

**Amalgamated Transit Union (ATU) Urges Strict Regulation of Private Buses
Testimony to New York City Council Committee on Transportation**

by

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Chair, ATU Legislative Conference Board**

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I am Mark Henry, ATU Local 1056 President and Business Agent and Chair, ATU Legislative Conference Board. As mass transit professionals, ATU offers unique and valuable insights. ATU 1056 members – bus operators and maintainers – work for MTA New York City Transit's Queens Bus; we serve the riding public. Commuters, members of the public and even public transit bus operators need the protection of effective government enforcement and periodic inspection to protect them from “Dahlia Group-style” private bus industry. The tragic accident in Flushing and the investigation and evidence reported to date make clear the need for strict regulation of the private bus industry and its bus operators. ATU recognizes this a national problem.

Many of these private carriers operate “curbside” and eschew any use of fixed terminals. They pick up and drop off passengers on street corners; this creates additional challenges and impacts on public bus transit.

Curbside carriers, often small but of late using larger over the road vehicles, go in and out of business quickly. They fail to report key data, and create a “race to the bottom” in fares.

Low paying wages and extremely long hours create unsafe conditions in the inner city such as downtown Flushing.

These "Dahlia-style" bus companies prove a challenge for regulators to monitor, as they frequently park buses on the street and maintain no bus barn where regulators can perform random safety checks. We need federal, state and city regulators to act swiftly using existing authorities NYPD, DOT, TCL, FMC to ensure safety enact additional regulations to ensure the public enjoys their commutes in safely.

Thank you.



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