



University
Transportation
Research Center

2025NYC 

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Three Mobility Wishes *for the Mayor of New York City*



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www.utrc2.org

Table of Contents

Table of Contents	1
ABOUT THE AUTHOR & THE UNIVERSITY TRANSPORTATION RESEARCH CENTER (UTRC)	2
ABOUT THIS REPORT	3
ACCESSIBILITY	4
AUTONOMOUS VEHICLES	4
BUSES AND PUBLIC TRANSPORTATION	4
SUSTAINABILITY	5
TAXI AND FOR-HIRE VEHICLE (FHV) INDUSTRY	5
VISION ZERO AND STREET SAFETY	5
CONCLUSION	6
THREE MOBILITY WISHES FOR THE MAYOR OF NEW YORK CITY	7
AAA NORTHEAST	7
ATU LOCAL 1181	8
BUS ASSOCIATION OF NEW YORK STATE	9
BROOKLYN CENTER FOR INDEPENDENCE OF THE DISABLED	10
BUS4NYC	11
EMPIRE CLEAN CITIES	12
FAMILIES FOR SAFE STREETS	13
INDEPENDENT DRIVERS GUILD	14
LIMO ASSOCIATION OF NEW YORK	15
LIVERY ROUNDTABLE	16
NYCSBUS	17
NEW YORK CITY HOSPITALITY ALLIANCE	18
NEW YORK LEAGUE OF CONSERVATION VOTERS	19
NEW YORK SCHOOL BUS CONTRACTORS ASSOCIATION	20
NEW YORK TAXI WORKERS ALLIANCE	21
OPEN PLANS	22
REGIONAL PLAN ASSOCIATION	23
RIDERS ALLIANCE	24
TRANSPORTATION ALTERNATIVES	25
TRUCKING ASSOCIATION OF NEW YORK	26

Three Mobility Wishes for the Mayor of New York City

ABOUT THE AUTHOR & THE UNIVERSITY TRANSPORTATION RESEARCH CENTER (UTRC)

The author of this report is Matthew W. Daus, Esq., who serves as the Transportation Technology Chair at the University Transportation Research Center (“UTRC”) at The City College of New York (CCNY), part of the City University of New York (CUNY), where he conducts research, and is widely published as an expert on ground transportation regulation and technology. As a CUNY Distinguished Lecturer from 2010-2018, he taught courses on transportation history, policy, sustainability, for-hire regulation and technology. Mr. Daus is the longest serving Commissioner/Chair/CEO of the New York City Taxi and Limousine Commission (TLC), where he served from 2001-2010. Before his tenure as Commissioner, Mr. Daus served in many other executive and counsel positions in NYC government for almost 20 years, including: General Counsel to the TLC and the NYC Community Development Agency; Special Counsel to the TLC and NYC Trade Waste Commission; NYC Human Rights Prosecutor; and Commissioner of the NYC Civil Service Commission. Mr. Daus also serves, since 2009, as President of the International Association of Transportation Regulators (IATR), a non-profit educational peer group of government transportation regulators from around the world focused on best regulatory and innovation. Mr. Daus is a partner at the law firm of Windels Marx Lane & Mittendorf, LLP, where he founded and chairs the Transportation Practice Group since 2010. Mr. Daus served as chair of the New York City Bar Association’s Transportation Law Committee from 2022 to 2025, and currently serves as co-chair of the Subcommittee on Electronic Mobility Services under the NYC Bar Presidential Taskforce on Artificial Intelligence and Digital Technologies.

The Transportation Research Center at CUNY is one of ten original University Transportation Centers established in 1987 by the U.S. Congress. These Centers and their faculty members provide research and expertise to address national and regional transportation problems, while training the professionals who manage and lead our transportation systems. It represents the U.S. Department of Transportation’s Region II, which includes New York, New Jersey, Puerto Rico, and the U.S. Virgin Islands. Functioning as a consortium of nineteen major universities throughout the region, UTRC supports research, education, and the transfer of technology. Please visit UTRC2.org to learn about our other initiatives.

The author would like to thank the Director of the UTRC, Dr. Camille Kamga, whose ongoing support of this and other regional transportation research initiatives contributes significantly to the advancement of transportation policymaking endeavors. The author and the

UTRC would also like to thank the UTRC volunteer research team, Andriy Blagay for his report artwork and graphic design, and every organization whose insights and perspectives strengthened this report, including AAA Northeast, the Bus Association of New York State, the Brooklyn Center for Independence, BUS4NYC, Empire Clean Cities, Families for Safe Streets, the Independent Drivers Guild, the Limo Association of New York, the Livery Roundtable, NYCSBUS, the New York City Hospitality Alliance, the New York League of Conservation Voters, the New York School Bus Contractors Association, the New York Taxi Workers Alliance, Open Plans, the Regional Plan Association, the Riders Alliance, Transportation Alternatives, and the Trucking Association of New York.

ABOUT THIS REPORT

In October 2025, the UTRC published the [2025 NYC Mayoral Candidates Transportation Policy Primer & Voter Guide](#), continuing a tradition that began with similar reports published for the 2013 and 2021 elections. Each of these reports has been widely used by policymakers, transportation professionals, and members of the ground transportation industry. Along with a one-page “voter palm card,” these reports provided clear, objective comparison of how mayoral candidates approach transportation.

Each of these reports was peer reviewed by leaders of the City’s top transportation nonprofit organizations and other advocates, experts, and stakeholders. These peer reviewers include advocates who are:

- Dedicated to making our streets safer, more livable, and more pleasant for biking and walking;
- Working to support, maintain, and improve the City’s public transit systems;
- Working to create access for people with disabilities;
- Representatives of the City’s taxi and for-hire vehicle sectors;
- Proponents of the City’s school bus and motorcoach industries.

This year, for the first time, those peer reviewers were asked to contribute their organization’s top transportation policy “wishes” for the next Mayor. Those perspectives and recommendations are compiled into this report. Although each organization has its own distinct mission and sees New York City differently, some common themes emerged. This report includes both a summary of these topics and the positions of our participants, along with their individual contributions.

ACCESSIBILITY

While the Metropolitan Transportation Authority (MTA) addresses many challenges experienced by disabled New Yorkers, the City retains authority over key areas such as curb ramps, accessible pedestrian traffic signals, and the maintenance of bus stops, shelters, and benches, as well as significant influence regarding Access-A-Ride service. There is broad agreement amongst this report's stakeholders that disability organizations should have stronger representation in public transit decision-making. This includes adding a member of the disabled community to the MTA board, greater involvement by advocacy groups in the NYC Department of Transportation's (DOT) street design decisions, and prioritizing improvements to bus stops through additional accessible features.

AUTONOMOUS VEHICLES

With New York City recently approving limited autonomous vehicle testing with a safety driver, stakeholders expressed varying levels of caution about extending this technology to for-hire passenger transportation. Several stakeholders recommended enhanced job protections for professional drivers, including setting limits on the number of autonomous vehicles permitted to operate and establishing ownership requirements. They also recommended conducting safety and sustainability studies before any large-scale deployment, with some calling for a temporary moratorium on autonomous vehicle use in New York City.

BUSES AND PUBLIC TRANSPORTATION

Not surprisingly, given the attention candidates placed on bus fares, service, and safety during the campaign, contributors raise these topics as central concerns. Contributors expressed strong support for additional dedicated bus lanes to speed up service, calling on the next mayor to meet commitments in the NYC Streets Plan, to improve connections across the transit network, and to allow additional private coach and school buses to use bus lanes.

Bus and trucking organizations also provided significant input on congestion pricing and the application of anti-idling laws, which affect their operations and financial stability. These contributors' wishes focus on greater parity with MTA buses, industry input into mobility planning decisions, and evaluating congestion pricing exemptions for other industries and vehicles operating on alternative fuels.

SUSTAINABILITY

By aiming to reduce traffic through policies such as congestion pricing, investing in cleaner vehicle options, and creating new opportunities to move people and cargo, New York’s next mayor can advance efforts to make our transportation network more sustainable. Our participants emphasized the need to prioritize urban freight and curb access management to help reduce truck miles; advance the adoption of low- and zero-emission technologies; invest in building a robust public charging network for electric vehicles; and support the movement of cargo via our waterways combined with micromobility to reduce truck traffic and emissions. Many participants suggested exploring how we use our waterways to transport people and cargo, reducing street traffic.

There are differing opinions on how to work toward a more sustainable transportation network. Some participants called for an accelerated implementation schedule for all-electric school buses. Others preferred a phased-in approach that accounts for financial and infrastructure challenges.

TAXI AND FOR-HIRE VEHICLE (FHV) INDUSTRY

From the rise of app-based ride-hailing services to the impacts of the COVID-19 pandemic, new vehicle mandates, and escalating insurance costs, the taxi and for-hire vehicle industry has faced sustained pressures affecting driver earnings, job stability, and medallion values. While the Adams administration took steps to support the sector—debt-relief initiatives, incentives for purchasing accessible vehicles, and reducing insurance minimums—industry participants identified additional actions they hope the next administration will pursue to strengthen and stabilize this industry.

Regarding taxi and FHV drivers, participants called for stronger labor and economic protections, including securing the legal right to form a union; creating viable pathways to vehicle ownership rather than relying on costly rentals; addressing delays in the TLC inspection process; ensuring equitable treatment across all segments of the for-hire vehicle industry; and expanding pathways to lower insurance costs, such as allowing drivers to establish a mutual insurance company and advancing broader insurance reform.

VISION ZERO AND STREET SAFETY

Industry partners also provided input on the Adams administration’s achievements in road safety, including supporting round-the-clock speed cameras, assessing areas for daylighting, and

making strategic infrastructure upgrades. These efforts have helped reduce pedestrian deaths in recent years; however, some participants called for further action.

Advocates called for stricter enforcement measures targeting reckless drivers and individuals who use fraudulent or obscured license plates to evade automated enforcement systems. They also asked that the city support the Stop Super Speeders Act in Albany, implement school street safety programs, and establish low-traffic neighborhoods across all five boroughs.

CONCLUSION

This report reflects the insights of the City’s transportation advocates, industry leaders, and community stakeholders. Their “three wishes” reveal areas where common ground exists across sectors. Nearly all share a collective desire for fairness, consistency, and collaboration, in shaping effective transportation policy.

As New York City enters a new era of leadership, these ideas offer a roadmap for practical and cooperative progress. From maintaining streets and subways to managing automation and electrification, the incoming administration will face challenges requiring coordination between city agencies, state and regional partners, and the private sector.

The University Transportation Research Center will continue to support these efforts through independent research, data-driven analysis, and collaboration with government, industry, and academia. Our goal is to help the city navigate complex policy choices with clarity and balance, so that New York City continues to be a global leader in safe, sustainable, and equitable mobility.



AAA provides travel, insurance, financial and auto-related services to its members and advocates for the safety of the traveling public.



1

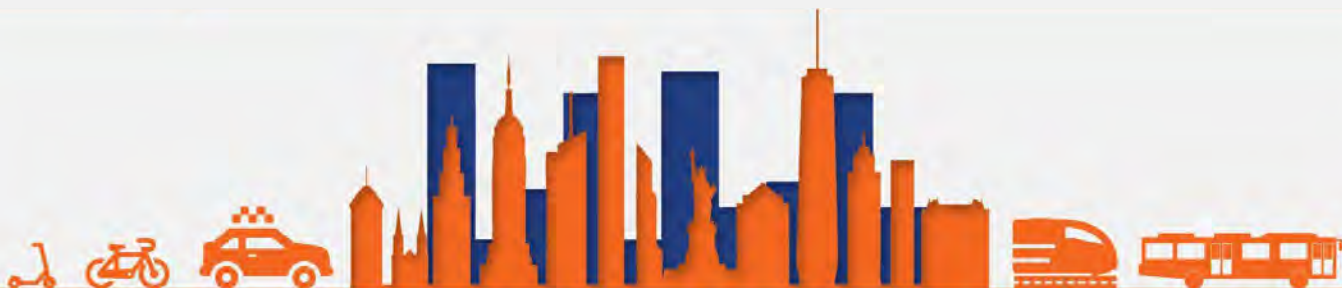
Effectively cracking down on reckless drivers throughout New York City.

2

Continuing aggressive enforcement of license plate violations, including ghost plates, fake or phony plates, and illegal license plate covers.

3

Funding state-of-good-repair infrastructure investments to keep our roads and bridges in good condition.



Alec Slatky

Managing Director of Public and Government Affairs

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The ATU Local 1181- the largest labor union representing school bus workers in NYC- fights for the interests of its professional and hard-working members.



1

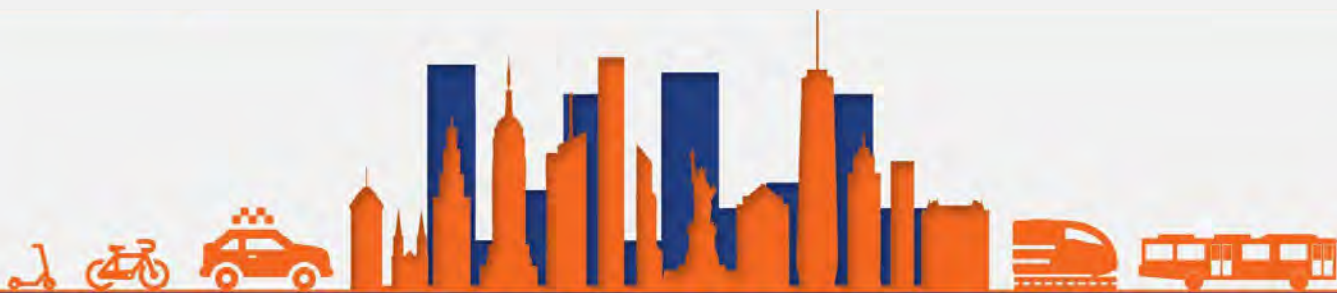
Recognition and Inclusion of School Bus Workers: School bus workers (including drivers, attendants, and mechanics) deserve to be fully heard and acknowledged. The Union should be included in decision-making. Too often, our workforce is overlooked unless there is a fear of service interruption. We are requesting a fair, balanced, and transparent process for school bus workers- one that ensures our voices are valued and not treated as an afterthought.

2

Update Chancellor’s Regulations C-100 and C-105: These regulations are outdated and no longer meet the realities of today’s student transportation system. The union submitted proposed revisions in February 2023, and we respectfully request meaningful progress toward modernizing these regulations to better protect workers, support safety, and improve operational efficiency.

3

Move From Listening to Action: We appreciate our strong, collaborative relationship with the DOE and acknowledge that our concerns are consistently heard. However, action remains slow. Several issues on our bi-monthly agenda have been unresolved for years. While improvements have been made over the past three years, progress has stalled, and the DOE’s backlog (especially since March 2025) has grown significantly. We urge the City to prioritize action so that outstanding issues can finally be addressed.



Carolyn Rinaldi
Vice President



The Bus Association of New York State represents and promotes the interests of private bus operators and their industry partners in regard to transportation and transit-related services and products.



1

Relief from the unfair impact of the Citizen Air Complaint Program.

2

Parity for all private motorcoaches with public transit on Congestion Pricing.

3

Consideration of buses in mobility planning and policy.



Glenn R. Every
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<https://www.banybus.org/>



Brooklyn Center for Independence of the Disabled empowers persons with disabilities by improving the quality of their lives and fostering their integration into the mainstream of society.



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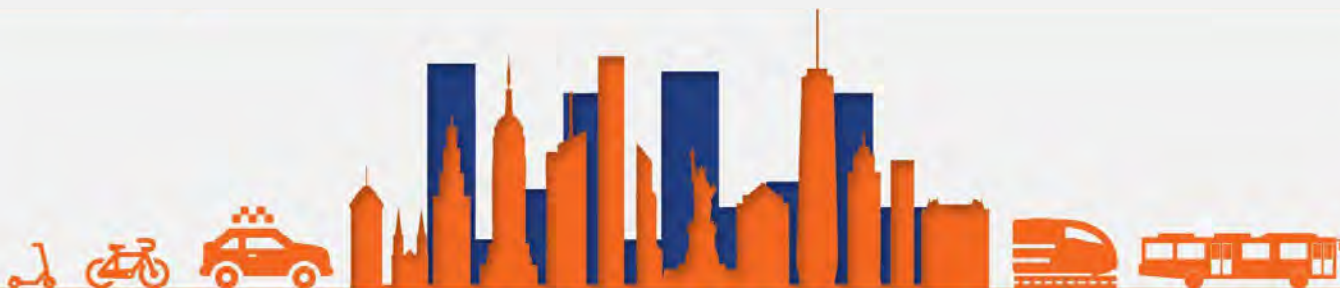
Work to significantly expand the number of Access-A-Ride users who can use "on-demand" services.

2

Include disability organizations and advocates in transit, street design, and other related decision-making from the start, and appoint at least one disabled representative to the MTA Board.

3

Commit to keeping bus stops in place and ensure every bus stop has a bench and other accessible design features, including shelters.



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BUS4NYC promotes the bus industry as a viable transportation solution and local economic driver through sustained education and public awareness campaigns.



1

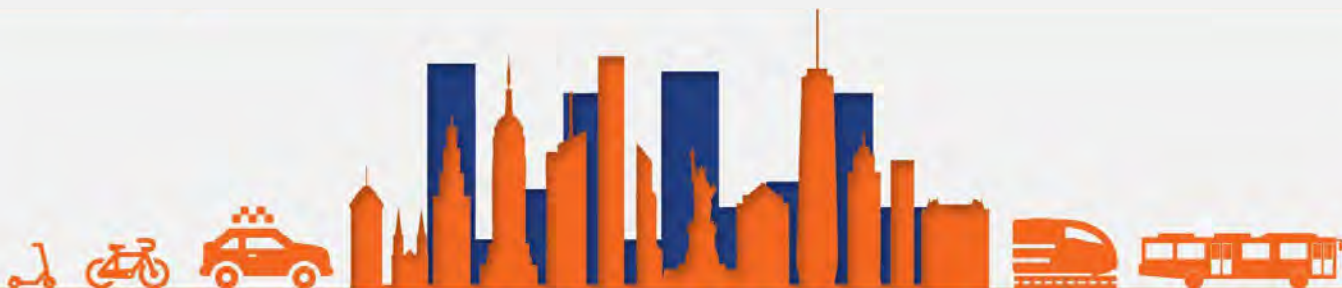
Expand Bus Lanes and Bus Layover Parking (applicable to all buses private and public).

2

Treat All Buses equally, Parity with MTA on all NYC policy issues.

3

Review Express Bus Routes, as some franchises owned by NYC. Evaluate consideration of putting some routes out for RFP to private carriers. This update has a model in London and other cities.



Patrick Condren

Vice President and Secretary

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<https://bus4nyc.org/>



Empire Clean Cities is a not-for-profit environmental organization and designated U.S. Department of Energy Clean Cities and Communities Coalition with a mission to ensure clean air for future generations.



1

Accelerate clean truck transition and emission reductions.

2

Equitable and widespread use of the City's waterways for urban freight and micromobility.

3

Continued investment in public EV charging infrastructure for all New Yorkers.

Read More

<https://www.empirecleancities.org/projects.html>



Joy Gardner

Executive Director

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Families for Safe Streets confronts the preventable epidemic of traffic violence by advocating for life-saving changes and providing support to those who have been impacted by crashes.



1

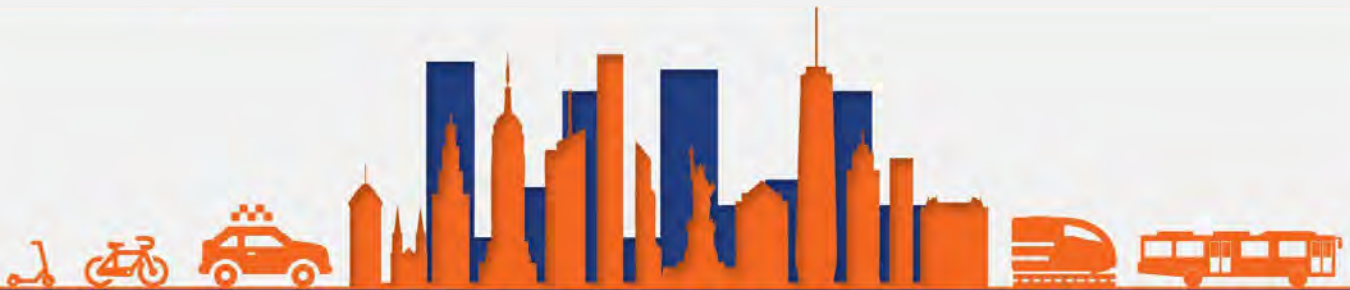
Significant expansion of Sammy's Law 20mph safety zones.

2

Support the Passage of the Stop Super Speeders Act (S4045/A2299).

3

Embrace pedestrianization and low-traffic neighborhoods.



Thomas DeVito

National Director

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The Independent Drivers Guild unites drivers in the fight for the right to collectively bargain, which is the only way to stop driver exploitation by giving drivers the power to negotiate equitable work conditions for themselves.



1

Autonomous vehicles are kept off the streets until we are sure that they will be better for our safety, our environment, our workers, and our communities.

2

All current rideshare drivers must be allowed to own their own vehicles and no longer be forced to rent from predatory leasing companies.

3

Rideshare drivers must have the legal right to form a union.

Read More

<https://driversguild.org/campaigns/>



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**Limo
Association
of New
York**

The Limo Association of New York promotes the Luxury Limo Segment of the FHV industry as a valuable transportation option and a driver of real jobs with full employment benefits for drivers through sustained advocacy and public awareness.



1

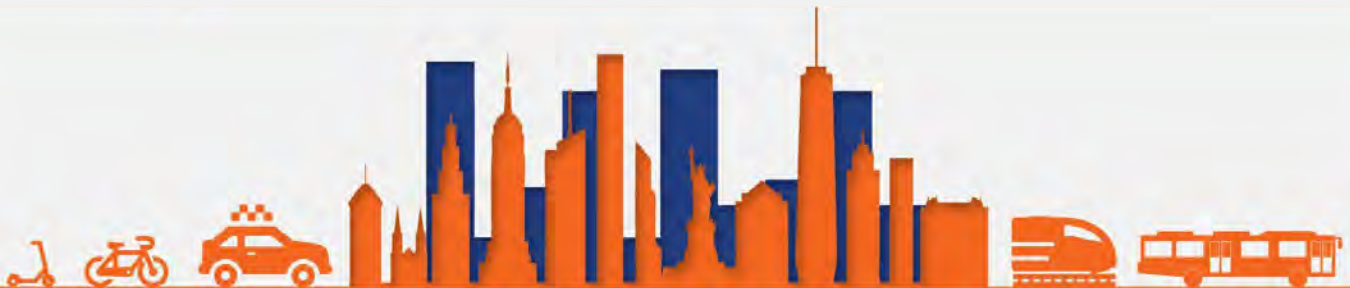
Allow a six-month provisional license for employer-sponsored drivers to maintain accountability while giving potential new entrants an opportunity to explore the field as a viable employment opportunity.

2

Open new vehicle licenses to bases that dispatch at least two-thirds of their jobs to employee-driven vehicles to support fleet growth and job opportunities in this sector, while not erecting a barrier to entry for independent Lux category chauffeurs.

3

Permit new (as opposed to used or pre-owned) unmodified vehicles that have been registered with the TLC and NYS, and have their NYS inspection, to operate while they await their TLC inspection to minimize costly downtime.



Jeff Rose
President

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The Livery Roundtable works with livery associations and businesses to unify, advocate on behalf of, and streamline the livery industry in New York.



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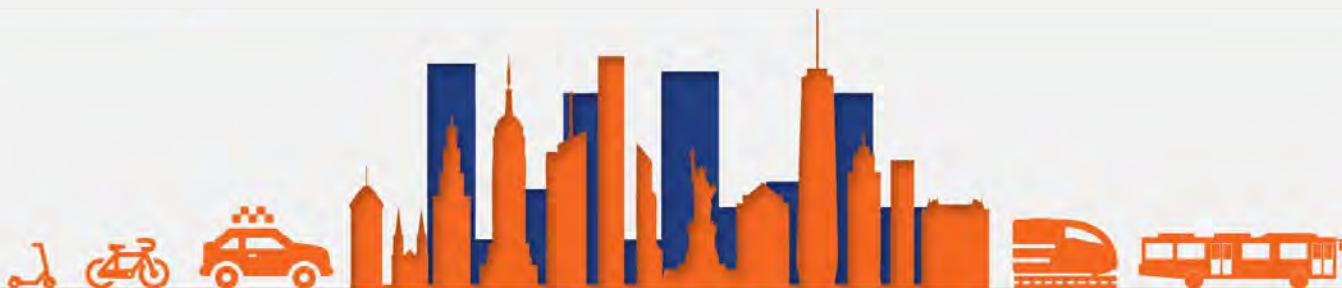
Treat the for-hire vehicle sector with equal importance as the yellow taxi industry and ensure fair representation in policymaking.

2

Prohibit AVs from operating as yellow taxis or FHV's to preserve the essential human service component that ensures accessibility, safety, and assistance for all passengers.

3

Allow AVs in the FHV industry only if 75–85% are individually owned and all licensed bases have API dispatch access to prevent monopolies and maintain an open, competitive market.



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NYCSBUS is dedicated to transforming school transportation in New York City through transparency, innovation, and exceptional service. We are committed to enhancing the busing experience for families, schools, and communities by prioritizing safety, reliability, environmental responsibility, and trust at every level of our operation.



1

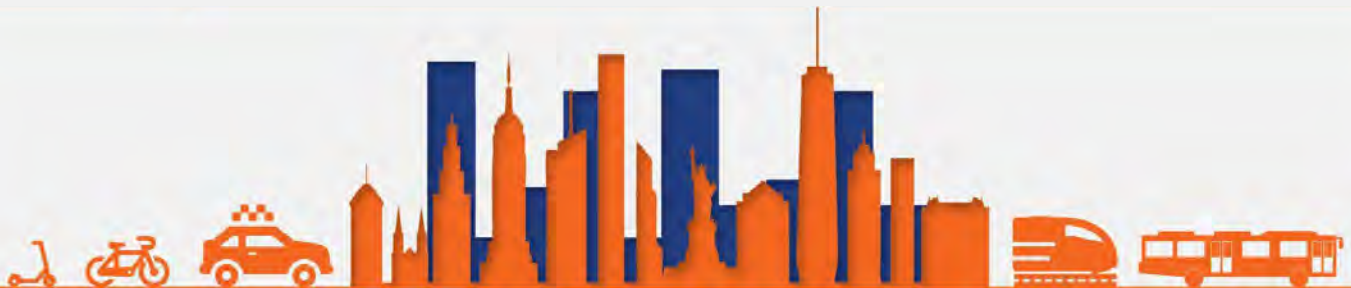
Develop NYCSBUS into a true hub of innovation for safe and sustainable transportation by establishing real-world testbeds for new vehicle technologies, exploring pilots for paratransit and shuttle services, and expanding community impact through job training and workforce development programs.

2

Support the formation of a Center for 21st Century Learning by leveraging NYCSBUS funding and innovation to create state of the art educational centers for driver training, road safety, school bus repowering, and an electric vehicle maintenance center.

3

Create an industry wide collation, led by NYCSBUS, of NYC school bus services providers, utilities, innovate technology companies, and others who can help lead, manage, and solve common challenges in electrifying school buses.



Matt Berlin
Chief Executive Officer
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The New York City Hospitality Alliance represents and serves restaurant and nightlife establishments throughout the five boroughs, advocating for a fair and equitable regulatory environment that removes barriers to entrepreneurship and job creation.



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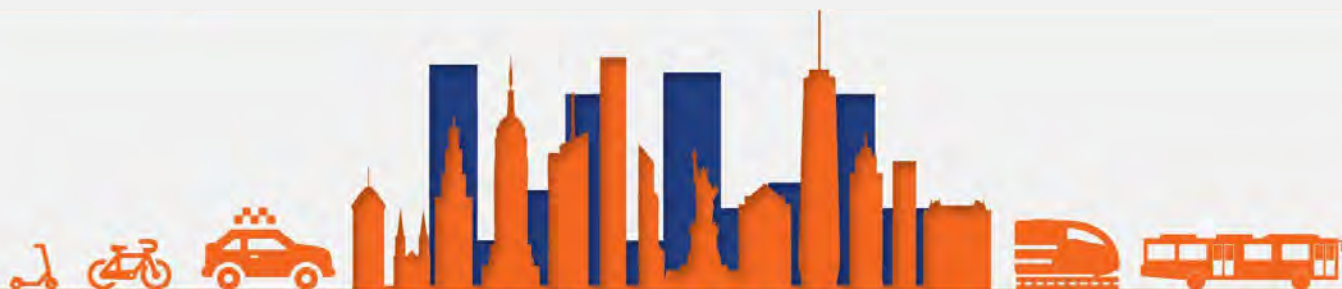
Exempt restaurant catering vans and food delivery trucks from congestion charges to protect essential services without transit alternatives.

2

Safe, efficient, and affordable public transportation.

3

Additional investment in transportation during the World Cup, ensuring smooth travel for everyone and providing clear information, directions, and recommendations of where to watch the matches and eat & drink at restaurants and bars.



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The New York League of Conservation Voters fights climate change, conserves land and water, and protects public health in New York State through political action.



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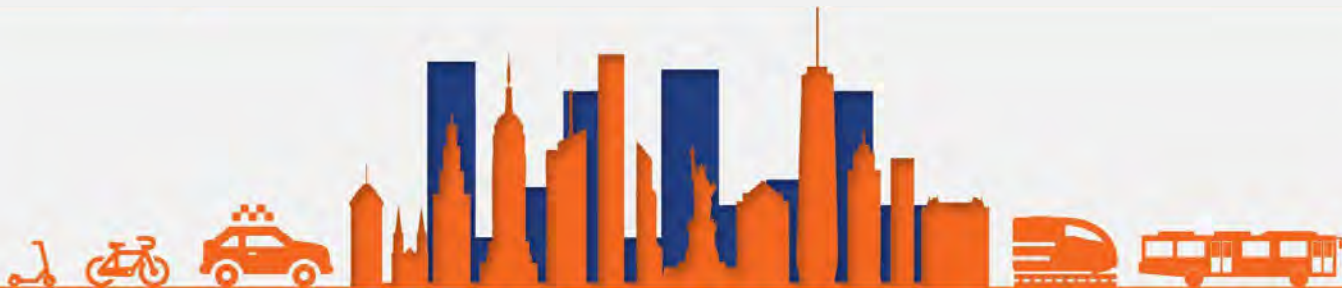
Direct DOT to prioritize the NYC Streets Master Plan by restarting long-delayed transit projects to get back on track achieving the Plan's targets, particularly in light of Congestion Pricing's positive results of reduced traffic in Manhattan's congestion relief zone as well as the region.

2

Direct DOE to prioritize the implementation of Local Law 120 of 2021, the City's electric school bus (ESB) law, by getting more electric school buses operating on the road. Rolling out more ESBs will help the City and State meet its climate emissions goal and improve air quality, and public health especially for disadvantaged communities.

3

Expand Fair Fares to 200% of the federal poverty level (FPL), including expanding free fares to qualified applicants below 150% FPL and half fares for applicants between 150% and 300% FPL. This program is crucial in making public transportation more affordable and accessible for New Yorkers.



Julie Tighe
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The New York School Bus Contractors Association represents the private school bus transportation industry with the primary mission of promoting safe, reliable, and cost-effective student transportation in New York State.



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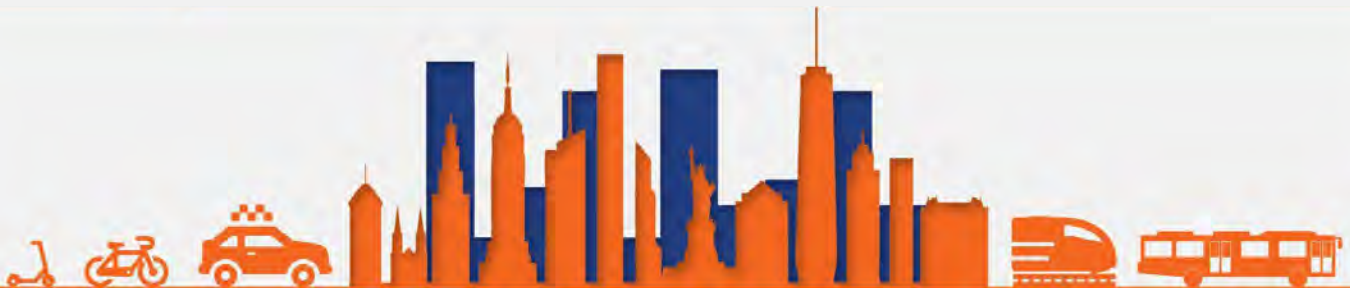
Repeal City Council Law 120 mandating full school bus electrification by 2035 and open dialogue on phased adoption to address financial and infrastructure challenges the mandate imposes on the industry.

2

Repeal the Anti-Idling Citizen Complaint law and exempt school buses from bus lane violations.

3

Prohibit the MTA from recruiting or diverting drivers from school bus companies to prevent workforce shortages and maintain service reliability.



Tammy Mortier
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The New York Taxi Workers Alliance builds power for one of the most visible, yet vulnerable, immigrant workforces in the city of New York through organizing, direct action, legal and health services, media presence, political advocacy, and the cultivation of allies and supporters.



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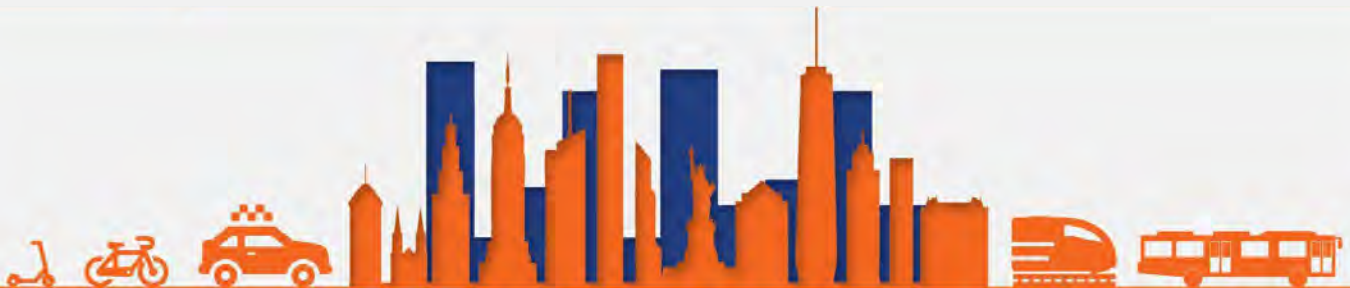
A moratorium on autonomous vehicles.

2

A hybrid pay rule for App driver pay, so drivers are paid whichever is higher – 85% of what the customer pays or 100% of TLC minimum rates – and financial support for taxis to meet the TLC WAV mandate.

3

Support for TLC drivers to organize a mutual insurance company.



Bhairavi Desai

Founder and Executive Director

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Open Plans promotes a people-first street culture that prioritizes community, active mobility, and connection.



1

Pilot Low Traffic Neighborhoods in every borough to help calm streets.

2

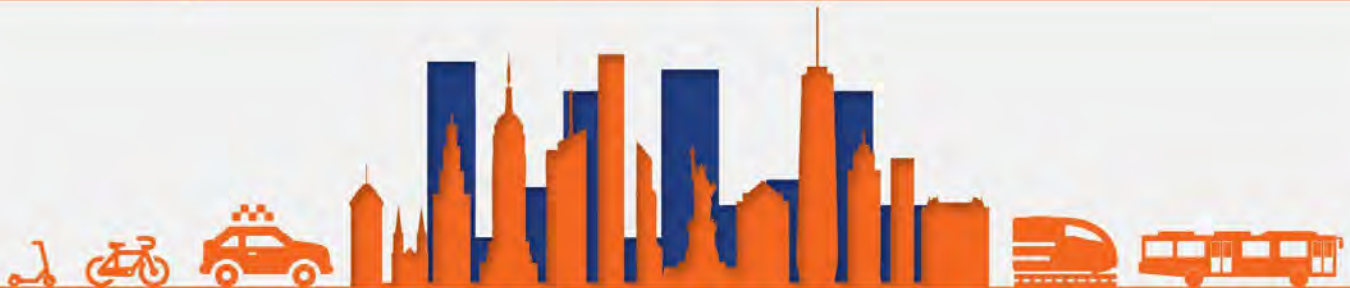
Support School Streets and scale the program with real investment in infrastructure.

3

Appoint a "Deputy Commissioner of Public Space Management and Creation" at the DOT.

Read More

<https://www.openplans.org/our-campaigns>



Sara Lind

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The Regional Plan Association develops and promotes ideas to improve the economic health, environmental resilience, and quality of life of the New York metropolitan area by conducting research on transportation, land use, housing, good governance, and the environment, advising cities, communities, and public agencies.



1

Champion and protect Congestion Pricing.

2

Expand Fair Fares and push for fair integration across systems.

3

Champion vital transit projects including the Interborough Express, Second Avenue Subway, Penn Access, the Gateway Program, the renovation and expansion of Penn Station, and the new Port Authority Bus Terminal.

Read More

<https://rpa.org/news/lab/planning-priorities-for-new-york-citys-next-mayor>



Tom Wright

President

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<https://rpa.org>



The Riders Alliance fights for a world-class public transit system that meets the everyday needs of all New Yorkers and takes us toward a more equitable city and sustainable future.



1

Follow the NYC Streets Plan law of 2019 by building 30 miles of bus lanes per year and introducing full Bus Rapid Transit routes.

2

Fund free subway and bus fares for New Yorkers earning 150% or less of the federal poverty level.

3

Expand Fair Fares to offer half-fare discounts to New Yorkers earning between 150% and 300% of the federal poverty level.

Read More

<https://www.ridersalliance.org/better-buses>



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<https://www.ridersalliance.org>



Transportation Alternatives works to reclaim New York City's streets from the automobile and to advocate for better bicycling, walking, and public transit for all New Yorkers.



1

Develop, fund, and fully implement a Streets Plan 2.0 that moves from the incremental addition of bike and bus lanes to complete transit networks of protected lanes, rapid transit, and greenways that link all boroughs.

2

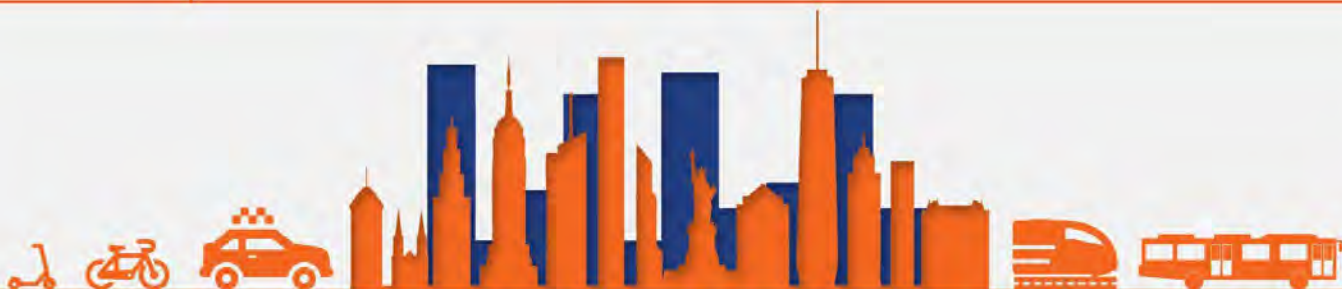
Implement Sammy's Law - 20mph speed limits - citywide, along with "slow streets" or shared streets across entire neighborhoods.

3

Envision streets as more than thoroughfares, seizing the possibilities of pedestrianization and low-traffic neighborhoods to dramatically expand vital public spaces for plazas, outdoor dining zones, and green space citywide.

Read More

<https://transalt.org/reports>



Ben Furnas

Executive Director

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The Trucking Association of New York advocates for the trucking industry at all levels of government, providing compliance assistance, safety programs, and educational opportunities. Their members support good jobs, economic vitality, roadway safety, and a sustainable future for New York.



1

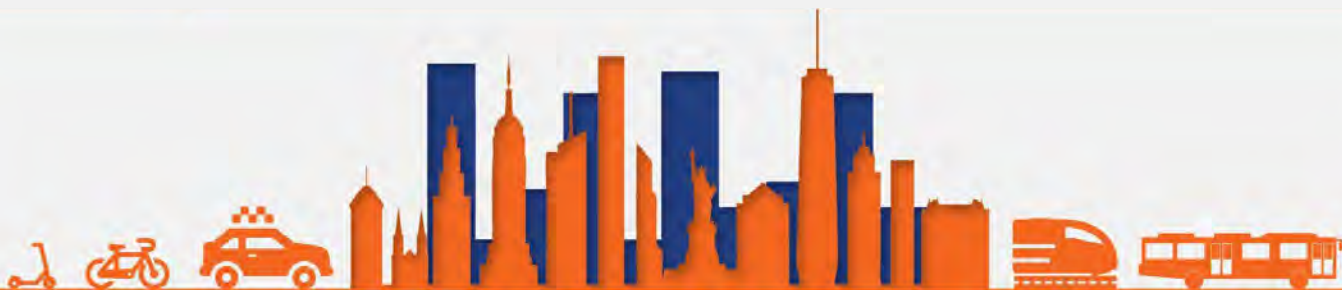
Prioritize urban freight infrastructure and curb access to reduce truck miles per delivery through better routing, facilities, and loading access.

2

Advance clean freight and efficiency initiatives to accelerate adoption of low- and zero-emission technologies while aligning city programs and permitting with state standards.

3

Provide regulatory relief and reform for commercial operators to lower costs, eliminate duplicative fines and fees, and make it easier for safe, compliant carriers to do business.



Zach Miller

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<https://nytrucks.org/>