint operations with the Sheriff and MTA police.

**VI. The number of commuter vans seized by the Commission.**

During CY 2024, TLC seized 0 commuter vans, so there were no retention hearings before an Administrative Law Judge at OATH in 2024.

**VII. The most utilized commuter van corridors.**

Commuter vans do not record trip data. Based on enforcement data and public comments, vans in the most utilized corridors operate between:

- Sunset Park, Brooklyn, Flushing, Queens, and Chinatown, Manhattan
- Downtown Brooklyn and Kings Plaza, along Flatbush Avenue
- Jamaica and Far Rockaway, Queens, including Parsons Boulevard/Archer Avenue and the Queens-Nassau border, and in Far Rockaway along Mott Avenue and Beach Channel Drive

**VIII. 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.**

Through Local Law 6 of 2016, the City Council eliminated the requirement for a passenger manifest, therefore precise ridership numbers are not available. However, based on a New York City Department of Transportation (DOT) study in 2017 of ridership in the three major markets (Central Brooklyn, Southeast Queens, and Chinatown, Manhattan), it was estimated that daily, 24-hour van ridership may have exceeded 90,000 passengers at that time. According to DOT, commuter vans in the Southeast Queens market operate between predominantly residential neighborhoods and an MTA transit hub where travelers can transfer to bus or subway service. Commuter van services from Jamaica Center connect commuters from that station with Guy R. Brewer/147 Ave, Merrick Blvd, Liberty Ave, and Linden Ave corridors, as well as to Far Rockaway and within the Rockaways via Beach Channel Dr.

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

As part of TLC enforcement against unlicensed vans, TLC continues to partner regularly with NYPD and the NYC Sheriff. This resource-intensive work yields summonses against unlicensed van operators as well as unlicensed for-hire vehicle operators illegally picking

up fares. Unlicensed vans and for-hire vehicles not only add congestion in major van corridors but pose a threat to public safety. Removing these vehicles and keeping them off the road permanently is a strong enforcement tool, and TLC continues its van operations to further public safety.

**X. 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 2024\***

|                     | Commuter Van Drivers | Commuter Vans | Van Authorities |
|---------------------|----------------------|---------------|-----------------|
| New Applications    | 3                    | 12            | 0               |
| License Renewals    | 7                    | 7             | 4               |
| Application Denials | 3                    | 0             | 1               |

\* Applications may be received in one calendar year and approved or denied in another calendar year, so calendar year numbers for each category may not equal total counts.

The total number of vans authorized by TLC grew from 34 vans to 38 vans between 2023 and 2024. As on March 17, 2025, there are 46 affiliated vans. This growth is consistent with increases seen in the previous year. The chart below contains more information on changes in licensing and van affiliation for each licensed commuter van authority.

| <b>Changes in Affiliated Commuter Vans 2023 to 2024</b> |  |                                  |  |
|---|--|----------------------------------|--|
| <b>Base License Number</b>                              | <b>Affiliated Base Name</b>                      | <b># of Affiliated Vans 2023</b> | <b># of Affiliated Vans 2024</b><br>Data current as of 3/17/2025 |
| B80087  | COMMUNITY<br>TRANSPORTATION<br>SYSTEMS, CORP     | 2                                | 3  |
| B80107  | FLUSHING VAN SERVICE<br>INC                      | 2                                | 2  |
| B80145  | ALEXIS<br>VAN<br>LINES<br>INC                    | 0                                | 1  |
| B80271  | FLUSHING<br>COMMUTER VAN<br>MANAGEMENT CORP      | 5                                | 5  |
| B80182  | EIGHT STAR<br>INC.                               | 2                                | 2  |
| B80108  | L & W EXPRESS VAN<br>SERVICE<br>CORP             | 20                               | 23   |
| B80100  | CITY LINK<br>CORPORATION                         | 2                                | 2  |
| B80028  | CITY<br>EXPRESS<br>CORP                          | 1                                | 4  |
| B80169  | ROYAL ROSE<br>TRANSPORTATION LLC                 | 0                                | 2  |
| B80157  | YOURS 'N MINE<br>TRANSPORTATION<br>SERVICE, INC. | 0                                | 1  |
| B80094  | ALPHA VAN LINE                                   | 0                                | 1  |
| B80164  | TRANSXPRESS<br>SERVICES, INC                     | 0                                | 0  |
| <b>TOTAL VANS</b>                                       |  | 34                               | 46   |

**XI. A discussion of how commuter van service areas are selected.**

When applying for commuter van licenses, van authorities submit their potential areas of operation to the New York City Department of Transportation (DOT), and DOT approves the commuter van territory based on whether or not there is a public necessity. This process involves mapping and reviewing locations requested by applicants and comparing travel times to other modes, if applicable. DOT also determines if there are existing bus routes, subways, heavily trafficked areas, or other currently operating commuter van services along the requested route.

**XII. 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.**

As of March 2025, the number of licensed commuter vans has grown to 46, up from 34 at the time of the last report. The year before that, the number of vans also increased with the number of commuter vans affiliated to commuter van authorities increasing from 30 vans to 34 vans. Accordingly, TLC does not believe that there is a current need to increase the number of authorized vans specified in section 19-504 (r).