

**Amalgamated Transit Union (ATU) Support Councilman Williams Bill
that Clarifies Definition of Public Transit Vehicles
Testimony to Committee on Committee on For-Hire Vehicles**

by

**Mark Henry, President and Business Agent, ATU Local 1056 and
Chair, ATU Legislative Conference Board**

Monday, December 10, 2018, 10:00 a.m., City Council Chamber, NYC

Thank you for the opportunity to testify.

I am Mark Henry, President and Business Agent for Amalgamated Transit Union (ATU) Local No. 1056; and Chair, ATU Legislative Conference Board. Local 1056 represents drivers and mechanics who work for MTA New York City Transit's Queens Bus Division; we serve the riding public. As mass transit professionals, ATU offers unique and valuable insights.

ATU supports this technical amendment that clarifies public transit vehicles in legislation enacted last month by the City Council. Labor identified the need to make this clarification in testimony and discussions on Int. No. 925. We thank the City Council and Council Member Jumaane Williams for following through so that the law recently passed gets this needed clarification.

With this clarification any ability by rule-making or regulatory processes to permit full size Buses operating as "Commuter Vans and For Hire Vehicles" should be foreclosed. We previously testified about a number of inter-borough operators that appear to function as de facto "Express" or "Limited" Buses in everything but name. This clarification should make clear a restriction on the use of 20+ passenger vehicles to operate in place of currently regulated (and illegal unregulated) vans.

This remedial legislation provides the needed definition exempting bus public transit (MTA-operated buses and paratransit, Westchester Beeline NICE (Nassau Inter-County Express)) from the coverage; it thereby makes clear other operators using bus-size vehicles and minibuses in contravention of the law. This clarification now allows us to move forward and achieve the intent of all involved: safe and sufficient movement of New Yorkers.

Public transit serves as the lifeline for many taxpaying New Yorkers to shop, see their doctor, attend worship services, visit family members, and do many of the things that enrich their lives. Working families need safe, equitable and efficient transportation. Queens residents have a heavy reliance on our existing bus public transit system operated by the MTA. This clarification appropriately addressed the concerns of our local and organized labor.

ATU will continue to work with the Committee and Council to promote safe and affordable public transit. Thank you.

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NEW YORK CITY CENTRAL LABOR COUNCIL AFL-CIO

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Testimony of the New York City Central Labor Council, AFL-CIO Committee on For-Hire Vehicles December 10, 2018

Comprised of 1.3 million members across 300 unions, The New York City Central Labor Council, AFL-CIO, is committed to improving the lives of our members and all working people in the five boroughs. The Central Labor Council has worked with our affiliates in the transportation industry to have changes incorporated into Intro. No. 925-A. We would like to thank the Sponsor, Council Member Jumaane Williams, as well as Speaker Corey Johnson, Council Member Daneek Miller and his whole office, as well as the Committee Counsel. The New York City Central Labor Council, AFL-CIO, supports this technical amendment clarifying public transit vehicles in legislation enacted last month by the City Council.

With this clarification, any ability by rule-making or regulatory processes to permit full size buses operating as “Commuter Vans and For Hire Vehicles” should be foreclosed. Our affiliates previously testified about several inter-borough operators appearing to function as de facto ‘Express’ or ‘Limited’ buses in everything but name. This clarification should make clear a restriction on the use of 20+ passenger vehicles to operate in place of currently regulated (and illegal unregulated) vans.

This remedial legislation provides the needed definition exempting bus public transit (MTA-operated buses and paratransit, Westchester Beeline NICE (Nassau Inter-County Express)) from the coverage; it thereby makes clear other operators using bus-size vehicles and minibuses in contravention of the law. This clarification now allows us to move forward and achieve the intent of all involved: safe and sufficient movement of New Yorkers.

For the majority of New Yorkers, public transit is a necessary part of life; it is a public good allowing people to function in an urban space. Working families need safe, equitable and efficient transportation. This clarification appropriately addresses the concerns articulated by affiliates of the New York City Central Labor Council, AFL-CIO.

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I represent: Comunidad Taxistas de

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