



Department of Finance

New York City Council
Joint Finance and Transportation Committee
Hearing

New York City Department of Finance

Testimony of Jeffrey Shear
Deputy Commissioner for Treasury and Payment Services

April 29, 2019

Good afternoon, Chairs Dromm, Rodriguez, Cabrera, and members of the Committee on Finance, Transportation and the Committee on Government Operations. I am Jeffrey Shear, Deputy Commissioner for Treasury and Payment Services at the New York City Department of Finance. With me today is New York City Sheriff Joseph Fucito and Sheelah Feinberg, director of intergovernmental affairs at the Department of Finance, and Joshua Benson Deputy Commissioner for Traffic Operations at the DOT.

Intro 1141

The first of the bills that DOF would like to address is Intro 1141, which relates to our Stipulated Fine and Commercial Abatement programs. Before addressing the specifics of the bill, we would like to provide some context as to why these two programs exist.

All motorists receiving parking summonses have a constitutional due process right to contest the summonses if they choose. This right applies to both individuals and commercial entities.

There is no way to compel motorists to pay for parking summonses without first offering the chance to contest them. Further, motorists may offer a variety of defenses in contesting a parking ticket, including that their vehicle was not properly identified, that the ticket agent did not properly indicate the parking infraction, that proper notice was not given regarding the prohibited action, or that their vehicle did not commit the specified infraction.

One defense for commercial vehicles is provided by the City's parking rules. The rules recognize the lack of available parking spaces and the need for commercial vehicles to make deliveries to city businesses by providing an expeditious delivery defense for some parking infractions. The expeditious defense is often asserted by companies and their parking ticket brokers, and many tickets are dismissed in this manner. For example, in FY18, 67% of tickets for double parking outside of Midtown were dismissed as part of our Fleet Program, in which companies receive regular reports of their parking tickets and retain the right to contest them.

In addition, it is generally more difficult for traffic agents and police officers to identify commercial vehicles than passenger vehicles. 98% of tickets issued to individuals are incurred by vehicles with a passenger registration type. But tickets issued to business vehicles are more evenly divided between vehicles with registration types such as commercial, medallion, livery, rental, light trailer, regular trailer, and semi-trailer. The mis-identification of vehicle registration type may result in the dismissal of a parking ticket.

Traffic agents and police officers must also make fine distinctions between commercial vehicle body types. Recent court decisions resulted in the dismissal of tickets that did not correctly distinguish between tractor trailers and other truck body types and between international registration plan and apportioned truck body types—even for vehicles registered out of New York in a state that does not make such distinctions. DOF is drafting state legislation that would prevent tickets from being dismissed for such technical reasons.

Lastly, companies are more likely to hire parking ticket brokers who are experts in finding deficiencies in parking tickets and are, therefore, also more likely to contest parking tickets

With this in mind, DOF created the Stipulated Fine and Commercial Abatement programs. The purpose of the programs was not to “discount” tickets, but rather to look at the dismissal rate of parking tickets by companies enrolled in our Fleet Program and charge the same expected value for contested tickets, without the need for formal hearings. Companies participating in the programs waive their right to a hearing and agree to pay roughly the same rate as companies that actively contest their tickets. As a result, program participants do not need to hire a parking ticket broker to review outstanding tickets, establish a defense, or attend a hearing. The Department of Finance, for its part, does not need to hire judges to adjudicate these hearings.

In FY19, DOF did make an important adjustment to the programs. We determined that as an inducement to get large companies to join the program back in 2003, we did charge rates that were significantly less than those warranted by the dismissal rates in the Fleet Program. We therefore conducted a review in 2018 that included outreach to DOT, to the NYPD, and to many

of the companies enrolled in the programs. As a result, DOF made major changes to the payment schedule for the programs as of December 3, 2018.

For the Stipulated Fine Program, rates were increased for 38 violations, including 11 violations for which we decided that the seriousness of the offense would not cause us to charge less than the base fine. We also aligned the smaller Commercial Abatement Program payment rates with those of the Stipulated Fine Program. These changes will increase payments from program participants by \$7.2 million in FY19 and by \$12.3 million in each fiscal year thereafter.

With this context in mind, DOF opposes Intro 1141. Intro 1141 would prohibit the Stipulated Fine and Commercial Abatement programs. Current participants would simply hire parking ticket brokers rather than pay the full base fine amounts. With no change to the payments made for illegal parking, there would be no impact on congestion in the city.

The impact of the law would be to drive up the business of the parking ticket brokers but leave parking ticket revenue unchanged while significantly increasing the City's costs. First, the City would have to hire more judges for additional parking ticket hearings. Second, the bill requires that our judges write formal decisions for all parking tickets contested in our Commercial Adjudications Unit, as opposed to the current practice in which judges enter the results of each contested ticket without having to write a formal decision. This includes parking tickets that are currently adjudicated in CAU for companies that contest tickets outside of the Stipulated Fine and Commercial Abatement programs.

The combined cost increase would be over \$9 million annually. Furthermore, we would expect a cash flow issue in FY20, as our ability to hire and train more judges would lag behind the demand for more hearings and hearing decisions, creating a backlog of tickets awaiting a hearing.

Intro 1066

The Department of Finance is committed to transparency and fairness and our current adjudication process allows for every New Yorker to contest their parking tickets and be heard by an administrative law judge. While DOF understands the council's interest in allowing judges to abate a penalty without dismissing an entire violation, the bill in its current form does not provide a methodology or rubric that would give guidance to our judges as to when to abate a penalty without dismissing the entire ticket. The dismissals would likely be subjective, which would be unfair to the public and to the judges who are trying to fairly and consistently apply the law. The likely result would be complaints from motorists who did not receive penalty abatements and who could not receive a satisfactory explanation as to why. Furthermore, without a methodology, DOF has no way to estimate the impact the bill would have on parking ticket revenue. DOF therefore must oppose the bill.

However, DOF would like to have time to further explore the possibility of giving judges the ability to dismiss penalties under limited, well-defined circumstances and to begin a conversation with the council on this matter. We envision taking into account, for example, the length of time that has elapsed before a member of the public has received a parking ticket to encourage good behavior and to tailor penalty abatements to individual motorists, who now can be assisted by DOF's parking summons advocate but do not have access to the wide variety of programs that are offered to commercial motorists. We look forward to having this conversation.

Intro 0122

The Department of Finance understands that this bill would increase the monetary threshold for the removal of motor vehicles for the purpose of satisfying parking violation judgments from \$350 to \$500. While it may have been unintended, this bill rewards people who hold off on resolving their parking tickets by making payments or contesting the tickets. It also runs counter to some of the City's Vision Zero goals because it applies to all parking violations, including red light camera violations.

The Department of Finance's Scofflaw Enforcement Program seized 118,000 vehicles in CY18.

Vehicles are initially booted and are then towed if payment is not made within 48 hours. This represents the enforcement of 551,000 outstanding parking, speed, and red light camera violations.

This legislation, if enacted, would result in a 65% reduction in scofflaw seizures annually. A 65% reduction in scofflaw seizures would exempt approximately 240,000 parking, speed, and red light camera violations from being enforced. It would trigger a 46% reduction in deterrence enforcement for speed, camera, and other public safety violations. The 46% reduction would amount to approximately \$24 million in lost revenue annually.

In addition to creating a culture of compliance for parking and camera violations, the booting program provides DOF with an opportunity to check that seized vehicles have proper registration and insurance. Of the 118,000 vehicles seized in CY18, 13,000 were retained in sheriff's custody for being unregistered and uninsured; making New York City's streets safer. If the boot threshold were raised to \$500, approximately 6,000 fewer unregistered and uninsured vehicles would be kept off the streets.

Intro 0661

This bill requires the Department of Finance to report on the motor vehicles which were removed to satisfy outstanding judgments for parking violations totaling more than \$350. DOF is committed to transparency and broadly supports this bill. We already provide some of this data on the Open Data portal, including the date of removal, the amount of outstanding judgments for parking violations, whether the motor vehicle had been booted prior to being removed, and whether the motor vehicle was redeemed or sold at auction. DOF can provide a report to the council on these data points, but we wanted to make sure that the council is aware that this information is already available on Open Data.

There are two additional datasets the council is requesting: the location and council district from which the motor vehicle was removed. DOF has strong concerns about the former, as releasing the specific location information on Open Data or in a report would be a violation of the privacy

of the owners of the booted vehicles. In addition, releasing this data could serve as a roadmap for predatory businesses and individuals to approach the vehicle owners. As for the council district-level information, that data is not yet available, but DOF will soon have a new vendor and it will be possible to provide this information on Open Data later this year.

Intro 1520

This local law would require the Department of Finance to report on the operations of the Parking Violations Bureau including specific information about the number and types of parking violations issued by the bureau, the efficiency of its parking violation penalty collection, and the adjudication process's efficiency and outcomes. DOF is supportive of this bill, as it aligns with our transparency goals. We do want to note, however, that staff working on parking summons-related matters, are located in various divisions throughout the agency and not together in a central unit.

Bills added last week

As for the six bills that were added last week, DOF, other impacted agencies, and the administration are still reviewing, but we do have some preliminary thoughts on Intro 168.

Intro 168

Let me begin by sharing some of the efforts DOF has undertaken to improve the customer's experience with regard to appealing parking tickets and navigating the adjudication process.

In April 2017, DOF introduced its Pay or Dispute mobile app, which allows motorists to use their cell phones to pay or request a hearing for a parking ticket. The app also allows users to upload photographs as evidence for contested tickets. Since its introduction, the Pay or Dispute app has been downloaded over 862,000 times. Over 1.4 million tickets have been paid using the

app and over 489,000 hearings have been requested. For the 23-month period before and after the launch of the mobile app, the increase in hearings adjudicated was approximately 230,000.

In April 2018, the Department of Finance launched a new office, the Office of the Parking Summonses Advocate, which is headed by Jean Wesh. The purpose of this office is to help New Yorkers with parking and camera violation issues and complaints that cannot be resolved through normal Department of Finance channels. Mr. Wesh and his team provide services to motorists in person in our five borough business centers on a rotating basis, in addition to receiving referrals via mail and email. The office gives customers tips on how to effectively present their evidence in contesting summonses, assists them in filing appeals, and brings systemic issues to the attention of DOF and DOT staff. It is important to note that the Office of the Parking Summons Advocate supports individuals directly, not individuals and companies that can afford to hire parking ticket brokers to advocate on their behalf. Also, many people are not aware that the dismissal rate for individuals who contest summonses before an administrative law judge is 45%.

Furthermore, DOF has taken steps to ensure that its different divisions performing parking summons functions operate independently of one another. In particular, the Adjudications Division is separate from the Legal Affairs Division, which handles enforcement matters. Please note that the Adjudications Division and its administrative law judges do not have revenue goals. The judges are trained to fairly apply the law and issue impartial decisions on the cases before them. Their primary performance measure is how quickly the public is served. Wait time for the public to see a judge for a parking summons is typically under two minutes and the entire hearing process for individual respondents takes ten to fifteen minutes. Hearings run by the Office of Administrative Trials and Hearings are typically longer and more detailed.

For these reasons, and because the City's Law Department is still reviewing the bill, DOF and OATH oppose Intro 168, as the current system works for all New Yorkers.

As mentioned earlier, DOF, other impacted City agencies, and the administration are still reviewing the other bills that were added to this hearing. However, our not testifying or

commenting on these bills should not be interpreted as support or even neutrality. We look forward to continuing the conversation with the council before the bills are considered for passage.

In closing, thank you for the opportunity to testify today. We are happy to answer any questions you may have.



TRANSPORTATION ALTERNATIVES

To: New York City Council Committees on Finance, Transportation and Governmental Operations

From: Jack Davies, Transportation Alternatives

RE: Testimony on Parking Regulations and Policy in New York City

Date: April 29, 2019

Good afternoon. Thank you for convening this hearing and for the chance to testify. My name is Jack Davies. I'm the Policy & Research Manager for Transportation Alternatives. For 45 years, Transportation Alternatives has advocated on behalf of New Yorkers for safer and more livable streets. With more than 150,000 people in our network and over 2,000 activists throughout all five boroughs, we fight to improve biking, walking, and public transportation for all New Yorkers.

Summary of position:

- **Strong support:** Int. 1141
- **Support:** Int. 0176, Int. 0506, Int. 0661, Int. 1187, Int. 1520
- Parking policy governing New York City is based on outdated and incorrect assumptions about the future of transportation in New York. Our parking policies assume cars are the primary mode of transit for New Yorkers.
- 80 percent of New York's open space is filled by parked cars and congested traffic -- a wildly unfair allocation of space in a city where the majority of citizens do not own a car and space is a precious commodity.
- Our parking policies, taken as a whole, should reflect reality and prioritize the needs of the many over the convenience of a few. Parking ought to be a last resort -- there should be a hierarchy of need and social good for curbside space.

As we craft city policy governing on-street parking, it is critical that we both appreciate the context the current rules were written in, and be mindful of the environment we are formulating new policy in, as we seek to create a safe, sustainable, and equitable New York.

The laws governing parking across the City were largely devised by power broker Robert Moses during an era of peak automobile production and use in the United States. As New York radically suburbanized in the 1950s, Moses and his City Planning Commission prioritized cars as the principal form of future transportation. As a result, the City deeded enormous amounts of public space to drivers for private car storage to meet the perceived increase in automobility, and gave no consideration to the new demands that an evolving New York would place on safety, equity, and other transportation resources, like the existing transit networks.

Of course, 21st century New York looks wildly different than planners in the 1960's envisioned. New York's residential population density is almost 20 percent higher today than in 1960. The majority of New York City households don't even own cars, and public transit remains the primary way most New Yorkers travel on a day-to-day basis. But many of the laws governing parking, set by Moses over 50 years ago and more in line with a mid-size municipality than the most transit-rich city in the country, still largely govern New York. And these



TRANSPORTATION ALTERNATIVES

antiquated policies are costing New Yorkers. When space is used inefficiently -- to store cars -- less is available for housing, businesses, and recreation.

Some of the proposed policies in front of the Council today are important first steps in remedying these inefficiencies. Intro 1141, eliminating the stipulated fine program, would reflect the democratic reality of street usage and prioritize the needs of the many over the convenience of a few, while guaranteeing that there are no exemptions when it comes to following the law. Meanwhile, the various bills that propose to better enforce laws requiring license plates and proper registration; limit the parking of mobile homes and trailers on residential streets; and report more data on traffic enforcement practices, will prioritize making public transit, walking, and biking the safest and fastest ways for everyone to get around the city, 24 hours a day. Taken together, they will help transform our streets into people-oriented public spaces, and radically improve our transportation system by reclaiming streets from parked cars and dedicating it to buses, bikes, and pedestrians.

Our policies and actions must be in service of a mission to create a New York City where no one needs a car to get around the city quickly, safely, efficiently, and sustainably. The proposals today are an important first step towards dramatically reducing commute times and pollution, growing our economy, and most importantly, saving hundred of lives every year. Please join Transportation Alternatives in supporting them.

Thank you.



**Testimony of Zach Miller
Metro Region Vice Chair
Trucking Association of New York**

Before the

**New York City Council
Committees on Transportation, Governmental Operations, and Finance**

Regarding

Parking Enforcement in New York City

Good Morning. My name is Zach Miller and I serve as the Metro Region Vice Chairman of the Trucking Association of New York. I would like to thank Chairman Rodriguez, Chairman Dromm, and Chairman Cabrera as well as the members of the committees for the opportunity to testify before you today. For over 85 years, the Trucking Association of New York, a non-profit trade group, has represented the trucking industry in New York, advocating for the industry at the local, state and federal levels. We provide educational programs to our membership, which enhance their safety and maintenance efforts and offer numerous councils and committees to meet the diverse needs of our membership. TANY comprises over 600 member companies from New York, Canada, every border state, and other states across the country and is the exclusive New York affiliate of the American Trucking Associations (ATA).

There are several bills being heard today but I'd like to focus on Int. 114, Int. 122, and Int. 1066, which will have a significant impact on our industry. With regard to Int. 1141, the Stipulated Fines Program has been a crucial tool for our industry to conduct business throughout New York City for the past fifteen years. Given the lack of commercial parking and loading zones in different parts of the city, our members are forced to double park to off load deliveries to many businesses. In the past, this practice resulted in thousands of tickets being issued and ultimately led to a significant backlog of cases at the Parking Violations Bureau. The Stipulated Fines Program was implemented in 2004 to address this backlog and give our members the ability to pay off a majority of these fines and continue to conduct business in the city.

In Manhattan alone there are nearly 100,000 establishments that generate over 350,000 shipments or deliveries on a daily basis. Our members rely on the Stipulated Fines Program as a part of the way they do business. I would also like to dispel the notion that the big players in this industry are the only ones who benefit from this program. TANY has many smaller members with two or more trucks who take advantage of the Stipulated Fines Program. With the cost of doing business rising every day, removing a critical program like Stipulated Fines strikes yet another economic blow at smaller businesses who are already struggling to stay afloat.

While we understand that reducing traffic congestion is a priority, we need to do so in a responsible manner that balances the interests of the City's economy. Businesses in this city rely on the deliveries our members make and a complete repeal of the Stipulated Fines Program as proposed by Int. 1141 will significantly impact businesses not just in Manhattan but across the five boroughs. We believe the right approach to the problem of congestion should instead focus on improving curbside access for deliveries through additional and enhanced loading zones as well as increased enforcement of existing commercial parking.

TRUCKING ASSOCIATION OF NEW YORK

7 Corporate Drive • Clifton Park, NY 12065 • (518) 458-9696 • (518) 458-2525 fax • www.nytrucks.org

TANY is glad that the Council is taking steps to reform the enforcement of parking violations through Int. 122 and Int. 1066. Int. 122, which would raise the threshold from \$350 to \$500 before a vehicle can be removed to satisfy parking judgments is something TANY would be supportive of if there was additional clarification on the language concerning removing a vehicle when there is a judgment for five or more parking violations. In many cases, truck owners, especially those who lease out vehicles and in some cases may be out of state operators, are unaware of the number or violations that may have been issued to a vehicle. TANY would like clarification on the types and amounts of parking violations that the bill seeks to enforce before supporting it. However, TANY does support the bill's intention to raise the threshold to \$500 because it will give our members additional time to resolve any outstanding tickets they may not be aware of.

TANY supports Int. 1066, which will empower Administrative Law Judges to reduce or waive additional penalties in the interest of justice. Many of our members lease out their vehicles and may not be aware for several days or weeks that a Notice of Violation has been issued. This bill ensures that our members have a fair chance of avoiding additional penalties when they are not aware of a parking violation.

We look forward to continuing to work with the City Council to address the lack of curbside parking and reducing traffic congestion throughout the city.

Thank you for your time and I'm happy to answer any questions.



**United Parcel Service Testimony before the Committee on Transportation, Committee
on Finance, & Committee on Government Operations**

Hearing on Introduction 1141-2018

New York City Council

Monday, April 29, 2019

Good morning, Chair Rodriguez, Chair Dromm, Chair Cabrera, and members of the Committees. My name is Leo Gonzalez and I am the North Atlantic District Finance Manager at United Parcel Service, the world's largest package delivery company and leading provider of logistics services. Thank you for allowing me the opportunity to testify today on Intro. 1141, related to the Stipulated Fine Program.

UPS operates in 220 countries and territories, delivering 4.9 billion packages annually. Here in New York, UPS operates out of twelve facilities and employs 5,465 New Yorkers. We are proud to be the largest single employer of Teamsters in the nation. Even beyond directly employing thousands of New Yorkers, we deliver medicine, emergency medical equipment, financial documents, retail inventory and other goods that support small and middle market businesses.

For years UPS has distinguished itself as a leader in safety in the delivery and logistics industry. We invest millions of dollars in health and safety training every year and UPSers have spent more than 5.8 million hours in training classes. This training is generating real results on the road, for our drivers and those around them. UPS' Circle of Honor recognizes drivers who have not had an avoidable accident for 25 years or more. To date, over 10,300 UPS drivers have earned this distinction and over 700 drivers have been accident-free for 35 years or more.

UPS uses technology to increase the efficiency of our package delivery as well. All packages, including critical overnight and next day air packages, are consolidated on one truck to reduce the number of vehicles deployed on city streets. Our cutting-edge technology allows drivers to select the most efficient delivery routes, which has helped UPS reduce our miles driven by 100 million miles company-wide. In addition, programs like UPS MyChoice and AccessPoints have allowed UPS to reduce miles travelled by minimizing redelivery attempts when customers are not available to accept deliveries.

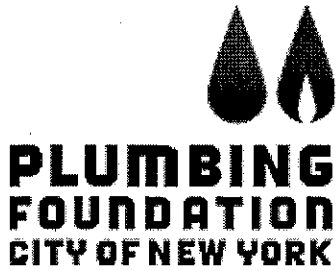
By participating in the Stipulated Fine Program, UPS waives its right to contest parking tickets, thereby incentivizing our drivers to park legally at all times. Unfortunately, despite UPS's extensive training efforts, drivers are often unable to find legal parking due to a lack of available curbside space. Throughout the City, and particularly in Manhattan, there is an insufficient amount of dedicated loading zones; those that do exist are often blocked by idling for-hire vehicles and other vehicles, making them inaccessible to our drivers for deliveries. This severe reduction in curbside space in recent years has resulted in a 12% increase in tickets, further straining UPS's New York operations and vastly increasing the cost for private unionized carriers to service New York City customers.



Conversely, the United States Postal Service does not pay tickets or taxes at all, giving them the ability to park illegally without repercussions. The abolition of the Stipulated Fine program would put us at an even steeper competitive disadvantage and stifle future innovation and job creation.

UPS fully supports truly comprehensive efforts to make New York City safer and more efficient. As we have done in other cities around the United States, we would welcome the opportunity to partner with the City and the Council to evaluate ways to maximize curbside access to meet the growing demand for deliveries.

Thank you for your time.



535 8th Ave, 17th Floor
New York, NY 10018
T: (212) 481-9740
F: (212) 481-7185

plumbingfoundation.nyc

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April 2019
FOR THE RECORD

NYC Council Member Daniel Dromm
Chairman, Committee on Finance
NYC Council
New York City Hall, City Hall Park
New York, NY 10007

Dear Chairman Dromm:

I am writing to you on behalf of the Plumbing Foundation City of New York, Inc. regarding Intro. No. 1141 of 2018, which is on the Committee on Finance's agenda for Monday, April 29, 2019. The Plumbing Foundation was founded in 1986 and is a non-profit organization of small and large, union and non-union plumbing contractors, engineering associations, supply houses, and manufacturers whose mission is to protect the public health and safety of New York City through the enactment and enforcement of safe codes.

The Plumbing Foundation City of New York, Inc. **strongly opposes** Intro. No. 1141 as currently written.

Intro. No. 1141 seeks to eliminate the NYC Department of Finance Fleet Programs by prohibiting any city agency from agreeing to reduce fines for parking violations in exchange for a waiver of the right to contest such parking violations. The bill would also require that any dismissal of a parking violation or reduction of a fine, other than for certain technical reasons, would require a hearing on the merits of each charge and a written determination by an administrative law judge (ALJ).

Eliminating such efficient and resource-saving Fleet Programs, including the Stipulated Fine Program and the Commercial Abatement Program, will only strain important City resources by requiring hearings and written decisions on every single parking violation incurred by NYC businesses, most of which are small, "mom and pop" shops. In addition, many times when NYC commercial vehicles are given tickets for double parking, they are actually **legally** within their right to double park under the Rules of the City of New York section 4-08(f)(1) while "expeditiously engaged in making pickups, deliveries or service calls." Therefore, parking violations that are currently paid through Fleet Programs, but which would otherwise be legal under Rule 4-08(f)(1), would likely be dismissed by the ALJ, *costing* the City resources and providing no real benefit, i.e. a revenue stream, which the Fleet Programs inherently do provide.

The Fleet Programs administered by the NYC Department of Finance were created to eliminate administrative burdens on the City and create a streamlined process to collect parking violation fines, while helping local businesses—of which all NYC licensed plumbers are—save time and unnecessary resources. The Fleet Programs serve a valuable purpose and are widely used by NYC's businesses to help ensure they continue to operate and serve the City efficiently, especially those businesses providing necessary services like plumbing (e.g. for emergency gas leaks, broken water pipes, etc.).

Finally, the NYS Legislature recently passed the "Traffic Mobility Act" which means hefty cost increases to commercial vehicles servicing the "Congestion Zone" below 61st Street in Manhattan. With this hit to NYC businesses already underway, eliminating the Fleet Programs will only exasperate the financial constraints facing our City's businesses.

It is for these reasons that the Plumbing Foundation City of New York, Inc. **strongly opposes** Intro. No. 1141 if the bill is not amended to reflect our concerns.

Thank you,

April McIver
Executive Director

140 West Street
6th Floor
New York NY 10007
(212) 321-8388
april.d.horton@verizon.com



April Horton
Government Affairs

April 29, 2019

Via Electronic Mail

Re: Opposition of Verizon to proposed Intro 1141

Verizon is opposed to Intro 1141 which seeks to dismantle the Stipulated Fine Program.

The Program represents a responsible way for the City and businesses to work together in a manner that balances the needs of all parties, including taxpayers.

Under the Program, the City benefits by having predictable and timely payment and no adjudication costs, which results in less bureaucracy and millions of dollars in savings. In exchange to waiving the right to challenge tickets, companies like ours agree to pay fines whether or not we believe we are at fault. Over the past 15 years, the Program has been a success.

With the recent initiative of clear lanes, clear curbs and the addition of bike lanes and bus lanes, we have seen a substantial reduction in the number of parking spaces available. We are a service company and as such, meeting the needs of customers takes time. Technicians need to find parking, unload equipment, visit a customer and still worry about if their parking meter will expire and a ticket will be issued.

Last year, the Department of Finance updated the Program and added fines to more than a dozen violations that had zero penalties associated with them. While we opposed this move, we still believe the benefits outweigh the costs.

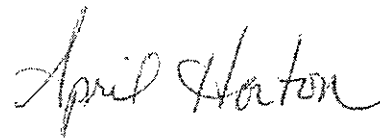
Proponents of the measure have pointed to increased congestion as a product of the reduced fee structure without taking into consideration how more and more people rely on door-to-door service for products and services. Furthermore, they have argued that companies wantonly break the laws because we are paying pre-determined fines. Nothing can be further from the truth. Verizon and the City share an interest in reducing congestion. We have developed innovative ways to reduce our fleet vehicles in New

York City, thereby reducing our ticketing violations. For example, Verizon now uses a specially equipped bus to transport multiple technicians to make service and installation visits.

The elimination of the Stipulated Fine Program will shift the burden of new costs to taxpayers and hit small businesses with limited fleets the hardest.

Verizon remains committed to working with the City and other affected stakeholders to do our fair share within the Stipulated Fine Program, while not losing sight on our customers who rely on our technicians for installations, repair, and service deliveries.

Respectfully submitted,

A handwritten signature in black ink that reads "April Horton". The signature is written in a cursive, flowing style.

April Horton



Testimony of the Partnership for New York City

New York City Council
Committees on Finance and Transportation

Int. 1141-2018, prohibiting any city agency from agreeing to reduce fines for parking violations in exchange for a waiver of the right to contest parking violations

April 29, 2019

Thank you Chairs Dromm and Rodriguez and members of the committees for the opportunity to testify on legislation that would prohibit the city from operating the Commercial Abatement Program and the Stipulated Fine Program. The Partnership for New York City represents the city's business leaders and largest private sector employers and we work to enhance the economy of the five boroughs of New York City.

Abolishing the Commercial Abatement and Stipulated Parking Fine Programs will not improve New York City's traffic and parking problems. Our buildings and streets are not designed to accommodate the volume and types of commercial freight activity that a modern economy requires. E-commerce is bringing more trucks to neighborhoods where the lack of loading and commercial parking zones is particularly acute. Changes in usage of our streets and sidewalks such as bike lanes, bus lanes and clear curbs have reduced parking and standing spaces. It has become almost impossible for commercial drivers to find legal parking or standing spaces.

The Commercial Abatement and Stipulated Parking Fine Programs were an attempt to provide a fair and predictable way to deal with the inability of the city to accommodate freight and service deliveries. By requiring participating companies to waive their right to contest violations, these programs also helped reduce the burden on the city's administrative courts. Without these programs, delivery and service companies will contest many tickets, resulting in dismissals or reductions in fines, particularly in cases involving "expeditious delivery."

The city must figure out how to legally accommodate commercial deliveries and service vehicles rather than punishing companies for the essential conduct of business. Some actions could be taken immediately, such as freeing up more curb space by reducing parking placards and enforcement of illegal placard parking, expanding loading zones and commercial parking spaces, providing incentives for off-hours deliveries and encouraging alternative delivery mechanisms (*e.g.*, bicycles).

We propose that the Council establish a freight and service delivery task force to examine other measures that could be taken to actually address what will be a growing problem for the city and industry. For example, the conversion of parking lot space to last mile delivery hubs may be possible as congestion pricing, driverless cars and improved transit options reduce demand for off-street parking. Removing private cars from loading dock areas, encouraging night deliveries,

and restricting employees who work in central business districts from receiving personal deliveries at work are a few ideas that could be explored.

We are all paying for the punitive fines that emanate from failure to deal with this issue in a constructive way. Elimination of the Commercial Abatement and Stipulated Parking Fine Programs would accomplish nothing but a return to a more cumbersome and expensive system. The Partnership would be happy to work with you on coming up with real solutions to the delivery challenges facing the city.

Thank you.

NYCServ Violation Copy

Internet



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FOR THE RECORD

The City of New York
Notice of Parking Violation

YOU MUST ANSWER WITHIN 30 DAYS OF THE DATE OF THIS TICKET.
IF YOU DO NOT RESPOND, PENALTIES AND INTEREST WILL BE
ADDED AND YOUR VEHICLE MAY BE BOOTED OR TOWED.

N/S=Not Shown
N/A=Not Applicable

| | | |
|------------------|---------------|------|
| Permit Displayed | Permit Number | Type |
| N/S | N/A | N/A |

Name of the Operator, if present. If not present:
OWNER OF THE VEHICLE BEARING LICENSE

| | | | | |
|---------|-------|-----------|-----------|------------|
| Plate | CD | Exp. Date | State | Plate Type |
| 75469MC | 1 | 12/31/16 | NY | COM |
| Make | Color | Year | Body Type | |
| MITS | WH | 2012 | VAN | |

VIN #
JL6CRK1A5CK012862

THE OPERATOR AND OWNER OF THE ABOVE VEHICLE ARE CHARGED AS FOLLOWS:

In Violation of NYC Traffic Rules, Section: 4-08(l)(2)
Double Parking-Midtown
DAYS/HRS: EXCEPT Su/ 7 A- 7 P

Place of Occurrence
Front of 339 5th Ave

| | | | | | |
|----|---------|-------------|-------|--------|------|
| VC | Meter # | Operational | Limit | County | Pct. |
| 47 | | | | NY | 014 |

| | |
|----------------------|------------------------|
| Date/Time of Offense | Date/Time 1st Observed |
| 07/26/16 11:02 AM | N/A |

Complainant's Comments:

FINE AMOUNT: \$ 115.00

| | | |
|---------|---------|-----------|
| Agency | Command | Tax Reg # |
| TRAFFIC | T-102 | 359616 |

Complainant's Name
White, T.

Signature of Complainant

I affirm under penalty of perjury (Penal Law 210.45) that I personally observed the offense charged above, if the operator was present I indicated the operator's name or indicated "ID Refused" and personally served this Notice upon him/her; if the operator was not present or refused to accept personal service of this Notice, I affixed this Notice to the vehicle.

X



2-090920902

NYCServ Violation Copy

Internet



7868281066

The City of New York
Notice of Parking Violation

YOU MUST ANSWER WITHIN 30 DAYS OF THE DATE OF THIS TICKET.
IF YOU DO NOT RESPOND, PENALTIES AND INTEREST WILL BE
ADDED AND YOUR VEHICLE MAY BE BOOTED OR TOWED.

N/S=Not Shown
N/A=Not Applicable

| | | |
|------------------|---------------|------|
| Permit Displayed | Permit Number | Type |
| N/S | N/A | N/A |

Name of the Operator, if present. If not present:
OWNER OF THE VEHICLE BEARING LICENSE

| | | | | |
|---------|-------|-----------|-----------|------------|
| Plate | CD | Exp. Date | State | Plate Type |
| 75469MC | 1 | 12/31/16 | NY | COM |
| Make | Color | Year | Body Type | |
| MITS | WH | 2012 | VAN | |

VIN #
JL6CRK1A5CK012862

THE OPERATOR AND OWNER OF THE ABOVE VEHICLE ARE CHARGED AS FOLLOWS:

In Violation of NYC Traffic Rules, Section: 4-08(l)(2)
Double Parking-Midtown
DAYS/HRS: EXCEPT Su/ 7 A- 7 P

Place of Occurrence
Front of 339 5th Ave

| | | | | | |
|----|---------|-------------|-------|--------|------|
| VC | Meter # | Operational | Limit | County | Pct. |
| 47 | | | | NY | 014 |

| | |
|----------------------|------------------------|
| Date/Time of Offense | Date/Time 1st Observed |
| 07/26/16 03:23 PM | N/A |

Complainant's Comments:
no DRIVER no ACTIVITIES

FINE AMOUNT: \$ 115.00

| | | |
|---------|---------|-----------|
| Agency | Command | Tax Reg # |
| TRAFFIC | T-102 | 361283 |

Complainant's Name
COLLYMORE, R.

Signature of Complainant

I affirm under penalty of perjury (Penal Law 210.45) that I personally observed the offense charged above, if the operator was present I indicated the operator's name or indicated "ID Refused" and personally served this Notice upon him/her. If the operator was not present or refused to accept personal service of this Notice I affixed this Notice to the vehicle.

X *Coll*



9-90192992

NYCServ Violation Copy

Internet



8125001657

The City of New York Notice of Parking Violation

YOU MUST ANSWER WITHIN 30 DAYS OF THE DATE OF THIS TICKET.
IF YOU DO NOT RESPOND, PENALTIES AND INTEREST WILL BE
ADDED AND YOUR VEHICLE MAY BE BOOTED OR TOWED.

N/S=Not Shown
N/A=Not Applicable

| | | | | |
|---|---------------|-----------|-----------|------------|
| Permit Displayed | Permit Number | | Type | |
| N/S | N/A | | N/A | |
| Name of the Operator, if present. If not present: OWNER OF THE VEHICLE BEARING LICENSE | | | | |
| Plate | CD | Exp. Date | State | Plate Type |
| 75469MC | 1 | 12/31/16 | NY | COM |
| Make | Color | Year | Body Type | |
| MITS | WH | 2012 | VAN | |
| VIN # | | | | |
| JL6CRK1A5CK012862 | | | | |

THE OPERATOR AND OWNER OF THE ABOVE VEHICLE ARE CHARGED AS FOLLOWS:

| | | | | | |
|--|---------|-------------|------------------------|--------|------|
| In Violation of NYC Traffic Rules, Section: 4-08(l)(2) | | | | | |
| Double Parking-Midtown | | | | | |
| DAYS/HRS: EXCEPT Su/ 7 A- 7 P | | | | | |
| Place of Occurrence | | | | | |
| Front of 339 5th Ave | | | | | |
| VC | Meter # | Operational | Limit | County | Pct. |
| 47 | | | | NY | 014 |
| Date/Time of Offense | | | Date/Time 1st Observed | | |
| 07/26/16 01:37 PM | | | N/A | | |

Complainant's Comments:
No driver/ no other summons/ no
permit no plaque on dash.

FINE AMOUNT: \$ 115.00

| | | |
|--------------------|---------|-----------|
| Agency | Command | Tax Reg # |
| TRAFFIC | T-102 | 363515 |
| Complainant's Name | | |
| MAZMADER, M. | | |

Signature of Complainant

I affirm under penalty of perjury (Penal Law 210.45) that I personally observed the offense charged above; if the operator was present I indicated the operator's name or indicated "ID Refused" and personally served this notice upon minor; if the operator was not present or refused to accept personal service of this notice, I affixed this Notice to the vehicle.

X *M MAZ*



8125001657

4028



DON'T PEEL STICKER FROM FRONT - SEE BACK!

Keep this document to show to the police and court



GQ013531



MV-630TR (10/15) **NEW YORK STATE REGISTRATION DOCUMENT**



12/31/18

12 M2
JL6CRK1A8CK013908
2012 MITSU VAN
75459MC COM 7 G **18**

G COM
75459MC
2012 MITSU NONTRANSFERABLE
VAN WH JL6CRK1A8CK013908
017995 D 4 GQ013531 DEC 07 2016
Wt/Seats Fuel/Cyl JLA RTRCC2
RYDER TRUCK RENTAL Expires 12/31/1
INC 488599 133.7
329 JEFFERSON RD
ROCHESTER NY 14623

ANNUAL CH
AMT PAID (INCL. ADD)

GQ013531 VOID IF ALTERED EXCEPT FOR ADDRESS 287.5



Unit: 488599 Loc:123
Cust: U T F TRUCKING INC.
Date sent:75459MC



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the Upper
West Side of
NYC

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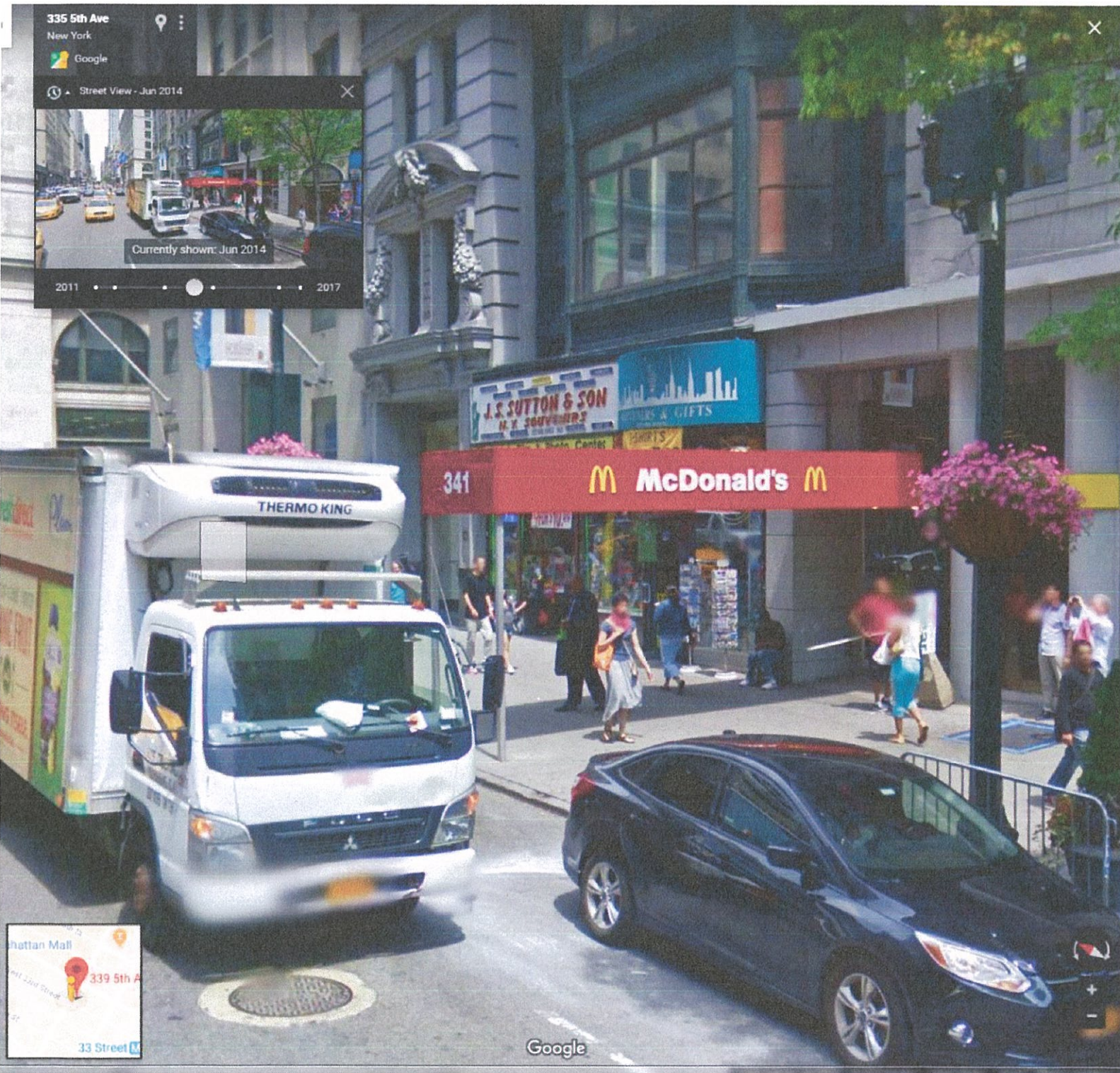
[UNDER WITHERING CRITICISM, FRESH DIRECT EXECS DEFEND COMPANY'S 'TRUCKED UP' PARKING METHODS](#)

Posted on June 16, 2016 at 9:39 pm by West Sider



A FreshDirect truck parked at 98th street and Amsterdam Avenue. Photo by Joy Bergmann.

By Joy Bergmann



335 5th Ave

New York

Google

Street View - Jun 2014

Currently shown: Jun 2014

2011

2017



Google



349 5th Ave
New York

Google

Street View - Jun 2014



Currently shown: Jun 2014

2011

2017



Google

339 5th Ave

New York

Google

Street View - Aug 2013



2011 2016



Google

FOR THE RECORD



April 29, 2019

RE: Written testimony to be entered into the Transportation and Finance Committee hearing record on April 29, 2019 regarding Int. 1141-2018, a local law to amend the administrative code of New York City in relation to the dismissal of notices of violation and reduction of fines

Chairman Rodriguez, Chairman Droom, and Members of the Committees on Transportation and Finance:

FedEx has been a participant in the Stipulated Fine Program since its inception 15 years ago. FedEx helped craft this program to streamline the adjudication process for the benefit of both businesses and New York City. The initial goal of the Stipulated Fine Program was 'revenue neutral' as businesses enrolling in the program were afforded reduced fine amounts with the stipulation that tickets could not be challenged. New York City saved millions of dollars in personnel costs because of the reduced need to employ additional judges to adjudicate infractions.

At its infancy, there was a commitment from both New York City and program participants to work together to find a more common-sense approach to adjudicating parking tickets. Over 1 million tickets a year accumulated by program participants are adjudicated through the Stipulated Fine Program. And while the program may not be perfect – as no program ever is – it affords both participant and administrator benefits, which was always the goal. For these reasons, FedEx firmly opposes legislation aimed at ending this successful program.

The narrative espoused over the Stipulated Fines Program – and unfortunately perpetuated through this bill – is misleading. Each of you have likely heard the arguments: 1) The Stipulated Fine Program contributes to congestion in New York City; and 2) New York City is losing money by giving “free” rides to enrolled companies. Both arguments are false.

The Stipulated Fine Program and congestion are distinct. Eliminating the program would not relieve congestion. Participants in the program receive tickets every day while conducting business. The number of available parking spaces from the inception of the program to the present day has been significantly reduced by nearly 40 percent due to policies establishing bike lanes, bus lanes, bike docking stations, and a proliferation of for-hire vehicles. With these

changes, parking spaces dedicated to commercial vehicle loading and unloading have been sacrificed.

FedEx appreciates and takes great pride in working efficiently to serve its customers in New York City. Parking limitations in a metropolitan area like New York City create challenges, but we always strive to comply with local traffic regulations while meeting our daily customer service commitments.

The premise that New York City loses money administering the Stipulated Fines Program is puzzling. New York City is in an economically advantageous position because program participants must submit payment within 45 days, as opposed to, 3 to 4 months if each ticket was adjudicated individually. An average of \$40 million has been generated each year, with that amount projected to surge to \$60 million following the December 2018 implementation of fine increases.

New York City has not lost revenue. It continues to save money because there are no additional costs for collecting monies due.

Eliminating this beneficial program would cost New York City tens-of-millions of dollars while, ironically, congesting the Parking Violations Bureau's commercial adjudication unit. The only winners would be ticket brokers and expensive lawyers.

The Stipulated Fine Program plays an important role in FedEx's ability to serve our customers in New York City. It allows us to better and more efficiently manage the ticketing process while meeting customers' pick-up and delivery requirements. FedEx opposes Int. 1141 -2018 and urges the City Council to reconsider this bill.

###

Arthur L. Miller
Attorney at Law

67-05 Alderton Street
Rego Park, New York 11374
(718) 997-0641 ☎
(718) 997-0245 📠
arthur@amlawny.com

TESTIMONY OF ARTHUR MILLER BEFORE NEW YORK CITY COUNCIL

Committees on Transportation, Governmental Operations and Finance

PARKING ENFORCEMENT IN NEW YORK CITY

April 29, 2019

Good afternoon. My name is Arthur Miller. I am an attorney. I have worked with the trucking industry for over 30 years, appearing at the Parking Violations Bureau, the Office of Administrative Trials & Hearings, the Traffic Violations Bureau and in the criminal courts. I publish newyorktruckstop.com, the online community for news and views for those who operate commercial vehicles within NYC and the metropolitan area. I am a long time Queens resident in CM Koslowitz' District. I appreciate this opportunity to speak before this joint session of the Finance, Transportation and Government Operations Committees on issues pertaining to parking violations.

When one appears in a real court, the sign above the judge's head reads "In God We Trust". The motto implies the existence of a higher power, the independence of the judge, a chance for justice and mercy. At the PVB and other administrative agencies like OATH and the TVB, the sign above the judge's head is the name of the agency that hired the judge. The Administrative Law Judges (or ALJ's) who work for the Department of Finance are per diem attorneys serving at the pleasure of the agency. As the City's Tax Collector has become more concerned with increasing its metrics – its winning rate – than assuring justice and mercy, the ALJ's are losing their independence... If they don't follow unofficial "policies" or "guidance" on how to decide cases, their services may no longer be needed.

Its up to you, our elected leaders, to make sure our citizens and those who deliver the goods and services that are the lifeblood of this City, are not just viewed as a revenue stream but as respondents deserving of justice, mercy, due process and equal protection under the law.

I whole heartedly support CM Lancman's Intro 1066 giving hearing examiners discretion to reduce or waive additional penalties for parking violations. Sometimes there are compelling reasons why late penalties have arisen. Those that lease their vehicles are particularly subject to this. Sometimes the first notice they get already has a late penalty attached. Truly

independent ALJ's must have that discretion. The Intro should also permit ALJ's to consider motions to reopen parking ticket default judgments older than one year. Current law denies them that authority. Judges hands must be untied.

Regarding Intro 168's proposed move of PVB into OATH, the City's Tax Collector should not adjudicate its own revenue stream. Yet the problems with the adjudication of parking tickets will not be changed merely by changing the signs above the judges' heads. The Council should carefully consider assuring a better adjudicatory process in any such move and set specific guidelines for agency regulations needed to effectuate such a move. Keep in mind, the PVB presently handles red light, bus lane and speeding camera violations. With more camera issued violations on the way and calls for suspensions of registrations of those who get too many camera-issued violations, due process protections and administrative fairness are paramount.

Intros 506 and 1187 are problematic and must not be approved in their present forms. While cloaked in good intentions these intros will lead to cruel and costly punishment of commercial vehicle operators, many visiting from out-of-state. Intro 506 would permit the impoundment of trailers parked in a residential district at night or anywhere if over three hours. The lack of truck parking combined with federally required computer monitored hour-of-service reporting for drivers, and Mayor DeBlasio's efforts to limit the windows for deliveries, have caused drivers to overnight in places where they are not always welcome. That problem could be better addressed by improved street signage and permitting these drivers to overnight in industrial areas.

Intro 1187 would permit the towing of a vehicle for the improper registration or the improper display of a license plate – well beyond the professed goal of getting abandoned vehicles off the street.

The power to tax is the power to destroy. The use of parking tickets as a revenue stream for this City, presently about \$700,000,000 annually, must be carefully overseen by the Council and not merely abdicated to the agencies. Due process, fairness and justice must always be available to those ticketed.

I would be happy to work with the Council to support these goals.

NYC Delivery Solutions

NYC Partners & Coalition

Delivery Solution Testimony in Opposition to Intro 1141

Thank you for the opportunity to testify on behalf of The Delivery Solutions Coalition which is comprised of the following members: FedEx Corporation, United Parcel Service, Inc., Liberty Coca-Cola Beverages, LLC, Verizon New York Inc., Fresh Direct, Charter Communications Inc. and the New York Trucking Delivery Association Inc.

The Stipulated Fine Program was created in 2004 by the NYC Department of Finance with the assistance of many of the members of this coalition. The original purpose of the program was to expedite payment of violations and remove the burden from the city of adjudicating hundreds of thousands of individual violations yearly. Today, the participants in the program receive over 1,000,000 tickets annually. Since the inception of the stipulated fine program, the city has saved millions of dollars in operational costs to adjudicate these violations through the stipulated fine program. This program has been MUTUALLY beneficial to all parties involved as it saves everyone administrative costs and the time it takes to adjudicate these tickets. Participants in the program give up their rights to challenge any of the violations that they receive in exchange for a base ticket amount reduction for certain violations. These reductions would most likely have been achieved if they had been adjudicated in court. In exchange, the City receives payment of violations within 45 days from the time the ticket is logged in their system, as opposed to waiting several months to receive payment. The City has generated more than \$40 million dollars annually from the stipulated fine program, and this year the estimated collections will be in excess of \$60 million dollars due to increases in fees and an increase in the volume of tickets given by the NYPD and TEA.

The Delivery Solutions Coalition respectfully opposes Intro 1141 as it calls for the elimination of the stipulated fine program which will be detrimental to all parties involved.

We cannot support the demise of the Stipulated Fine Program for the following reasons:

-The Stipulated Fine Program has been mischaracterized by opponents as a giveaway to corporate law breakers, when in fact, the City has made parking increasingly difficult for the Coalition members. The City has consistently reduced commercial loading and unloading zones while increasing Bike lanes, bike

NYC Delivery Solutions

NYC Partners & Coalition

racks and docking stations, bus lanes, pedestrian walk ways, and City issued parking placards. There has also been a significant increase in the number of "for hire" vehicles on the streets which has significantly

reduced the number of legal parking spaces for truck deliveries and other service providers. While the purpose of these initiatives is worthwhile, they have come at a cost to those of us who need access to curb space to make necessary deliveries and provide necessary services. Given the sheer number of vehicles delivering products and services, there simply aren't enough legal parking spaces in NYC. Participants do not want to get violations in the course of doing business however, the City of New York has not presented any other options for our members to legally deliver essential products and services to our customers and your constituents.

- We deliver necessary goods and provide essential services to residents and businesses in the City of New York who would not be able to operate without the services we provide. We find our companies being targeted by NYPD/TEA daily, including new congestion pilot programs that make it increasingly difficult for our workers to do their jobs in a timely manner. Now this proposed law would eliminate the stipulated fine program just four months after the DOF increased fines which have cost our companies almost 40% more than this time last year without providing any other relief.

-The elimination of this program would disproportionately impact smaller companies that are already struggling to survive in NYC. These businesses would incur additional costs to adjudicate tickets themselves or would have to hire lawyers or brokers to do so.

-Brokers and lawyers would be the only clear winners if the Stipulated Fine program were to go away, because they would see an immediate increase in their revenue, which is why they consistently lobby for the demise of the stipulated fine program.

-The Stipulated fine program has operated efficiently for the City of New York, while costing them virtually nothing to collect millions of dollars in revenue annually.

NYC Delivery Solutions

NYC Partners & Coalition

We respectfully ask that you reconsider the usefulness and benefits of the Stipulated Fine Program and leave it intact.

Thank you for your time today.

###

Intro 1141
NYC Delivery Solutions
Stipulated Fines Program
NY City Council



- Intro 1141 has no bearing on Congestion whatsoever, though it purports to
- Intro 1141 targets companies who are already working with the City to reduce congestion
- Stipulated Fines is not free parking but rather provides that same cost that result from hearings
- Intro 1141 has been described as a comprehensive bill to make streets safer, curtail traffic, provide common sense solutions and more but the bill, Intro 1141 does none of these things, it merely eliminates a program that saves the City time and money

What Stipulated Fines Program Actually is:

The Stipulated Fines program is a method of charging the same amount as if the summonses were heard in court without the cost and burden on the City. It also allows companies to pay their fines without paying extra money to Parking Ticket Brokers.

Stipulated Fines is designed to apply lesser sums to fines that are not egregious and more to egregious fines. So the program actually has an Anti-Congestion component to it, that is not present anywhere else.

A Question to Consider: If stipulated fines emulates the costs of hearings on parking tickets, which the City admits it does, then how does it reduce congestion if we switch to hearings? We will pay about the same on the tickets. Does either method reduce congestion? Of course not but the program does save the City and thus tax payer dollars and reduces our administrative costs we don't have to pass on to consumers.

NYTDA is comprised of over 600 small businesses. Making deliveries to feed their families. From mom and pop retailers, small delivery companies and everything in between. The people making these deliveries are NYC residents primarily and live in every council district of NYC. They depend on their leaders like everyone else and need your understanding of what they do for this City as well as your representation. The work environment they deal with every day has been diminished or reassigned for other purposes and yet they must still do the job of delivering goods and services to every home, office and retailer in the City. In the meantime, everyone is lobbying to take away a small but meaningful resource from them. Why? It will not reduce congestion as parking ticket brokers lobby to you that it will, it cannot. It will only make them use the brokers which is why the brokers want you to get rid of the program, then small businesses will need to pay the brokers to get the same price, plus the brokers fees of course.

CITY BUDGET CONSIDERATIONS

After 14 years of a Stipulated Fines Program, should it now be legislated out of existence, it could cost the City millions of dollars to adjudicate the tickets that are currently paid without a hearing through the program and cause extensive CAU backlogs and substantial delays in receiving payments.

Based on the 2018 Finance Divisions Briefing Paper and other NYC budget documents, the number of parking ticket hearings from 2015 to present 2018, have averaged about 1 Million per year. This year so far is on target for a 22% increase as of the first quarter of Fiscal 2018. This would put total hearings at approximately 1.22 Million summonses heard by the end Fiscal 2018. That is **1,222,000 summonses heard.**

The Coalition of Enrolled companies alone, represent 1,040,000 Coalition summonses a year that will be heard instead of settled electronically without hearings.

In essence, the number of summonses the DOF will adjudicate next year **will be approximately 2,222,000...** **Almost double from 2018.**

The DOF makes money on summonses paid without adjudication. In fact, it loses money on summonses adjudicated in court. The cost of litigated summonses comes directly from the profit of summonses collected without adjudication.

Already the 2017 to 2018 turnaround time according to the DOF report has increased from 3.4 days to 4.4 days for web hearings alone, largely likely due to the fact more people use online than in-person today than previously.

The In-person hearing time has gotten a little better. This will dramatically change. Both **turn around times,** in-person, and online will suffer extensively if the number of hearings DOUBLE as a result of Stipulated Fines being abandoned or terminated.

The current actual DOF cost of adjudicating a summons, all summonses by the total expenditure is about \$15.54 per summons win or lose. So, in addition to the NOT Guilty verdicts received after hearing, there is a net additional loss to DOF \$16,616,600.00 not counting cost of additional judges, support staff and the loss of immediate income from summonses no longer paid as voluntary and stipulated. We estimate, based on current costs, **the actual additional cost to DOF will exceed \$32,000,000.** *This information was based on DOF and NYC published documents. Extrapolations of that data were made to demonstrate the effect of converting Stipulated Fines Settled summonses to in-person hearings.*



Mr. Mayor Stop Killing Small Businesses Delivery - Your Fining Us Out of Existence!!

<https://www.thepetitionsite.com/144/560/963/mr.-mayor-stop-killing-small-businesses-your-fining-us-out-of-existence/>

Author: Small Business Members by Ken Thorpe
Recipient: NYC Mayors Office, City Council, NYC DOF, NYC DOT

Petition:

We are given parking tickets all day, every day. We have no where to park and it has been made worse in recent years. We are small businesses, not deep pocket corporations. We serve this City. You created programs (Stipulated Fines) designed to be fair, to help congestion and to level the playing field for small delivery, service and trucking. You raised the prices and some would like to take it away alltogether. We cooperated, we helped by working with the City DOF and then you stripped away the savings we had. The worst part is, that the reasons given were not based in reality or fact. You used us for political and special interests lobbyist reasons. You steam rolled these increases over logic, testimony and facts wrapped up in false claims to make these increases seem like they had something to do with congestion or safety and part of Vision Zero. They do not and all you accomplished was financially harming small businesses who already are on the brink in this City. FIX THIS MR. MAYOR - Roll These Changes Back! Council Members please do not consider Intro 1141.

| | Name | From | Comments |
|-----|---------------------|--------------------|---|
| 1. | Yosef nahmani | New York, NY | |
| 2. | Galina Gendelman | Brooklyn, NY | |
| 3. | Robert Trites | Smithtown, NY | |
| 4. | Edward Laffend | Sussex, NJ | I service accounts in NYC everyday with several vans. With all of the traffic, tolls, fines and less and less parking it is getting harder and harder |
| 5. | Nadav Doron | New York, NY | |
| 6. | Isaac Cohen | New york, NY | |
| 7. | Milana mcquilla | Flushing, NY | It's enough to milk money from the little people who barely make a living |
| 8. | Sal Nikocevic | Brooklyn, NY | |
| 9. | Alban Krasniqi | New York, NY | |
| 10. | Neal Gary | Mount Kisco, NY | |
| 11. | Jamal R | BRONX, NY | Small businesses are the back bone of this city. We can either stay and employee millions of NYers or take our jobs else where. |
| 12. | Lefteris Kamberis | Corona, NY | |
| 13. | Andreas Karabelas | East elmhurst, NY | My business receives too many tickets while trying to make deliveries |
| 14. | John Rizzo | ISLAND PARK, NY | |
| 15. | Mathan Shor | Brooklyn, NY | The fines that are levied on us hard-working New Yorkers seem to be never-ending. I get the feeling that the mayor is so out of touch with the burden of running a small business and trying to make ends meet. |
| 16. | Salvatore Rotondo | Staten Island, NY | These fine increases are making it very hard to keep my business afloat |
| 18. | Bryan Berman | Queens Village, NY | |
| 19. | Mykhailo Pikushchyi | New York, NY | I'm doing locksmith in Manhattan and driving all day long so I have to park my car very often NYTD helped me do it cheap and quick. I don't earn too much something around 30000 a year if I would pay for parking tickets in full I would need to close my business. And it's not just me I know lots of people in my business who has the same problem. I don't exactly why you doing it but if you will not stop doing it with us me and lots of people like me gonna leave NY |
| 20. | MARTIN LOWNEY | NANUET, NY | |
| 21. | Enda Murphy | New York, NY | To stay in business these charges will put me out of business |
| 22. | barry goldstein | BROOKLYN, NY | |

| | Name | From | Comments |
|-----|------------------|----------------------|--|
| 23. | Jeffrey Blickley | Port Washington, NY | This is purely a way to make money for the city and has zero to do with in forcing the law. All of the legal parking in lower Manhattan is taken by city worker's personal car's creating much of the traffic and creating great business for traffic agent's. |
| 24. | Richard Mc Daid | Long island city, NY | These fines and increase in park meters are making it difficult to work as a small company in NYC. I though our mayor was fro the small company, but i don't think so anymore |
| 25. | Juan Flores | Dumont, NJ | |
| 26. | Niall Byrne | Yonkers, NY | |
| 27. | Adi Levy | Manhattan, NY | I own a small business and serving the NYC areas .our services giving in our customers location therefore we are traveling to our NYC home owners and business owners .I have two comertial vehicles .I live and work in NYC and with out the help we had from the city regarding parking tickets I will not be able to afford working in NYC area . |
| 28. | Ajay Jhalli | East Elmhurst, NY | It affects me |
| 29. | james lin | flushing, NY | |
| 30. | Kelly Trites | Smithtown, NY | |
| 31. | Roye Gvili | New York, NY | To service my customer fast and if I pay so many tickets I am not going to be profitable |
| 32. | Zushie Rimler | Brooklyn, NY | |
| 33. | Tami Van | Staten Island, NY | |
| 34. | Lykourgos G. | Astoria, NY | My business just like all the businesses I deliver Dairy products to pay a great amount of taxes in NYC. The punishing ticket and parking fare hikes by this administration is driving businesses "out of business"! Keep your hands off small and mid size businesses mr mayor!!! We are the bread and butter of this fine city!!! |
| 35. | Theodore Viris | Old Bridge, NJ | It is affecting my business I cannot afford to pay all these tickets and Standard |
| 36. | Yaki Soued | NY, NY | Since the new rules for tickets started it's very hard to make a living. please try to help us |
| 37. | tal bilgi | NEW YORK, NY | The tickets that I got doesn't cover my salary |
| 38. | Issam Girgis | Long Island City, NY | It is killing our small business. |
| 39. | Regi B | Staten Island, NY | |
| 40. | justin bell | deer park, NY | cant make deliveries to some customers |
| 41. | Renee Shaker | New York, NY | SMALL BUSINESSES ARE THE LIFEBLOOD OF A THRIVING CITY. We are the companies who keep all other NYC businesses humming -- the cafes and restaurants, the boutiques and retailers, the sporting events and concerts, special events and city attractions, and all the other reasons <i>(continues on next page)</i> |

| | Name | From | Comments |
|-----|---------------------|--------------------|--|
| 41. | Renee Shaker | New York, NY | <i>(continued from previous page)</i> that make NYC the go to destination for visitors from all over the world. The prevailing business model in today's world is "do more with less." Expense increases as these are not a cost of doing business, but a cost that puts us out of business. Try replacing that with a new app! |
| 42. | Denys Yliukhyn | Brooklyn, NY | |
| 43. | Jafar Haider | Brooklyn, NY | I'm a small business owner and this will be big burden on my finance. |
| 44. | Robert Ledenko | New York, NY | |
| 45. | Magdalena Cabanilla | New York, NY | |
| 46. | Thais Wong | New York, NY | After paying tickets, the business is not profitable... which means I have to raise my prices to my customers. I want to be able to provide fast and affordable services to my customers.. besides there's not enough parking for commercial vehicles in the New York area...it just don't make sense |
| 47. | David Linder | West Hempstead, NY | It is almost impossible to do business in the City. The cost of insurances, licenses, and taxes are bad enough, but if I make a delivery of materials, it costs me money even if I stop to drop off a package. It does not pay for my business to perform sometimes as we lose money and can not back charge to our customers. |
| 48. | Donal Flynn | Bronx ny, NY | I run a small contruction business in NYC And do be parked in 3 different locations a day I think if the city doesn't make some exceptions for commercial vehicles it will make it non profitable to work in NYC ,OUT OF BUSINESS!!!! |
| 49. | Marcel B | Rego Park, NY | Mr. Mayor, I have 3 commercial vans and receive numerous tickets each day while making deliveries and service calls. On the surface this increase might seem like a minor tweak to the current rates but it has a HUGE impact on our bottom line. In just one month since the new rates have been in effect we have seen our ticket expenses almost triple. Please roll back the rates and give the working man and small businesses a fair chance to make living. |
| 50. | MELINA VALENTI | WESTBURY, NY | The cost of doing deliveries in the boros, especially Manhattan is expensive enough, with drivers incurring tickets on a weekly basis. Increasing the costs of these fines will hurt us financially and eventually we will have to pass these extra costs onto our customers, which isnt fair! |
| 51. | Yonatan Yekutiel | Brooklyn, NY | |
| 52. | joeph RAZ | STATEN ISLAND, NY | |

| | Name | From | Comments |
|-----|-----------------------|---------------|--|
| 53. | Laurent Oz Ben arrous | Manhattan, NY | |
| 54. | Nemanja Vukajlovic | Astoria, NY | |
| 55. | Joseph Triolo | Babylon, NY | These changes have a big impact on our small businesses. |
| 56. | Christopher Leahy | New York, NY | We have already lost many legal curb side delivery spaces for bike lanes and bicycle parking stations. We have lost more parking spaces because the police and special interest groups use commercial delivery spots for city vehicles. These new fines prevent us from keeping employee wages in-line with living expenses. |
| 57. | Sead Ganic | Brooklyn, NY | I have a business and a few trucks on the road, parking fines are getting out of control. |
| 58. | Amit Skornik | New york, NY | I am a small business owner and own 4 commercial cars. As a small business it's really hard to pay all the tickets by the new rules. I am loosing job just looking for parking. Paying 4x on tickets more than what i used to pay. Qnd spend on parking around 120\$ extra. For a small business that the income is not that big it can cause even bankruptcy |
| 59. | Giovana Franco | Brooklyn, NY | |
| 60. | Rom Barokas | New York, NY | I have a locksmith business and its not posibale to service in the city if every job we need to pay at list 25\$ for a ticket . |
| 61. | Luca Costagliola | New york, NY | In my line of work I drive all over manhattan with my commercial vehicle to provide customer service, or assistance to my client and parking is the biggest issue. With the program it was fair, and now is not. |
| 62. | Dov Best | Brooklyn, NY | |
| 63. | Mikky Shebiro | Albertson, NY | We've seen the cost of doing business in NY city rising without any consideration, and many small business are struggling. Fines, parking tickets, and less places to park for commercial vechiles have caused tremendous hardship on the people that have to navigate the congested streets of NY and on top of this get parking tickets because there are not enough parking designated for commercial vehicles, and those that exist are more expensive than it costs to park a car in a parking garage for a whole day. Many trucks and vans resort to double parking since the city has taken away many areas that were originally designated for commercial vehicle. Enough is enough let's get people in office that care about the city's small businesses. This is a city that relies on transportation. Stop these outrages fines. |
| 64. | Adi Belyak | New York, NY | I'm having a lot of meetings every day across Manhattan, And I'm driving commercial vehicle. With new city fines it is impossible to cover all meeting on time. |
| 65. | Dani Zaliha | New york, NY | |

| | Name | From | Comments |
|-----|---------------------|----------------------|--|
| 66. | Uktam Abdurakhmanov | New York, NY | Help smaller businesses |
| 67. | Kenny Mannion | Yonkers, NY | This new law will put me out of business |
| 68. | menachem cohen | BROOKLYN, NY | |
| 69. | Keith Verderber | St. James, NY | Very expensive to do business in NYC |
| 70. | Lloyd Zimet | New york, NY | It's anti business |
| 71. | FERNANDO GOMEZ | BRONX, NY | As a small business, our profit margin is extremely tight, We are barely making ends meet and with all the additional fines, sometimes we can even afford to pay the fines. New York City is our home help us stay here. We love this city... |
| 72. | Paul Hamel | Brooklyn, NY | |
| 73. | Stephanie Lefand | New York, NY | |
| 74. | Alex Carrion | Long Island City, NY | |
| 75. | Bibi Khan | FLUSHING, NY | |
| 76. | gary byrne | lic, NY | |
| 77. | joseph connolly | long island city, NY | |
| 78. | BESJON DODA | LONG ISLAND CITY, NY | With this new law is very hard to do business in NYC. Looks that they are pushing us away. |
| 79. | Yvonne Huang | PISCATAWAY, NJ | |
| 80. | Jonathan Ben on | Nyc, NY | We work constantly in the boroughs and it's impossible avoiding getting tickets. We are barely getting a profit as is, so adding these extra expenses towards tickets and meters are actually slowly killing our business. |
| 81. | YOLANDA GUISTIZIA | Brooklyn, NY | |
| 82. | kenny lin | flushing, NY | |
| 83. | Mustafa Raja | Woodside, NY | Since 95% of my client/customers are located in the city. My line of business is not curbside deliveries it's also installation of stone/slabs counter tops.... |
| 84. | Stephanie Bouhot | Lyndhurst, NJ | |
| 85. | Jim L | Lyndhurst, NJ | |
| 86. | Shane Gallagher | Yonkers, NY | |
| 87. | Danielle Zaliha | New York, NY | Commercial parking has become scarce in New York City with the additions of bus lanes, bike lanes and city bike. The handful of spots that commercial vehicles are allotted are usually occupied by nypd vehicles, handicap vehicles, taxis/Uber's on their break or black cars waiting for their client. It has become impossible to park legally in this city. |
| 88. | chris wisniewski | Belleville, NJ | |
| 89. | Gerald Won | Paterson, NJ | |
| 90. | Philip Ravanello | Port Chester, NY | |

| | Name | From | Comments |
|------|----------------------|-------------------|--|
| 92. | Avihai Azaria | New York, NY | I'm working with my car every day giving emergency service for the people in the city |
| 93. | Luis Rodriguez | Easton, PA | |
| 94. | Brian Swanlund | Syosset, NY | NO PARKING FOR SERVICE OR DELIVERIES |
| 95. | Andrew o'connor | YONKERS, NY | |
| 96. | Matt Carlo | Mt Vernon, NY | |
| 97. | Ronald Pereen | Wayne, NJ | We have 65 trucks in the city per day |
| 98. | Brian Kaffee | Maspeth, NY | We have a lot of trucks on the road and tickets are an expensive part of the business |
| 99. | Joe Murphy | New York, NY | Buisness is tough do they want me out of business along with 4 employees |
| 100. | Angela Protofanousis | College Point, NY | |
| 101. | Amnon Baron | Flushing, NY | that we can service our customers without being pressured that we might get a tickets . so please help us and reduce the fines. appreciated all your help. |
| 102. | Razel Cohen | Brooklyn, NY | |
| 103. | Tatyana Barabashina | New York, NY | |
| 104. | Antonina Horzov | Brooklyn, NY | |
| 105. | John Waller | Ridgewood, NY | To keep costs down. |
| 106. | Greg Malkowicz | Staten Island, NY | |
| 107. | Ryan Brisk | Saddle Brook, NJ | It's becoming harder and harder to service Manhattan-based clients given the current parking climate. |
| 108. | MARIO GIUSTIZIA | BROOKLYN, NY | |
| 109. | Yvonne Bauer | Bronx, NY | |
| 110. | Jacob Schwartz | Hillburn, NY | |
| 111. | David Sukhi | Jamaica, NY | |
| 112. | Lynn Pruden | Woodside, NY | Legal parking for delivery trucks is not extensive enough to accommodate the volume that city businesses require. We cannot service our customers properly if we do not have the proper access. Since it is not an option to create more parking, businesses shouldn't have to suffer for it and sacrifice the high standard of service many of us offer to our customers while being burdened with the high fines the city charges. The city benefits from these business relationships and should make it easier for companies to continue to foster these positive relationships rather than penalizing them. |

| | Name | From | Comments |
|------|-------------------------|------------------|--|
| 113. | MOE DEUTSCH | Brooklyn, NY | I run a small business and between taxes, tickets and wages this is killing me. it's making thinking of relocating and moving my business to NJ |
| 114. | Mordy Simpson | BROOKLYN, NY | |
| 115. | Michael Abbruzzese | new york, NY | |
| 116. | TOMMY H | S Hackensack, NJ | Mr. Mayor, We are a small business attempting to serve businesses in your city. Delivering is difficult enough. Consider all companies that make deliveries so that your residents and tourists can eat in the restaurants & live in the buildings we service. I'm sure you do not like vacant storefronts & empty apartments. |
| 117. | Robert Tompkins | Peekskill, NY | The lack of parking and the increased ticketing and increased fines are killing small business. The problem with congestion in the city is the 125,000 uber vehicles. Charge them a million each like you do a taxi medallion, problem solved. |
| 118. | Jacqueline Picinic | Lyndhurst, NJ | |
| 119. | monique ortiz | brooklyn, NY | because theres never enuf adequate parking and we people are tired of the penalties associated with living. |
| 120. | Raz Itzhaki | Bronx, NY | I have a family business and I support app. 200 families in the Bronx , cost of doing business is sky rocketing and it becomes impossible to provide moving services with a average job of \$600 and pay fines more than \$100 , while at the same time paying labor , truck , insurance , workers comp, material etc. |
| 121. | Andrew Paek | Maspeth, NY | |
| 122. | BRIAN EDWARDS | New York, NY | COST |
| 123. | Oscar Moscoso | PEEKSKILL, NY | that we can service our customers without being pressured that we might get a tickets . so please help us and reduce the fines. appreciated all your help |
| 124. | Lia Attina | Bronx, NY | when making deliveries there is no choice but to double park! what are we supposed to do? Waste hours at each stop looking for a spot and/or park 6 blocks away? |
| 125. | George Asimakopoulos | Maspeth, NY | |
| 126. | yuval yaakobi | new york, NY | this is VERY important to me as a small business owner working in the city |
| 127. | Yeolan Batson | Brooklyn, NY | |
| 128. | Malgorzata Horczak | Brooklyn, NY | Hi cost of operation in NYC will kill small businesses. Not only parking tickets but slow traffic long working hours which and up with overtime pay. |
| 129. | Nick V | bronx, NY | I have a business and a few trucks on the road, parking fines are getting out of control |

| | Name | From | Comments |
|------|------------------|----------------------|---|
| 130. | Thomas McManamy | Bronx, NY | |
| 131. | TOMER SHPERLING | NEW YORK, NY | My Business relies solely on my vehicle and is suffering from high tickets as an expense i can not afford. |
| 132. | frank Gonzalez | new york, NY | i feel |
| 133. | RICHARD B | NORTH BERGEN, NJ | We have many customers in New York and the fines are directly affecting our ability to deliver quality service. |
| 134. | Enrique Puig | Tuckahoe, NY | Because its killing my smallbusiness. |
| 135. | Liam Hunter | Yonkers, NY | |
| 136. | Joe Reyes | Lodi, NJ | The high cost of operation in New York City is having a very negative effect on any business owner operating in NYC. Parking is very restricted in the city, thus the increase in fines is causing more traffic due to vehicles taking more time to find a valid parking spot. This increase in traffic causes longer working hours which lead to overtime pay. All in all this is killing anyone who's business relies on operating a vehicle in NYC. We hope this petition causes the change we need. |
| 137. | CHRISTOS KAZALAS | JACKSON HEIGHTS, NY | I have a business and a few trucks on the road, parking fines are getting out of control |
| 138. | Joseph C | Yonkers, NY | With the additional provided City Bikes now taking up more and more parking spaces throughout the city and with the city now declaring that they intend to triple the amount of City Bikes the situation with restricting more parking spaces may force us to close our business with new changes made to the stipulated fines program. We cannot afford to pay for parking or pay this ridiculously high fines any longer! |
| 139. | Damian Juudge | Yonkers, NY | all this will do is drive up the cost of doing business in NYC, and somewhere a long the line that cost has to be passed on to the consumer, or it will stop businesses from going into the city to do business not good for anyone, NO WINNERS on either side |
| 140. | axel rivas | south ozone park, NY | i cant continue working under this type of fine. am just working for a living but getting hard to survive. actually killing me slowly. |
| 141. | darrell springer | long island city, NY | raising cost of doing business is killing us in ny doing business here. |
| 142. | George Gountas | Queens village, NY | If I can not afford the fines for going to work then what are my options?....mr Mayor?? |
| 143. | Ed Tringo | Amityville, NY | |
| 144. | menachem cohen | BROOKLYN, NY | |
| 145. | Joana Maldonado | Bronx, NY | |
| 146. | Michael Delaro | Brooklyn, NY | |
| 147. | Mimi Tong | Brooklyn, NY | |

| | Name | From | Comments |
|------|---------------------|-------------------|--|
| 148. | George Hartman | Brooklyn, NY | |
| 149. | PETER POULAKAKOS | STATEN ISLAND, NY | WE ARE THERE PERFORMING A CRITICAL SERVICE AND FUNCTION TO SMALL BUSINESS AND THE CITY IN WHOLE. WE HAVE AN IMPORTANT PURPOSE. ITS A PERPOSTEROUS NOTION THAT WE ARE A GROUP THAT NEEDS ADDITIONAL RESTRICTIONS AND CONTINUES RECIPIENTS OF BRUTAL PENALTIES FOR THE NATURE OF OUR CRITICAL PURPOSE. THOSE WITHOUT PURPOSE AND LITTLE TO NO FUNCTION SHOULD BE REMOVED, FINED, AND RESTRICTED TO THE FULL EXTENT OF THE LAW IN MANHATTAN. IN ADDITION, BETTER POLICE TRAINING IN THE AREA OF DISCRETIONARY JUDGEMENT IN WHOLE AND A PROPOSED ON THE FIELD OVERSIGHT TEAM IN PLACE TO TWART AND OVERSEE HOW CONSTRUCTION SITE PERMITS ARE BEING ISSUED AND IN THE MANNER THEY CONDUCT BUSINESS IS THE AREA THAT NEEDS ATTENTION, RESTRICTIONS. IN CLOSING THE TRAFFIC SHOULD FLOW MUCH SMOOTHER DURING PEAK CITY HOURS FOR THE NEXT 7-10 YEARS IF THE ABOVE MENTIONED IS IMPLEMENTED CORRECTLY. |
| 150. | Zinovy Drantsev | New York, NY | Parking for commercial vehicles is very important to serve NYC and it becomes not affordable to run small businesses |
| 151. | Salvatore Mirra | Bronx, NY | |
| 152. | Blanca Estaba | Brooklyn, NY | |
| 153. | LUCILLE MAHADY | CENTEREACH, NY | |
| 154. | David Creo | New Hyde Park, NY | The constant ticketing and fines are making it unprofitable to do business in NYC. My trucks are all properly registered and I pay the city road use taxes and still get repeatedly ticketed while my drivers are delivering product. There has to be some type of system developed to give drivers time to do deliveries. |
| 155. | shulem lauber | staten island, NY | |
| 156. | Paul Hsu | Whitestone, NY | |
| 157. | Maria Falco | Maspeth, NY | |
| 158. | John Castellano | Babylon, NY | Doing business in NY has become much more difficult due to parking issues and rising costs. This is hurting small business |
| 159. | Jeffrey Freilich | Port Jervis, NY | |
| 160. | Marcy Karpel | New York, NY | We are retailers that have several commercial vans and the cost is too high due to unreasonable accommodation for commerical parking. |
| 161. | Mayer Lichtman | Brooklyn, NY | |

| | Name | From | Comments |
|------|------------------------|---------------|--|
| 162. | Martha Kratz | Troy, NY | |
| 163. | JOSHUA ALPERT | New York, NY | I am the owner of a small business that makes constant service calls for reasonable prices. We cannot afford to pay \$25, 2-3 times per hour to park. |
| 164. | Mike Tarnawsky | Syracuse, NY | |
| 165. | Madeline Lanciani | New york, NY | we abide by the law and still receive hundreds of tickets for doing business, which is to make and deliver cakes and pastries to order There is a truck loading zone in front of my bakery and I get tickets even though we are leagally engaged in loading and unloading. |
| 166. | Ray Connors | Linden, NJ | We have to pay whatever small profit made on an account directly to the city. |
| 167. | Charles D'Agostinon | Linden, NJ | |
| 168. | Robert Heim | Linden, NJ | To continue to remain competitive in business in NYC, keep people employed in the process. |
| 169. | Menucha Gurkov | Brooklyn, NY | |
| 170. | Donald Duncan | Massena, NY | there isn't parking enough for the cars how do you expect delivery trucks to unload for their customers |
| 171. | alon basel | brooklyn, NY | We are a vending machine operator in NYC. We are servicing NYC everyday. It's hard as it..Don't make it harder and more expensive ! |
| 172. | Jonila Fetija | new york, NY | |
| 173. | Evyatar Maman | New York, NY | |
| 174. | Anton Kravchenko | Brooklyn, NY | |
| 175. | SOMA HOSSAIN | Brooklyn, NY | |
| 176. | Ciaran Rogers | Yonkers, NY | |
| 177. | Jim Lynch | Brooklyn, NY | |
| 178. | Roy Azoulay | Bronx, NY | |
| 179. | Glen Thomas | tewksbury, MA | we have many trucks installing cable services and there is very little parking for commercial vehicles and this is cost us and hurting or ability to pay our employees a better wage |
| 180. | Eugene O'Neill | Yonkers, NY | |
| 181. | Arnaldo Gonzalez | Brooklyn, NY | I spend on average \$300 a month on parking tickets. On top of feeding meters through out at least \$500-\$600 a month in just parking. Its un affordable to be working in NYC based off just parking alone. |
| 182. | brian piskadlo | clifton, NJ | It will make the cost of doing business in NY even harder for us than it already is. |
| 183. | Emanuel Dahan | New York, NY | I have a small business in manhattan east village I have 2 car for my business and we provide service all over manhattan area and it's very difficul to find parking in the city <i>(continues on next page)</i> |

| | Name | From | Comments |
|------|--------------------|----------------------|---|
| 183. | Emanuel Dahan | New York, NY | <i>(continued from previous page)</i> and I lose A lot of my customers because it's took us too long to find parking in the council A lot of my customers because it's took us too long to find parking in some of the areas and because of that customer cancel us !!!! |
| 184. | Julie Ballanca | Staten Island, NY | |
| 185. | Ari Jacoby | New York, NY | |
| 186. | Sean Devlin | Staten Island, NY | |
| 187. | Chelsea Spitzschuh | New York, NY | Because it is effecting my company |
| 188. | George Bejko | Long Island City, NY | |
| 189. | Jeff Leska | New York, NY | |
| 190. | Margaret Sugrue | Yonkers, NY | |
| 191. | Reggie Ballanca | Staten Island, NY | |
| 192. | Amy Sela | Staten Island, NY | Because I'm a small business and this is affecting me negatively. |
| 193. | joseph srikishun | NYC, NY | |
| 194. | Latasha Moses | Long Island City, NY | |
| 195. | Jody Wood | NEW YORK, NY | |
| 196. | Nino Ahmetaj | NEW YORK, NY | |
| 197. | heshy brachfeld | brooklyn, NY | |
| 198. | Kery Bruzzo | New York, NY | |
| 199. | Lawrence Litvack | Brooklyn, NY | |
| 200. | Brandon Sauer | New York, NY | Mr Mayor, I manage a small locksmith company with retail locations in Manhattan. These increases greatly impact our ability to service emergency lock requests from private citizens. We have taken several hits with these increase. 1st, we have to extend response times for appointments and emergency requests to account for more time looking for parking. 2nd, we have already suffered under mfg price increases due to international tariffs (keys, cylinders, locks, hinges all impacted by metal price increases) and now contemplate passing more increases on to clients for parking fees. 3rd, Our own suppliers in addition to product price increases are passing delivery fee increase to our retail stores because they too are suffering. The industry cannot handle such dramatic increases in short time. If you factor in the trend of increased commercial real estate tax sharing, we are being strangled from all sides. Until now, parking has been one of the very few constants. Please roll back these changes. |
| 201. | Michelle Malloy | Bogota, NJ | |
| 202. | Zhi Q Zhan | New York, NY | |

| | Name | From | Comments |
|------|---------------------|----------------------|--|
| 203. | Chara Mungo | New York, NY | |
| 204. | Michelle Peralvo | Ridgefield Park, NJ | |
| 205. | Kieran Doran | Pearl River, NY | |
| 206. | Maria Bournias | Long Island City, NY | |
| 207. | SEAN MCENTEE | MINEOLA, NY | |
| 208. | Allan Chevez | Yonkers, NY | |
| 209. | adriana mitu | bronx, NY | |
| 210. | Colin Breen | Yonkers, NY | |
| 211. | Solomon Gluckman | Brooklyn, NY | |
| 212. | Peter Hughes | Yonkers, NY | Enough with the daylight robbery. What a sad way to make money. Corrupt system stinks. |
| 213. | esther lee | East Rutherford, NJ | |
| 214. | JOHNNIE SANABRIA | BLOOFIELD, NJ | |
| 215. | Leane Valor | Brooklyn, NY | |
| 216. | Howard R. | Bronx, NY | |
| 217. | YASMIN LIRANZO | EAST ELMHURST, NY | |
| 218. | MARGARET FONTAN | BROOKLYN, NY | I USED TO WORK IN THE CITY MANY MANY YEARS AGO. THE ONLY TIME I GO INTO THE CITY IS SEE PLAYS. I CAN NOT BELIEVE THE CHANGE, AND NOT FOR THE BETTER. IT TOOK MY DRIVER ALMOST 15 MINUTES TO GET DOWN ONE BLOCK. I MADE HIM STOP AND WALKED THE REST OF THE WAY. YOU ARE HURTING BUSINESSES, ESPECIALLY SMALL BUSINESS, KNOWN TO ME AS MOM AND POP BUSINESSES. HOW CAN ANY DELIVERIES BE MADE??? MR. MAYOR YOU NEED TO FIX THESE AS PEOPLE'S LIVELY HOODS ARE AT STACK. SOMETHING NEEDS TO BE DONE ABOUT THIS AS SOON AS POSSIBLE. PLEASE SURE ALL INVOLVED SIGN THIS PETITION AS SOON AS POSSIBLE. |
| 219. | Stuart Moskowitz | New York, NY | |
| 220. | Dzavid Lalic | Brooklyn, NY | We are a small construction company with the five employee and three vehicles and it will be almost impossible for me to do any business in the city |
| 221. | Betsy Rivera | Lodi, NJ | |
| 222. | David Hughes | Central ave, NY | To keep in business |

| | Name | From | Comments |
|------|------------------------|------------------|--|
| 223. | KEITH ECKLEY | Windsor, NJ | I run 4 trucks in the city and the tickets are killing my business |
| 224. | Philip Rivera | Elizabeth, NJ | |
| 225. | Myles Miller | Brooklyn, NY | We need small businesses to operate ours thansk |
| 226. | Rafael Quiles | Forest hills, NY | Getting harder and harder for a small business to survive in NYC |
| 227. | Mark Dykstra | Totowa, NJ | |
| 228. | SAL LUCA | COMMACK, NY | |
| 229. | SAM MERMELSTEIN | BROOKLYN, NY | we are here to make a living. and to serve . just not fair to be violated for that. |
| 230. | Christina Regenhard | Bronx, NY | I can't afford to pay my workers under the burden of these fines! You are putting me out of business! |
| 231. | Michael Serras | Ny, NY | |
| 232. | Francyne Matteo | Lodi, NJ | |
| 233. | Aristides Papadakos | Bayside, NY | |
| 234. | Ahmadou Mefire | Bronx, NY | Because that'll keep my boss on the business and help us put meal on the table if he's out we'll be out too and will depend on foodstamp like lot of Newyorkais |
| 235. | Arthur Maksumov | New York, NY | |
| 236. | Robert Pelz | Poughquag, NY | |
| 237. | janet albanese | brooklyn, NY | we are all trying to make a liven. high prices and parking tickets are out of control. There is no where for commercial trucks to park to service customers. |
| 238. | claude shepherd | Lyndhurst, NJ | we spend over \$2000 months for parking tickets and its killing our company. |
| 239. | Bernice Mui | Woodside, NY | |
| 240. | Adam Spingler | new york, NY | |
| 241. | MINA CHO | NEW YORK, NY | |
| 242. | ELAD SNIR | NEW YORK, NY | |
| 243. | Brendan Leigh | Bronx, NY | |
| 244. | Frank Sapienza | Brooklyn, NY | Every time you turn around the city sticks it to the small business' Who can't afford the tickets, then all the no turns, Bike lanes and street closures due to pedestrian seating, it's way out of control. |
| 245. | Paul Dolinko | Freeport, NY | My business supports my Family. I drive 5 days a week in the City to make a living. The City is out of control with the fines. |
| 246. | William Donohoe | New York, NY | Parking tickets is gone crazy costing too much money |
| 247. | BUMCHO SHIN | MASPETH, NY | |

| | Name | From | Comments |
|------|--------------------|--------------------|---|
| 248. | Shane Judge | New York, NY | |
| 249. | Courtney Alpert | New York, NY | |
| 250. | Roe Aviram | New York, NY | |
| 251. | Richard Forbush | Congers, NY | These parking tickets and extra parking costs will make us reconsider doing business in NYC |
| 252. | Edgar Rodriguez | Congers, ua | may cost me a number of drivers whose wages take care of their families and families abroad |
| 253. | PAUL KOFTERIS | BAYSIDE, NY | SO I CAN KEEP ON WORKING !! |
| 254. | William Leaton | New York, NY | Parking tickets and parking costs are too high. It makes it unaffordable to work here on top of living expenses. |
| 255. | Will Mosley | New York, NY | It's becoming too expensive to run a business. If we all end then it'll be a downward spiral for sure. |
| 256. | OMAR ANDREWS | MOUNT VERNON, NY | This is causing a drop in work flow due to fines for delivery on jobsites. |
| 257. | Elvir Mujahodzic | Bronx, NY | It is extremely difficult to travel thru the city with commercial plates , and finding a good parking spot , and actually get our job done . We are plumbers and we help protect the health of nyc . Any additional burden on us to do business in nyc will only burden our customers even more . We pay way too much in insurance and other over head . This will increase the bottom line cost for our customers. Please ease up on these fines or we will be forced to close up shop and or stay out of nyc . Thank You |
| 258. | nick robley | manchester, gb | |
| 259. | Marcel Dumnici | Jacksonheights, NY | As small business, we make service calls and parking is hard to find in NYC. Without this program we would loose a lot of money and our business will loose clients. |
| 260. | Justin Alpert | Staten island, NY | It is important for my field of work. |
| 261. | Steve Could | Brooklyn, NY | I work in manhattan and live in brooklyn. Parking is a nightmare everywhere my entire life |
| 262. | Thomas Ryan | Bronx, NY | Because we support our families delivering to business in New York City and the tickets are unfair burden on small business |
| 263. | MARK FOX | New York, NY | |
| 264. | Antonia Katsamanis | Bayside, NY | |
| 265. | George Katsamanis | Whitestone, NY | |
| 266. | Brett Ehman | Lodi, NJ | |
| 267. | John Young | NEW YORK, NY | |
| 268. | THOMAS TUFANO | Howard Beach, NY | |

| | Name | From | Comments |
|------|--------------------------------------|-------------------------|---|
| 269. | Anna Chatzithomas Chatzithomas | New York, NY | Parking in Manhattan is a job in its self. |
| 270. | Lucy N. | LONG ISLAND CITY, NY | Driver brought 3 ~ 4 tickets a week when he went to deliver in Manhattan. I'm afraid to calculate the total of amount of parking tickets a year. |
| 271. | David Whitlock | New York, NY | |
| 272. | Marcia Quinche | PEEKSKILL, NY | |
| 273. | Eugene Stark | Brooklyn, NY | |
| 274. | nicolina scudiero | brooklyn, NY | |
| 275. | Kosta Goro | Astoria, tn | |
| 276. | Felipe Moreno | lawrence, NY | It's as hard as it is finding parking for our regular vehicles, let alone for trailers or straight trucks. |
| 277. | TRICIA NACEWICZ | New Hyde Park, NY | |
| 278. | Brenda Nash | Bronx, NY | |
| 279. | sara lauber | brooklyn, NY | |
| 280. | Hareesh Persaud | New York City, NY | |
| 281. | Danilo Stjepanovic | Brooklyn, NY | |
| 282. | Michael Bennett | Tappan, NY | |
| 283. | Levi Kumer | Hillside, NY | |
| 284. | Adam Ruiz | New York, NY | Own a small trucking business in NYC and can barely make ends meet as it is |
| 285. | Menachem Rosenwasser | Brooklyn, NY | |
| 286. | Denis Ryan | Bronx, NY | Trucking Operation |
| 287. | Iris Vargas | NEW YORK, NY | |
| 288. | Christina Duggan | Lowell, MA | |
| 289. | Melissa Gerard | New York, NY | I am a small owner who has to make deliveries and relies on reduced ticket rates. |
| 290. | robert palliser | New York, NY | nyc biz owner |
| 291. | Lee Manners | New York, NY | |
| 292. | Geraldine Mc Morrow | Yonkers, NY | |
| 293. | Lindsey Glovin | Brooklyn, NY | My husband's small business is suffering because of excessive fines, we were doing OK before the extra expenses. Now it's a nightmare! |
| 294. | Wesley Ramirez | Lake Grove, NY | Very difficult to deliver in Manhattan and on top of everything you get fined 2-3 times a day when there is barely any where to park. Sometimes you just end up breaking even after working a full day. |

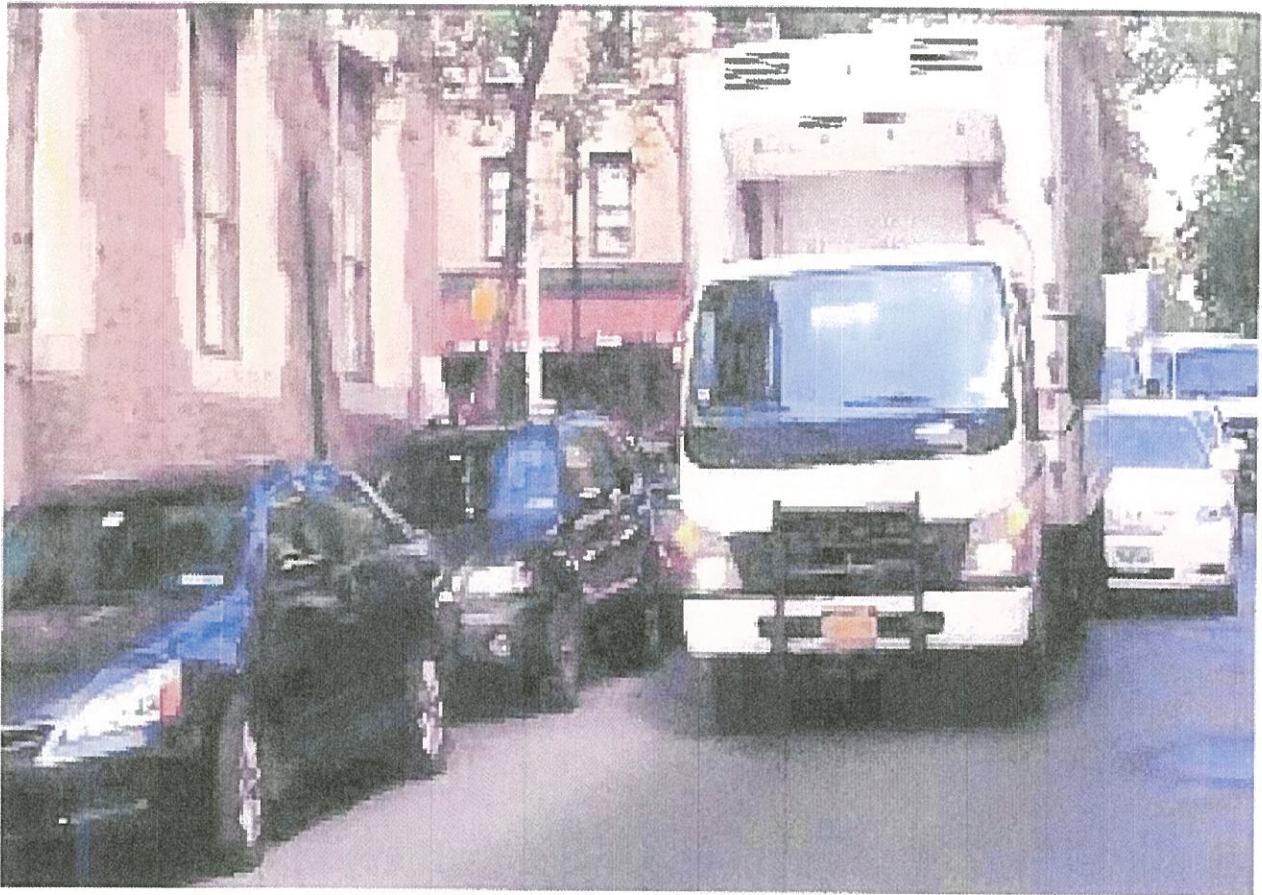
| | Name | From | Comments |
|------|---------------------------|-------------------------|---|
| 295. | philip o connell | Bronx, NY | |
| 296. | Tyler Moseley | Jamaica, NY | I work for a small business in brooklyn |
| 297. | Joseph Verderber | Unit #4, NY | |
| 298. | GEORGE NIKOLOS | LONG ISLAND CITY, NY | |
| 299. | Ruth Domber | New York City, NY | Business owner. |
| 300. | Ken Epstein | New York, NY | because I deliver all around the city and I get tickets in front of my business in Hells Kitchen.. |
| 301. | David Chirazi | Brooklyn, NY | |
| 302. | Aharon Nutovics | Brooklyn, NY | |
| 303. | MAFTUNA ABDUVOSITOVA | New York, NY | I don't want my company to be fined out of existence. |
| 304. | Yaron David | NY, NY | |
| 305. | Marcia Melendez | Brooklyn, NY | I have had a local business for 35 years delivering flowers and receive innumerable tickets during the course of the day trying to complete our deliveries and it is 10 time worse now with the bus lanes!!!! |
| 306. | Joel Ramos | Brooklyn, NY | |
| 307. | Neal Agneta | Buffalo, NY | |
| 308. | Matthew Pena | Smithtown, NY | |
| 309. | Salvatore Cutolo | Richmond hill, NY | It has been getting hard to respond to emergency electrical calls and have boot and violations on truck. |
| 310. | Alden Thayer | Claryville, NY | |
| 311. | Matias Salmon-Letelier | New York, NY | |
| 312. | jerry bernard | valley stream, NY | |
| 313. | Ryszard Horczak | Brooklyn, NY | Not place for delivery trucks |
| 314. | Stephanie Marden | Tewksbury, MA | |
| 315. | Mariglen Jahaj | Brooklyn, NY | |
| 316. | Simon Greene | Yonkers, NY | Our margins are very small, These increases can possibly put us and many others out of business . |
| 317. | John Wade | bronx, NY | |
| 318. | KAMEEL BAKSH | MALVERNE, NY | Parking is impossible to find in a emergency call, we have no choice to park and get the tickets, it is discouraging to continue working in the city. |
| 319. | Gustavo Reategui | Springfield, NJ | |
| 320. | Brian Emmert | College Point, NY | |
| 321. | Allison Gerbe | Ronkonkoma, NY | |

| | Name | From | Comments |
|------|----------------------|--------------------|---|
| 322. | Gregory Briggs | Brooklyn, NY | I work for a vending company and from time to time I have to pay my own tickets and as a direct result of that it's depleting my already low |
| 324. | Medo L | Flushing, NY | I want to stay in business. Everything is up insurances parking fees and so much more. How can we pay for everything and stay in business??? We definitely need help fro From Mayor! |
| 325. | Gary Carvella | Lakewood, NY | |
| 326. | Maggie Cheung-Blaize | Albertson, NY | Parking is unbelievable in Brooklyn or Manhattan, it Is extremely tiring looking for parking and getting tickets |
| 327. | noah liu | Brooklyn, NY | |
| 328. | Ern Chen | Brooklyn, NY | |
| 329. | Jeff Moy | Great neck, NY | Unreasonable ticket fines, unfair practice. Stores should be given grace periods windows for accepting deliveries. |
| 330. | Robert Maggio | Bedford, NY | Double parking and meter parking |
| 331. | Tony Nguyen | Brooklyn, NY | Our city is populated with great diversity but parking is horrendous. |
| 332. | Tommy Feng | Brooklyn, NY | |
| 333. | Robertus Vandelaar | BROOKLYN, NY | |
| 334. | Jose Apolo | Bayonne, NJ | |
| 335. | Frank M. | Astoria, NY | We are a small business completing emergency work throughout the city and it is impossible to find parking the majority of the time. We need a break! We want to stay in business! |
| 336. | emil dawkins | farmingdale ny, NY | Our technicians that have to service our customers in the 5 Boroughs of NEW YORK CITY face the indiscretion of unnecessary ticketing on a daily basis. |
| 337. | fredeerick collom | farmingdale, NY | |
| 338. | Dianne Gorsline | Newark Valley, NY | |
| 339. | lynn wood | cortland, NY | |
| 340. | Yaron Erez | NY, NY | we have 9 cars runing around the city providing emergency services to the local resident and this change i the fleet is Not just hurting me with time it takes to find parking and the cost of it But more then everything it hurt the local residents , we must charge them more , the service is not as good because it takes sometime over an hour to find parking and in an emergency it is a problem |
| 341. | Hadar Barkan | New York, NY | |
| 342. | Yaniv Cohen | New York, NY | |
| 343. | Vijay Tulsee | Jamaica, NY | |
| 344. | Wilton Cartagena | Ny, NY | |

| | Name | From | Comments |
|------|--------------------|---------------------|--|
| 345. | Andrew Pawlikowski | Rome, NY | |
| 346. | Jason Saville | QUEENSBURY, NY | |
| 347. | Steven Kowal | FortJohnson, NY | |
| 348. | Robert Clarke | Brooklyn, NY | |
| 349. | Damir A. | Jackson Heights, NY | It will help me serve the clients better and faster. Its really important for all small business. |
| 350. | kieran DORAN | Pearl River, NY | small business you are killing us |
| 351. | john Goarin | Mineola, NY | We need to keep your hospitals in the city up to par and up to building code without this your hospitals will shut down. |
| 352. | bob kizlinski | Piscataway, NJ | |
| 353. | Don Applegate | Neptune, NJ | |
| 354. | Kevin Hurley | Piscataway, NJ | |
| 355. | Lidiya Selivanov | New York, NY | killing my business |

DOUBLE PARKED TRUCKS FOR THE RECORD

CAUSE TRAFFIC CONGESTION



**Eliminate Settlements of
Double Parking Fines**



**Reduce Congestion
Support Intro 1141-2018**

| |
|-----------------------------|
| Intro 1141-2018 |
| New York City Council |
| NYC STIPULATED FINE PROGRAM |
| Monday, April 19th 2019 |
| Index |

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| 35 | Wall Street Journal - UPS Behavior - NYC Stipulated Fines to Increase - 2018 |
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| 40 | Official NYC DOF Docketed Judgments - UNITED PARCEL SERVICE |
| 41 | Official NYC DOF Docketed Judgments - Federal Express |
| 42 | Official NYC DOF Docketed Judgments - Federal Express |
| 43 | Official NYC DOF Docketed Judgments - Federal Express |
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NYC Department of Finance

Stipulated **Fine** Program

Costing New York City More than Money:

Safety **Is Reduced**

Pedestrians, Bicyclists at Increased Risk

parkingticket.com

Glen Bolofsky, CPA, CEO

NYC Department of Finance

Stipulated **Fine** Program

Costing New York City More Than:

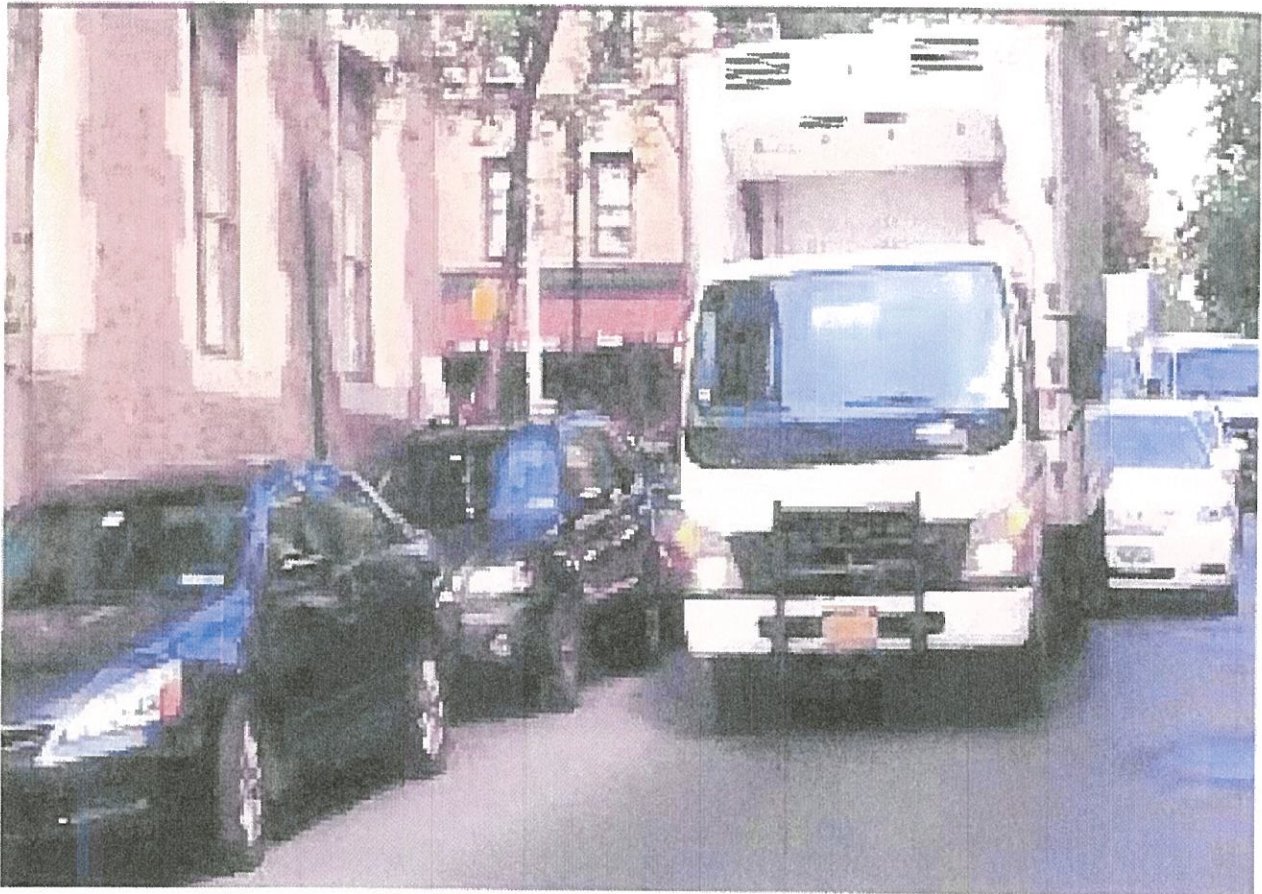
\$10 Billion in
Increased
Congestion

parkingticket.com

Glen Bolofsky, CPA, CEO

DOUBLE PARKED TRUCKS

CAUSE TRAFFIC CONGESTION



**Eliminate Settlements of
Double Parking Fines**



**Reduce Congestion
Support Intro 1141-2018**



Commissioner Jacques Jiha, Ph.D.

FY19 Executive Budget Hearing Testimony

May 8, 2018

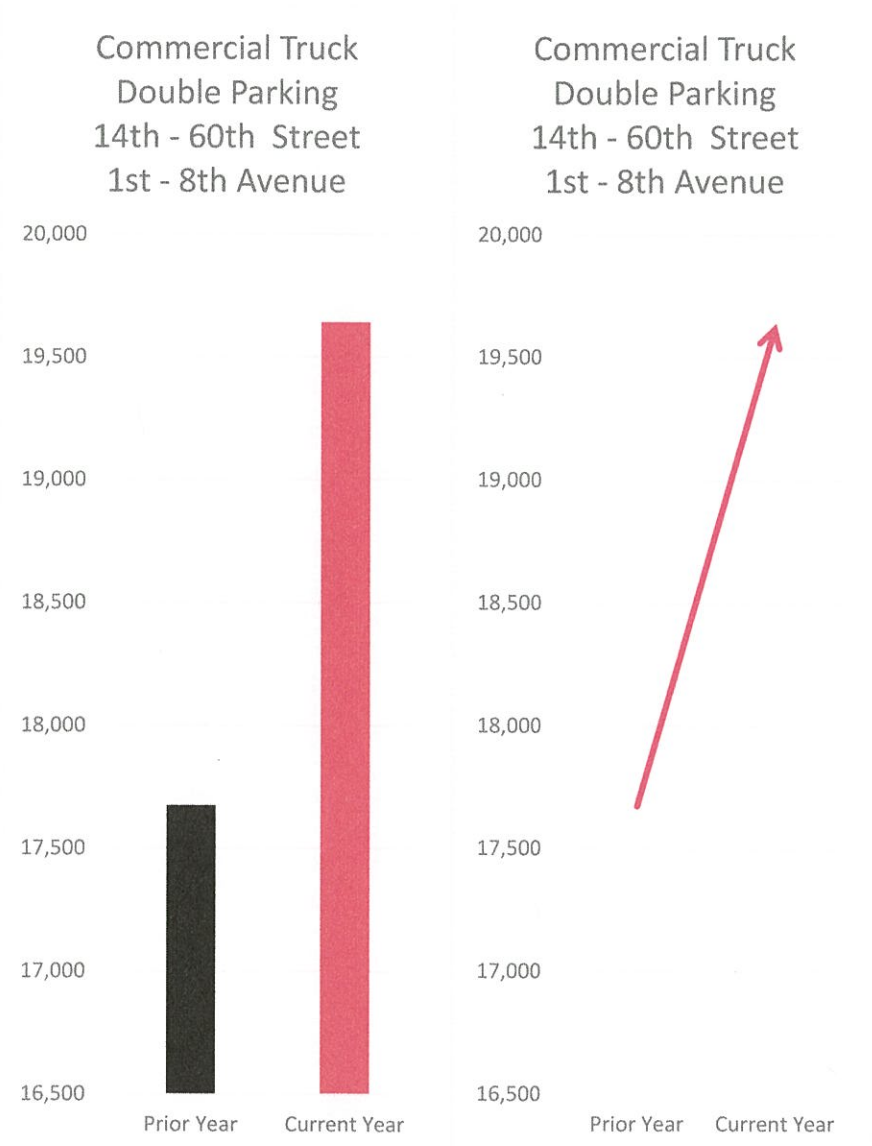
X Since the programs were implemented, the City's needs, priorities, and enforcement technologies have changed. Changes to these programs are needed now to ease congestion while addressing growing consumer-delivery demands.

Hence, DOF is updating the fine schedule that program participants pay in order to more strongly discourage certain traffic violations. We will

- Increase now deeply discounted fines: The existing fine schedule discounts to \$0 several violations that contribute to traffic congestion, encouraging disregard for these traffic rules. Our latest reform proposal adjusts many fines and ensures all violations are at least \$25. DOF further proposes fines for double parking and no standing-commercial meter zones be increased to \$60.

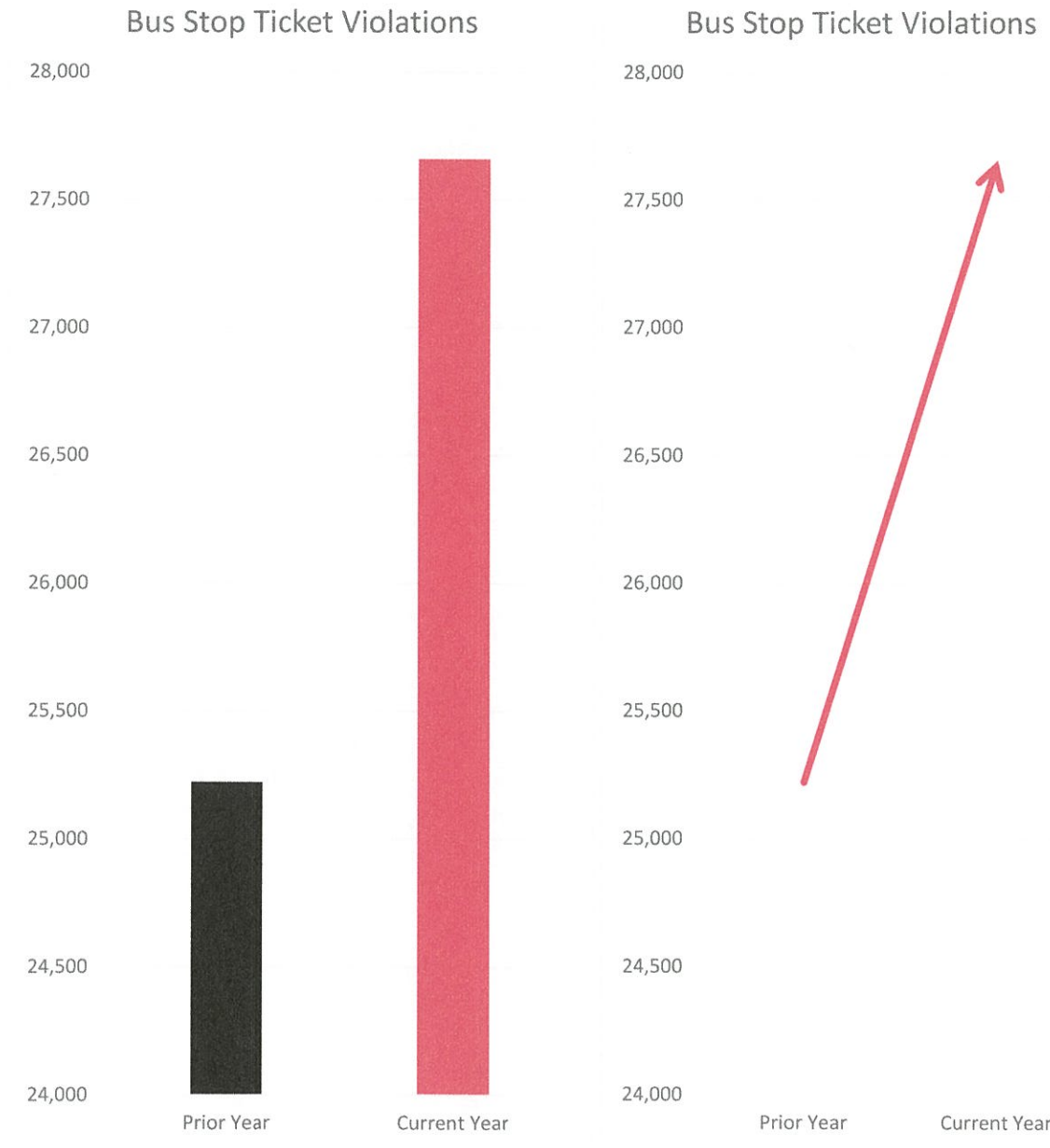
Results of Fine Changes in NYC Stipulated Fine Program

December, January & February
Comparative Period of 2018 & 2019



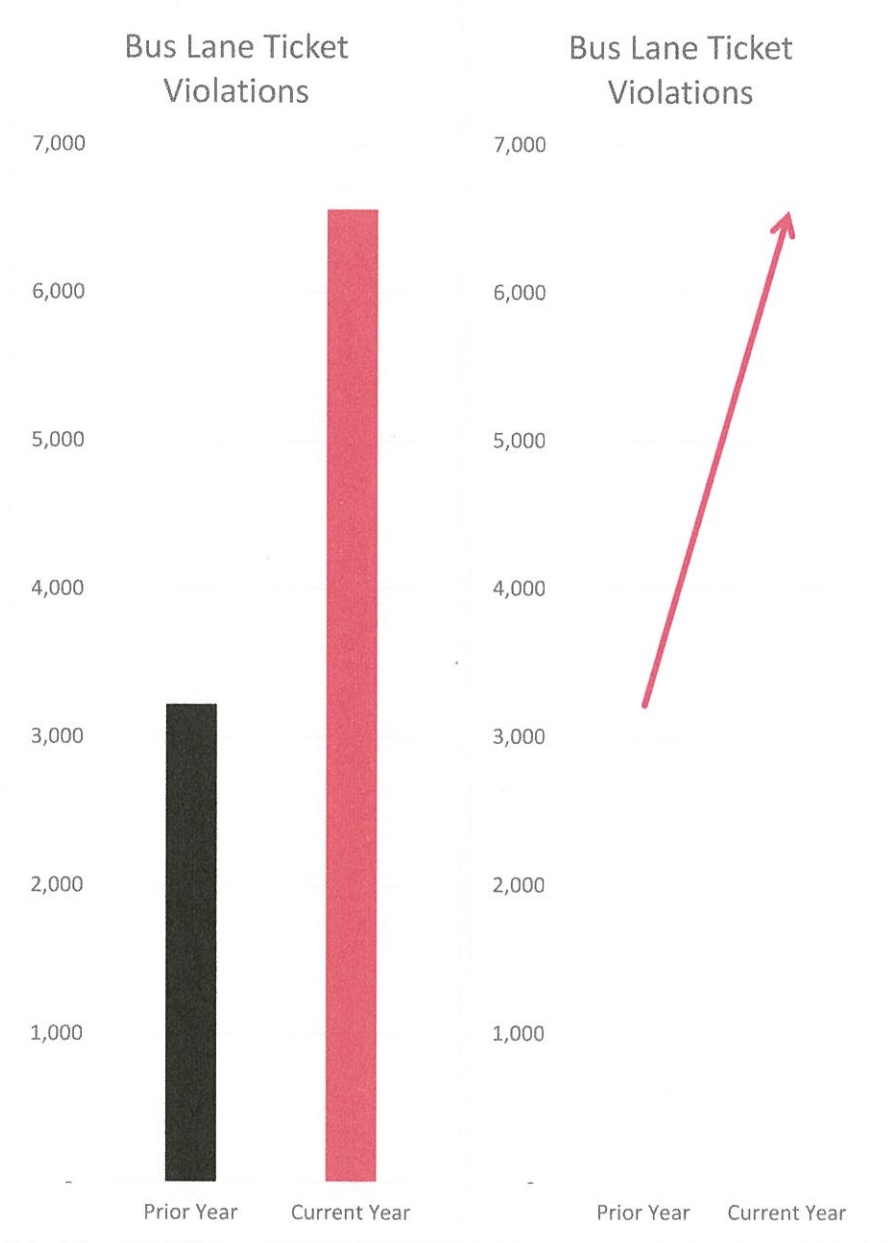
Results of Fine Changes in NYC Stipulated Fine Program

December, January & February
Comparative Period of 2018 & 2019

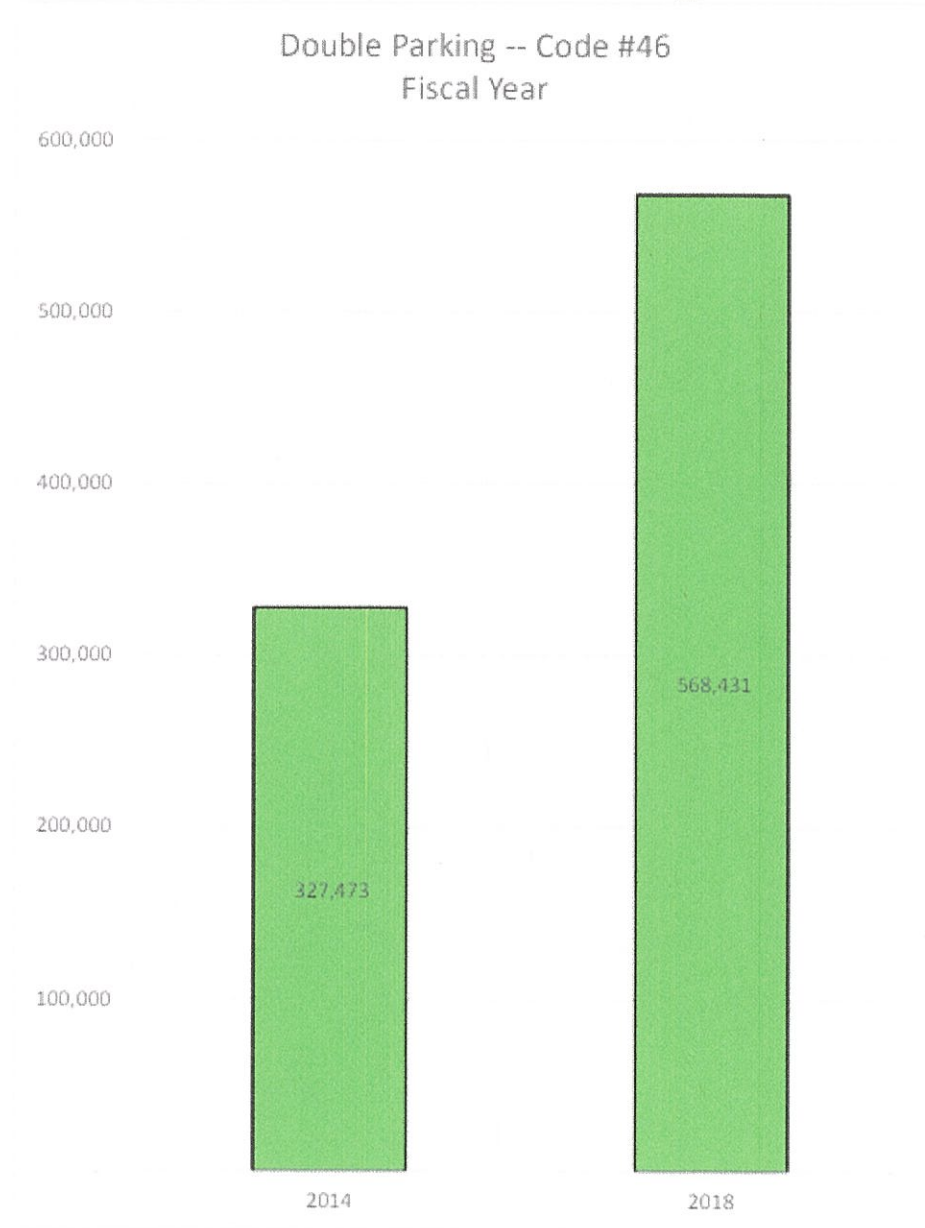


Results of Fine Changes in NYC Stipulated Fine Program

December, January & February
Comparative Period of 2018 & 2019



2014 & 2018 Volume NYC Double Parking Tickets

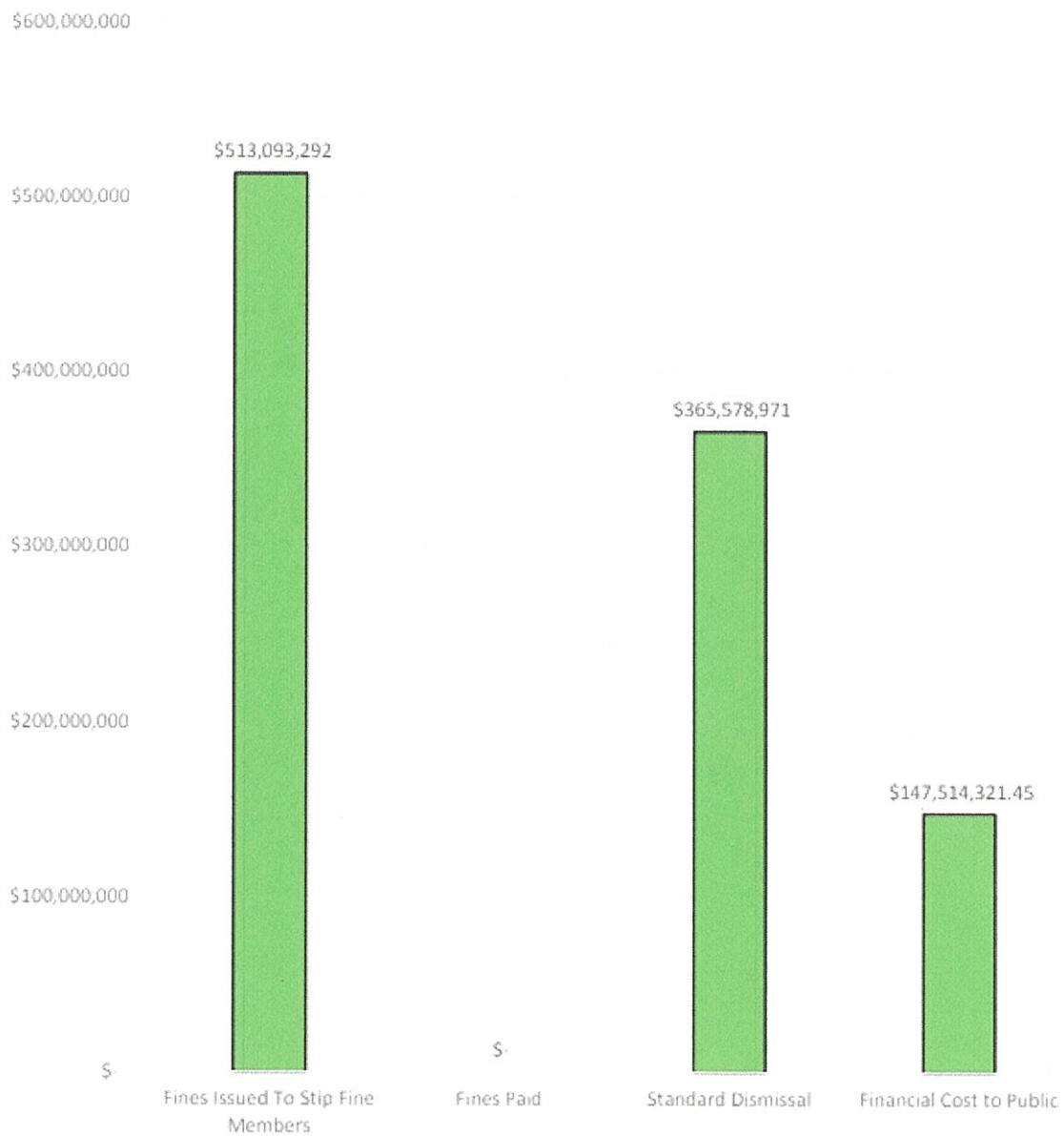


Fiscal 2005 – 2018

NYC SETTLEMENT PROGRAM

COSTS TO PUBLIC

Double Parking -- Code # 46



No Surcharge Collected by New York City Department of Finance - On Millions Each Year *

| STIPULATED FINE SCHEDULE - JAN 2010 | | REGULAR FINE | | REDUCED FINE AMOUNTS | | | |
|-------------------------------------|--------------------------------|-----------------|-----------------------|---------------------------------|-----------------------------------|----------------------------------|------------------------------------|
| VIO CODE | VIOLATION DESCRIPTION | ALL OTHER AREAS | MANH 96th ST. & SOUTH | ALL OTHER AREAS | MANH 96th ST. & SOUTH | ALL OTHER AREAS | MANH 96th ST. & SOUTH |
| | | FINE AMOUNT | FINE AMOUNT | STIP FINE (prior to 2009-07-01) | STIP FINE B (prior to 2009-07-01) | STIP FINE (effective 2009-07-01) | STIP FINE B (effective 2009-07-01) |
| 8 | IDLING | 115 | 115 | 105 | 105 | 105 | 105 |
| 9 | OBSTRUCTING TRAFFIC/INTERSECT | 115 | 115 | 105 | 105 | 105 | 105 |
| 10 | NO STOPPING-DAY/TIME LIMITS | 115 | 115 | 105 | 105 | 92 | 92 |
| 11 | NO STANDING-HOTEL LOADING | 115 | 115 | 105 | 105 | 92 | 92 |
| 12 | NO STANDING-SNOW EMERGENCY | 95 | 95 | 35 | 35 | 35 | 35 |
| 13 | NO STANDING-TAXI STAND | 115 | 115 | 105 | 105 | 92 | 92 |
| 14 | NO STANDING-DAY/TIME LIMITS | 115 | 115 | 105 | 105 | 92 | 92 |
| 15 | NO STANDING-OFF-STREET LOT | 115 | 115 | 40 | 40 | 40 | 40 |
| 16 | NO STANDING-EXC. TRUCK LOADING | 95 | 95 | 0 | 0 | 0 | 0 |
| 17 | NO STANDING-EXC. AUTH. VEHICLE | 95 | 95 | 87 | 87 | 76 | 76 |
| 18 | NO STANDING-BUS LANE | 115 | 115 | 105 | 105 | 105 | 105 |
| 19 | NO STANDING-BUS STOP | 115 | 115 | 105 | 105 | 105 | 105 |
| 20 | NO PARKING-DAY/TIME LIMITS | 60 | 65 | 0 | 0 | 0 | 0 |
| 21 | NO PARKING-STREET CLEANING | 45 | 65 | 0 | 0 | 0 | 0 |
| 22 | NO PARKING-EXC. HOTEL LOADING | 60 | 65 | 0 | 0 | 0 | 0 |
| 23 | NO PARKING-TAXI STAND | 60 | 65 | 0 | 0 | 0 | 0 |
| 24 | NO PARKING-EXC. AUTH. VEHICLE | 60 | 65 | 0 | 0 | 0 | 0 |
| 25 | NO STANDING-COMMUTER VAN STOP | 115 | 115 | 105 | 105 | 92 | 92 |
| 26 | NO STANDING-FOR HIRE VEH STOP | 115 | 115 | 105 | 105 | 92 | 92 |
| 27 | NO PARKING-EXC. HNDICAP PERMIT | 180 | 180 | 164 | 164 | 164 | 164 |
| 28 | OVERTIME STANDING DP | 95 | 95 | 87 | 87 | 76 | 76 |
| 29 | FAILURE TO ACTIVATE METER | 35 | 65 | 20 | 28 | 20 | 28 |
| 30 | FAIL TO ACTIVATE/EXPIRED METER | 35 | 65 | 20 | 28 | 20 | 28 |
| 31 | NO STANDING-COMM METER ZONE | 115 | 115 | 0 | 0 | 0 | 0 |
| 32 | OT PARKING-MISSING/BROKEN METR | 35 | 65 | 0 | 0 | 0 | 0 |
| 33 | FEEDING METER | 35 | 65 | 0 | 0 | 0 | 0 |
| 34 | EXPIRED METER | 35 | 65 | 0 | 0 | 0 | 0 |
| 35 | SELLING/OFFERING MCHNDSE-METER | 35 | 65 | 33 | 60 | 28 | 52 |
| 36 | SELLING MCHNDSE-OFF-STREET-LOT | 45 | 65 | 42 | 60 | 28 | 52 |
| 37 | EXPIRED MUNI METER | 35 | 65 | 0 | 0 | 0 | 0 |
| 38 | FAIL TO DSPLY MUNI METER RECPT | 35 | 65 | 20 | 28 | 20 | 28 |
| 39 | OVERTIME PKG-TIME LIMIT POSTED | 60 | 65 | 0 | 0 | 0 | 0 |
| 40 | FIRE HYDRANT | 115 | 115 | 105 | 105 | 105 | 105 |
| 41 | MISCELLANEOUS | 0 | 0 | 0 | 0 | 0 | 0 |
| 42 | EXPIRED MUNI MTR-COMM MTR ZN. | 35 | 65 | 33 | 60 | 28 | 52 |
| 43 | EXPIRED METER-COMM METER ZONE | 35 | 65 | 33 | 60 | 28 | 52 |
| 44 | PKG IN EXC. OF LIM-COMM MTR ZN | 35 | 65 | 33 | 60 | 28 | 52 |
| 45 | TRAFFIC LANE | 115 | 115 | 40 | 40 | 40 | 40 |
| 46 | DOUBLE PARKING | 115 | 115 | 0 | 0 | 0 | 0 |
| 47 | DOUBLE PARKING-MIDTOWN COMML | 115 | 115 | 105 | 105 | 92 | 82 |
| 48 | BIKE LANE | 115 | 115 | 105 | 105 | 105 | 105 |
| 49 | EXCAVATION-VEHICLE OBSTR TRAFF | 95 | 95 | 87 | 87 | 76 | 76 |
| 50 | CROSSWALK | 115 | 115 | 105 | 105 | 105 | 105 |
| 51 | SIDEWALK | 115 | 115 | 105 | 105 | 105 | 105 |
| 52 | INTERSECTION | 115 | 115 | 105 | 105 | 105 | 105 |
| 53 | SAFETY ZONE | 115 | 115 | 105 | 105 | 105 | 105 |

* No Surcharge Collected
"Deemed as Not Liable"

By New York City Department of Finance - On Millions Each Year *
Each Item Marked with a Line Is Zeroed Out by the City of New York Department of Finance

| | | | | | | | |
|----|---------------------------------|-----|-----|-----|-----|-----|-----|
| 54 | TUNNEL/ELEVATED/ROADWAY | 25 | 40 | 24 | 38 | 20 | 32 |
| 55 | ELEVATED/DIVIDED HIGHWAY/TUNNLL | 115 | 115 | 105 | 105 | 92 | 92 |
| 56 | DIVIDED HIGHWAY | 115 | 115 | 105 | 105 | 92 | 92 |
| 57 | BLUE ZONE | 65 | 65 | 0 | 0 | 0 | 0 |
| 58 | MARGINAL STREET/WATER FRONT | 45 | 65 | 42 | 60 | 36 | 52 |
| 59 | ANGLE PARKING-COMM VEHICLE | 115 | 115 | 0 | 0 | 0 | 0 |
| 60 | ANGLE PARKING | 45 | 65 | 42 | 60 | 36 | 52 |
| 61 | WRONG WAY | 45 | 65 | 42 | 60 | 36 | 52 |
| 62 | BEYOND MARKED SPACE | 45 | 65 | 0 | 0 | 0 | 0 |
| 63 | NIGHTTIME STD/ PKG IN A PARK | 95 | 95 | 87 | 87 | 76 | 76 |
| 64 | NO STANDING EXCP D/S | 95 | 95 | 87 | 87 | 76 | 76 |
| 65 | OVERTIME STDG D/S | 95 | 95 | 87 | 87 | 76 | 76 |
| 66 | DETACHED TRAILER | 45 | 65 | 42 | 60 | 36 | 52 |
| 67 | PEDESTRIAN RAMP | 165 | 165 | 150 | 150 | 150 | 150 |
| 68 | NON-COMPLIANCE W/ POSTED SIGN | 60 | 65 | 0 | 0 | 0 | 0 |
| 69 | FAIL TO DISP. MUNI METER RECPT | 35 | 65 | 20 | 28 | 20 | 28 |
| 70 | REG. STICKER-EXPIRED/MISSING | 65 | 65 | 28 | 28 | 28 | 28 |
| 71 | INSP. STICKER-EXPIRED/MISSING | 65 | 65 | 28 | 28 | 28 | 28 |
| 72 | INSP STICKER-MUTILATED/C'FEET | 65 | 65 | 28 | 28 | 28 | 28 |
| 73 | REG STICKER-MUTILATED/C'FEET | 65 | 65 | 28 | 28 | 28 | 28 |
| 74 | FRONT OR BACK PLATE MISSING | 65 | 65 | 28 | 28 | 28 | 28 |
| 75 | NO MATCH-PLATE/STICKER | 65 | 65 | 60 | 60 | 52 | 52 |
| 76 | VIN OBSCURED | 65 | 65 | 0 | 0 | 0 | 0 |
| 77 | PARKED BUS-EXC. DESIG. AREA | 45 | 65 | 23 | 28 | 23 | 28 |
| 78 | NGHT PKG ON RESID STR-COMM VEH | 65 | 65 | 28 | 28 | 28 | 28 |
| 79 | UNAUTHORIZED BUS LAYOVER | 115 | 115 | 40 | 40 | 40 | 40 |
| 80 | MISSING EQUIPMENT | 45 | 60 | 23 | 26 | 23 | 26 |
| 81 | NO STANDING EXCP DP | 95 | 95 | 87 | 87 | 76 | 76 |
| 82 | COMM PLATES-UNALTERED VEHICLE | 115 | 115 | 40 | 40 | 40 | 40 |
| 83 | IMPROPER REGISTRATION | 65 | 65 | 60 | 60 | 52 | 52 |
| 84 | PLTFRM LETS LWRD POS COMM VEH | 45 | 65 | 23 | 28 | 23 | 28 |
| 85 | STORAGE-3HR COMMERCIAL | 65 | 65 | 28 | 28 | 28 | 28 |
| 86 | MIDTOWN PKG OR STD-3HR LIMIT | 115 | 115 | 40 | 40 | 40 | 40 |
| 87 | UNALTERED COMM VEHICLE | 115 | 115 | 40 | 40 | 40 | 40 |
| 88 | UNALTERED COMM VEH-NME/ADDRESS | 115 | 115 | 40 | 40 | 40 | 40 |
| 89 | NO STD (EXC TRKS/GMTDST NO-TRK) | 115 | 115 | 0 | 0 | 0 | 0 |
| 90 | VEH-SALE/WSHG/RPRNG/DRIVEWAY | 25 | 40 | 24 | 38 | 20 | 32 |
| 91 | VEHICLE FOR SALE (DEALERS ONLY) | 45 | 65 | 42 | 60 | 36 | 52 |
| 92 | WASH/REPAIR VEHCL-REPAIR ONLY | 45 | 65 | 42 | 60 | 36 | 52 |
| 93 | REMOVE/REPLACE FLAT TIRE | 65 | 65 | 42 | 60 | 42 | 60 |
| 96 | RAILROAD CROSSING | 95 | 95 | 87 | 87 | 76 | 76 |
| 97 | VACANT LOT | 45 | 65 | 42 | 60 | 36 | 52 |
| 98 | OBSTRUCTING DRIVEWAY | 95 | 95 | 35 | 35 | 35 | 35 |
| 99 | OTHER | 105 | 105 | 38 | 38 | 38 | 38 |

[← Back to News](#)

07

FEB
2019

Support for Governor Cuomo's Call to Fix Mass Transit from the Partnership for New York City

"The business community welcomes Governor Cuomo's willingness to take on the challenge of fixing and adequately funding our mass transit system. Traffic congestion costs the region over \$20 billion per year and contributes to pollution and global warming. Revenues from congestion pricing are needed to fund modernization of the subway, bus and commuter rail system and to ensure that New York remains a thriving global city," said Kathryn Wylde, President & CEO of the Partnership for New York City.

SIGN UP FOR UPDATES

Email address

Sign up

Partnership For New York City

589 11th Ave

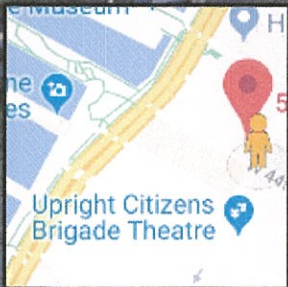
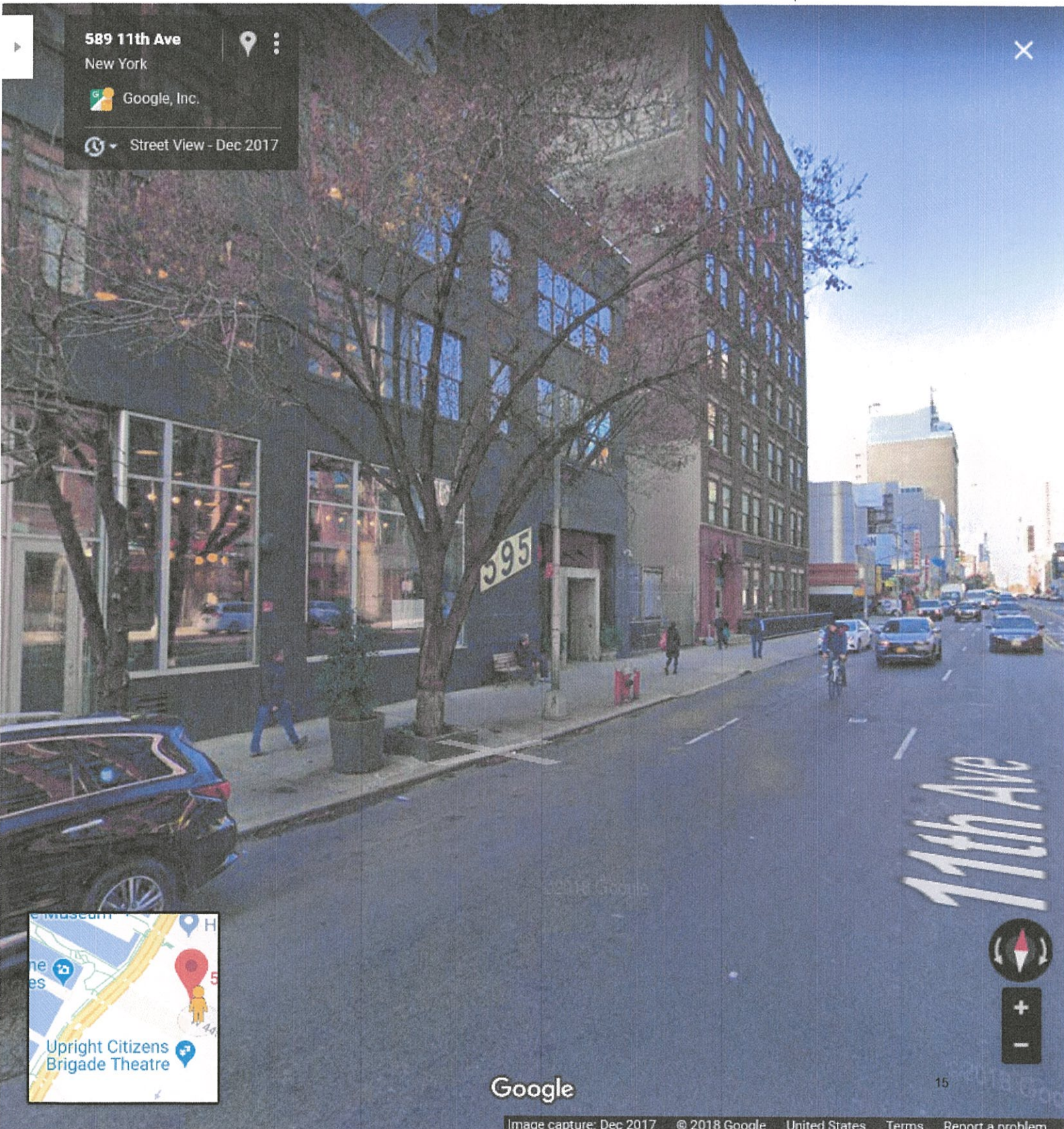
New York



Google, Inc.



Street View - Dec 2017



Google

15



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Friday, May 11, 2018

D.C. KILLS SETTLEMENT PROGRAM

Cost of parking fines halved for 147 firms

by Kytja Weir | April 02, 2009 12:00 AM



Companies that regularly racked up large numbers of parking tickets in the District paid only half the cost of the fines under a years-long city policy.

"When this came to light, I said, 'Who started this? Who authorized this?' " D.C. Councilman Jim Graham told The Examiner. "There was no legal authority to do this."

Graham estimates the practice cost the District more than \$1 million in lost revenues during the 15 years since it began.



The policy ended this week, said D.C. Department of Motor Vehicles spokeswoman Janis Hazel, after the department notified the 147 companies that received the benefit.

Graham said the department has had a program to simplify parking



515 Truxton Avenue
Bronx, NY 10474

To Whom It May Concern,

March 18, 2019

We run a food delivery business in New York City. We proudly service customers in all 5 boros of the city.

For a long-time we were members of the Parking Violations Bureau Stipulated Fine Program. Our costs were getting higher and higher but we had no way to challenge the improperly written tickets because the program blocks us from doing that. That doesn't seem fair.

I decided to exit the Stipulated Fine Program to see if I could do better. My staff prepared the documents needed for court, like a Delivery Bill or Pickup record and with the help of a parking ticket broker [parkingticket.com] we began to fight our tickets. I am pleased to report that I did the right thing by exiting the Stipulated Fine Program.

As a result of leaving the Stipulated Fine Program we have reduced our costs, and are saving money. We receive regular financial analysis of our activity from our Broker, who is a CPA; this is something the city had never done – and no one can expect them too. As a result, our cash flow has greatly improved.

In addition to the above, I have learned the Stipulated Fine Program regularly omits tickets we are liable for, creating improper judgments. This is very unfair to everyone – especially small businesses.

I believe it's in the best interest of every company to take a hard look at what they are doing because the Stipulated Fine Program is costing them money.

Should you need a professional food service delivery company, please call us, we're honest, trustworthy and are here to earn your business – by reducing your costs to the maximum extent possible tool

Mr. Sunder Luthra
General Manager

"Everything is gonna be alright!"

"Happiness is a shadow of harmony"

VEMA Group, LLC

38-68 11TH Street
LIC, NY 11101

Tel: (212) 427-5658
Fax: (718) 706-2447

April 17, 2019

To Whom It May Concern,

We run a small construction company in New York City. We proudly service customers in all five boroughs of the City of New York.

We were previously members of the Parking Violations Bureau Stipulated Fine Program. Our costs were getting *higher* but we had no way to challenge improperly written tickets because the program blocks us from doing that. That doesn't seem fair.

I was regularly receiving tickets that said my pickup truck was not in compliance with the DOT rules that require a commercial vehicle to be "altered". Because I was in 100% compliance and did not feel it was fair for our small company to have to pay for these improperly issued tickets I decided to exit the Stipulated Fine Program – as it did not let me fight these tickets. My staff prepared the documents needed for court, like my vehicle photos, and with the help of a parking ticket broker [parkingticket.com] we began to fight our tickets. **I am pleased to report that I did the right thing by exiting the Stipulated Fine Program.**

As a result of leaving the Stipulated Fine Program we have reduced our costs, and are saving money. I genuinely believe it's in the best interest of every company to take a hard look at what they are doing because the Stipulated Fine Program is likely costing them money.

Should you need a construction or remodeling company, please call us as we're honest, trustworthy and are here to earn your business – by reducing your costs to the maximum extent possible too!

Respectfully,



John Venetis
President

DEMON TRUCKING INC.

**37-88 Review Avenue
Long Island City, New York 11101**

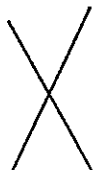
May 18, 2010

PARKING SURVIVAL EXPERTS

16 Arcadian Way
Paramus, NJ 07652

Attention: Glen Bolofsky

Glen,


 As you are aware our company operates a large commercial fleet and distributes products throughout the five boroughs of New York city and receives a very large quantity of tickets. For more than five years we participated in the NYC Stipulated Fine Program. Exiting that program with the goal of reducing our costs. Our experience over the past several months indicate we have accomplished this goal.

Recent reports indicate we are way ahead of the results of the city program by having parkingticket.com's business division, Parking Survival Experts, handle our tickets. To date, we have seen a significant reduction in our total cost after their professional fees.

Management is looking forward to additional cost reductions by implementing Driver Training as we have found the lack of training results in many unnecessary tickets being issued.

Our financial management team is very pleased with the results obtained to date and quality of service we are receiving.

Many thanks,


George Broemmer
Fleet Manager

DEMON TRUCKING INC.

**37-88 Review Avenue
Long Island City, New York 11101**

April 29, 2011

PARKING SURVIVAL EXPERTS

16 Arcadian Way
Paramus, NJ 07652

Attention: Glen Bolofsky


Glen,

More than a year has passed since Parkingticket.com has processed New York City parking violations and I am pleased to say that our initial goal of reducing costs has surpassed our initial expectations. The overall cost reductions has surpassed the company's previous years experience in the New York City Stipulated Fine Program in the six figure area. For more than five years we participated in the NYC Stipulated Fine Program.

Your company's assistance in identifying tickets that could not be dismissed in the NYC Stipulated Fine program such as those written incorrectly and misrepresented were identified which immediately reduced costs. Instituting the driver training program has produced cost savings as well. Parkingticket.com has also automated many of the functions that used to be done manually – like obtaining supporting delivery bills.

Our joint venture has produced a very rewarding year.

Thank you.


George Broemmer
Fleet Manager



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[FreshDirect Exec Gets an Earful from Locals at CB7 Meeting](#)

Posted on February 16, 2019 at 8:58 am by West Sider



FreshDirect's Larry Scott Blackmon presenting at CB7 Transportation meeting

By Joy Bergmann

FreshDirect's Vice President of Public Affairs Larry Scott Blackmon got an earful from Upper West Side residents and business owners at a Community Board 7 Transportation Committee meeting this week.

After presenting the online grocer as a homegrown NYC success story – employing over 3,000 “hard-working individuals” using the city’s “cleanest fleet” of trucks run on “clean diesel” – Blackmon hinted at the [recurring](#) issues and [complaints](#) locals have about FreshDirect trucks.

“Whenever issues arise, we try to be responsive,” Blackmon said. “We know everything about our vehicles.” In addition to location data, the high-tech trucks communicate driver behavior, including things like acceleration and brake use. Additionally, “Our vehicles do not idle. They are programmed to shut off when the driver leaves the vehicle,” he said, noting that what people do hear running are the trucks’ refrigeration units that keep food temperatures at safe levels.

As e-commerce has grown, so have the challenges for every player. “We’re all fighting for space,” said Blackmon. “We’re living in an e-commerce society. Unfortunately more people are ordering online and from other companies that I won’t name that begin with the letter A. But the reality is that’s what’s happening in our communities.”

The subsequent Q&A session retraced many of the same concerns and scant solutions covered in WSR’s previous reporting. The entire exchange may be viewed on [YouTube](#) starting at minute 14:30. Here are a few edited highlights.

CB7’s Andrew Albert: Is it the intention of FreshDirect to not monopolize a particular [parking] location, but to move around the area?

Blackmon: We absolutely move around as much as possible. Again, there is very limited space for deliveries.

CB7’s Howard Yarus: Have you lobbied the City for more loading zones? We have, to no effect. [[Streetsblog has detailed](#) CB7’s unsuccessful attempts to get the NYC Department of Transportation to repurpose some parking spots as loading zones across the UWS.]

Blackmon: Absolutely. We’ve been engaged in conversations with Commissioner [Polly] Trottenberg...and they are looking into it.

CB7’s Richard Robbins: We have laws that you can’t double-park or park 8 hours at a time with your vehicles, which you’re clearly doing on a daily basis. Is it possible for FreshDirect to run its business the way it’s currently set up, operating within the laws of New York City?

Blackmon: We adhere to all traffic laws and if there are issues, we’re in contact with local precincts... The alternative to trucks [handling up to 100 orders per vehicle] is to send individual cars and that would clog the streets... We adhere to all of the laws and if it’s “one-hour standing” we move our trucks.

Multiple audience members: That’s not true!

Blackmon: I’m a little bit shocked in hearing that your specific issue has never been addressed because that’s not our culture, not our policy. [He encouraged people with complaints to contact his office at publicaffairs@freshdirect.com]

CB7's Mark Diller: As a policy matter, I'm concerned about one company occupying our streets as its distribution center. Because if I'm Amazon, that's going to be my new model... Somebody's going to follow in your footsteps and suddenly we're not going to be able to use our streets as through streets.



FD trucks on Amsterdam, photo from Michael Staff.

The FreshDirect trucks parked at 89th and Amsterdam and at 82nd and Amsterdam are particular sore spots with locals.

Marty Hoffman showed pictures of FreshDirect trucks illegally parked in the marked “hatched area” of 89th and Amsterdam, blocking bike lanes and reducing visibility for pedestrians, bikers and turning motorists. “It’s an accident waiting to happen,” he said. “And if they’re doing it on 89th, they’re doing it elsewhere.”

Husseyin Ozer, owner of Bodrum Mediterranean restaurant on that block, said the irritating noise from FreshDirect trucks’ refrigeration units has cost him patronage. “We pay for a sidewalk café,” he said. “I had people refusing to sit...from lunchtime until almost closing time.”

Michael Staff, who runs the bars Jake’s Dilemma and The Gin Mill on Amsterdam between 80th and 82nd, said FreshDirect trucks block views of his storefronts from 5 a.m. to 11 p.m. He says he’s tried notifying public officials and calling police, resorting on occasion to self-policing the situation when a second truck comes to pull in behind an emptied, departing vehicle. “I’ve gone and stood in the empty spot. And the guy says, ‘you’re not going to let me park?’ And I’m like, no, I’m not going to let you park. You do not own the streets.”

What FreshDirect and 1,361 other delivery-heavy companies do have is a volume discount of sorts on parking fines, thanks to the city’s Stipulated Fine Program [STP]. Participating firms agree not to contest any parking violations in court in exchange for discounted fines averaging about 25% less than the face value of a ticket.

Top 10 Participants in the Stipulated Fine Program by Fines Paid, Fiscal Year 2018

| Business Name | Summons Count | Fines Paid | Maximum Savings |
|---|----------------|---------------------|-----------------|
| United Parcel Service | 164,580 | \$14,404,619 | \$3,224,286 |
| Federal Express | 81,996 | 6,880,245 | 1,820,705 |
| Verizon | 46,135 | 2,514,218 | 1,051,587 |
| Manhattan Beer Distributors | 27,196 | 2,343,538 | 518,657 |
| Verizon Corporate Services | 37,394 | 2,135,943 | 731,742 |
| Fresh Direct | 23,220 | 1,784,018 | 580,237 |
| US Foods, Incorporated | 26,286 | 1,745,013 | 642,877 |
| Liberty Coca-Cola Beverages | 19,440 | 1,607,526 | 415,654 |
| Time Warner Cable of New York City | 23,101 | 1,254,634 | 581,791 |
| Anheuser-Busch Distributors of New York, Inc. | 13,637 | 1,170,614 | 311,176 |
| <hr/> | | | |
| All Other Stipulated Fine Participants | 149,915 | \$11,336,632 | |
| Total, Stipulated Fine Program | 612,900 | \$47,187,000 | |

NOTE: Reported savings assumes that all fines originally imposed would have been paid. It is not based on an actual accounting of the forgone revenue.

New York City Independent Budget Office

A [new report](#) from the city's Independent Budget Office estimates that the top 10 most heavily fined companies saved as much as \$10 million on their summonses in 2018. FreshDirect ranked at #6 on the list, having paid \$1,784,018 in fines on 23,220 tickets received in 2018 and reaped up to \$580,237 in savings as a STP participant.

CB7 members discussed the merits of a pending [City Council bill](#) that would nullify STP but did not reach a consensus.


Some felt it makes administrative sense for the city to accept slightly less money if it speeds fine collections and keeps overburdened court systems from further clogging. Others saw STP as fundamentally unfair to smaller businesses and individuals who must pay higher fines than big firms for the same types of violations.

People did agree, however, that the current UWS delivery streetscape and provider business models must change to accommodate consumer demand for convenience services while preserving the safety and sanity of residents.

The problem is that no one seems to know how to accomplish that aim.

“We’re just going to keep going around in circles forever unless there’s a policy change of some sort. Maybe it’s loading zones; I don’t know what the ultimate solution is. However I do believe we’re going to see some changes based on our squeaky wheels tonight... the FreshDirect truck won’t be on [89th] anymore,” said CB7 member Doug Kleiman. “But I also know they also provide a service that is very much appreciated.”

[NEWS](#) | 30 comments | [permalink](#)

1.  Scott says:
[February 16, 2019 at 10:20 am](#)

Duh, just ~~give~~ sell them some parking. What is wrong with DOT? Can DeBlasio do anything right?

2.  HHH says:
[February 16, 2019 at 3:14 pm](#)

** Will print automatically! If it doesn't, click [here](#). **

CRAIN'S

NEW YORK BUSINESS

Taking down the city's biggest parking scofflaws

Fines may be a cost of doing business in New York, but the risk of not paying them is about to go up

[Aaron Elstein](#)



Buck Ennis

THE BIG PAYBACK: Young Fein and her team hunt down parking deadbeats.

Published: March 19, 2017 - 12:01 am

In New York City last year, nearly half a billion dollars' worth of parking fines went uncollected or were written off. Ellen Young Fein is the bureaucrat whose job it is to get that money into city coffers. Her posse of investigators is growing, and they're coming after the businesses that cheat the most.

"Our unit was created some 20 years ago," said Young Fein, director of the Department of Finance's parking division. "We started getting resources only recently."

There's plenty of work to do. People who violate some provision of the city's 110-page traffic rulebook cough up about \$600 million in parking fines annually. But a third of the more than 10 million parking tickets written each year by the New York Police Department aren't paid within 90 days, which is around when interest and penalties begin to be charged. Last year the city wrote off \$250 million worth of parking fines deemed uncollectable, according to the city comptroller's office, a sum that has jumped 28% since 2013.

Identifying parking deadbeats can help the city in other ways, Young Fein said. "If people aren't paying their parking tickets, what else aren't they paying?" she said, adding that major cases are referred to prosecutors.

The city has 863 licensed parking lots and garages, more than 80,000 spaces on streets where paying a meter is required and around 3.3 million more where parking is free except when the street sweeper comes.

Still, demand and supply are not easily matched, and motorists have been known to go to great lengths to preserve their parking advantage, even if doing so breaks the law.

One Queens man managed to avoid paying fines on more than 50 tickets for parking his company truck on the street outside his house. By changing the address number on his home every night, he was able to argue that the tickets weren't his. When Young Fein heard about that—she often gets tipped off by administrative law judges who hear parking cases—she had marshals conduct overnight surveillance. The resident was ordered to pay \$18,630 in fines and penalties on the previously dismissed tickets.



'Rogue Computer' Faulted for Bad Parking Tickets

By FELICIA R. LEE
Published: August 14, 1990

A "rogue computer" used by New York City's Parking Violations Bureau is responsible for \$19 million worth of tickets issued annually to people who do not own cars, people whose cars have been stolen and people who have paid their fines, City Council President Andrew J. Stein charged yesterday.

Mr. Stein said that he wants the Parking Violations Bureau to put in computer safeguards and hire an independent auditor before a contract is extended for the consulting company that designed the computer. The Board of Estimate is to vote on Thursday on whether to extend the \$11 million contract for two years.

"When the state-of-the-art Stars computer system was designed for the city, it was supposed to insure greater efficiency and accuracy," Mr. Stein said at a news conference. "In fact, the opposite has happened. Stars has become a rogue computer recklessly terrorizing innocent people."

Stephanie Pinto, a spokeswoman for the bureau, called Mr. Stein's characterizations hyperbolic. She said the bureau annually makes about \$4 million worth of errors, not \$19 million.

'Andrew Is Being Ridiculous'

"Is it a rogue computer?" Ms. Pinto said. "No, it is not. Andrew is being ridiculous."

"We process 12 million summonses a year. The kinds of mistakes that Andrew was talking about - I don't have a car, my car was stolen - result in 42,000 complaints a year. If you divide 42,000 by 12 million you get .003."

"Is three-tenths of one percent reckless?" she asked. "It's not that we don't have compassion for those people, but the potential for error is enormous and we have to put it in perspective."

Seryl Ritter, chief of staff for the Parking Violations Bureau, said that before the Stars system began operating two years ago, the bureau annually logged 85,000 errors.

Hundreds of Complaints

"Stars was not everything we wanted it to be, but we have worked very hard to enhance it and correct it and we continue to do that," Ms. Ritter said. She said bureau officials hope to begin operating the computer themselves in the next two years.

Stars is an acronym for Summons Tracking Accounts Receivable System. American Management Systems of Arlington, Va., was hired in 1984 to design it.

Mr. Stein yesterday pointed to a 1985 document written by the Parking Violations Bureau's computer managers, which outlined "critical structural deficiencies" and warned of "profound and far-reaching implications."

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INCREASE FUNDING FOR VICTIMS OF DOMESTIC VIOLENCE

Simply Enforce

NYS Vehicle & Traffic Law 1809-a

* § 1809-a. **Mandatory surcharge** required in certain cities for parking, stopping and standing violations. 1. The provisions of any other general or special law notwithstanding, whenever, in a city having a population of one hundred thousand or more according to the nineteen hundred eighty United States census, proceedings in an administrative tribunal or a court result in a finding of liability, or conviction for the violation of any statute, local law, ordinance **or rule involving the parking, stopping or standing of a motor vehicle, there shall be levied a mandatory surcharge in addition to any other sentence, fine or penalty otherwise permitted or required, in the amount of fifteen dollars.** Such surcharge shall not be deemed a monetary penalty for the purposes of section two hundred thirty-seven of this chapter or section 19-203 of the administrative code of the city of New York.

2. **The mandatory surcharge** provided for in subdivision one of this section shall be paid to the clerk of the court or administrative tribunal that made the determination of liability. (a) Except as provided in paragraph (b) of this subdivision within the first ten days of the month next succeeding the collection of such surcharge, the collecting authority shall pay seven dollars and fifty cents of each surcharge to the justice court fund held by the state comptroller pursuant to section ninety-nine-a of the state finance law which monies shall then be deposited to the credit of the general fund. Each such payment shall be accompanied by a true and complete report in such form and detail as the comptroller shall prescribe. The remaining amount of the surcharge shall be paid to the chief fiscal officer of the municipality and used by the municipality from which it originated for its local criminal justice programs and purposes.

(b) Within the first ten days of the month next succeeding the collection of such surcharge, the collecting authority in cities having a population of one hundred thousand or more but less than one million shall pay such surcharge to the chief fiscal officer of the municipality and such surcharge shall be used by the municipality from which it originated for its local criminal justice programs and purposes.

A YES VOTE

STOPS

THE CITY OF NEW YORK DEPARTMENT OF FINANCE
FROM CUTTING MORE THAN \$4 BILLION
EARMARKED FOR

**Education, Schools, Sports
Programs, Hunger, Homelessness,
Mass Transit, Victims of Domestic
Violence, Health Programs,
Hospitals**

To Whom It May Concern

My name is Pamela L. Ward. I am the founder and President of Redeemed Outreach Ministries & Publications, Intl., a New York State Corporation. I am an ordained minister. Our Ministry is located at 244-23 137th Avenue, Rosedale NY 11422

Our organization, a not-for-profit organization, services the greater New York area by helping individuals who are either victims of domestic violence or are incarcerated or recently released, and help them to come back into society and live a normal life. Please see the link to our website here:

<http://www.redeemedworldwide.org/>

In particular, our mission is "to enhance the self-worth, healing, and quality of life of women and girls surviving sexual assault, domestic violence, and those formerly incarcerated." We are in dire need of ongoing funding.

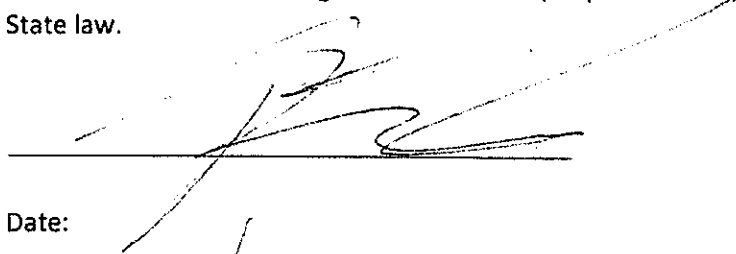
It is my understanding that the **NYS Mandatory Surcharge**, outlined in section 1809-a of the NYS Vehicle & Traffic Law is designed to collect \$15.00 per parking ticket, when the ticket is not dismissed, and these funds are earmarked to help the very people our organization was created to serve. Pursuant to the law:

"the collecting authority shall pay seven dollars and fifty cents of each surcharge to the justice court fund held by the state comptroller.

The remaining amount of the surcharge shall be paid to the chief fiscal officer of the municipality and used by the municipality from which it originated for its local criminal justice programs and purposes."

I understand that the City of New York Department of Finance is not collecting the mandatory \$15.00 per ticket surcharge it is required to collect and remit. They do this for members of what the Department of Finance refers to as the Settlement Program, who have agreed, by contract, not to contest their tickets. As their settlement program members, all of whom are businesses who regularly receive parking tickets, have not contested their tickets, and the NYC DOF website states these tickets are "Guilty", meaning they are convicted of the alleged parking violation, the mandatory surcharge must be collected for each ticket, but is not. This amounts to a large amount of money each year, estimated at more than \$20 million dollars. Please see the attached exhibits.

Accordingly, on behalf of our organization, our members and the public we serve, I agree to petition New York City Council members, City Hall, and Courts of competent jurisdiction, to have the \$15.00 **Mandatory Surcharge** collected by the NYC Department of Finance, as required by law so that our needs, and the needs of others like our organization and the people we serve, receive the funding required by New York State law.



Date:

12/5/17
229-19 Warwick Boulevard, Suite 376
Larchmont, NY 11413

April 21st 2018

PETITION

I agree that all businesses who park their delivery and service vehicles on any public street, in any location in the State of New York should be mindful of the important and special needs of individuals with disorders and disabilities.

In every City of our state, including the City of New York, individuals with disorders and disabilities are provided with an application procedure for disabled people's permits and when approved by the City of New York those individuals with permits are allowed to park at on-street locations otherwise organized by law for commercial vehicles who are *actively* engaged in making an expeditious delivery or service call. However, in practice, not all commercial vehicles who park in these locations are, in fact, actively engaged in making an expeditious delivery or service calls. Yet, the City of New York encourages them to park in locations earmarked for individuals who have a bona-fide NYC Disabled Persons Permit, and then, in addition to denying by equal access to these precious parking spots is also improperly reducing or dismissing these tickets, and simultaneously eliminating a corresponding \$15 mandatory surcharge that is earmarked for DUI Education Programs, the defense of indigent defendants, victims of domestic violence and justice court programs.

Accordingly, I believe the actions in this regard by the City of New York Department of Finance are discriminatory to me for many reasons including denying my equal access to on-street parking in New York City. Therefore, I consent to being a named petitioner in a legal proceeding to ensure that businesses are required to fully comply with the law and to prove they are making expeditious deliveries or service calls to a court of competent jurisdiction before gaining a dismissal or a reduction in their fines, and are *not* granted special exemptions regarding parking violations by the NYC Department of Finance. I understand that I will not be responsible for any expenses or costs associated with such a proceeding.

| First Name | Last Name | Address | Signature | |
|------------|-------------------|--------------------|---|------------------------|
| * | Peter | Gouliardo | 17 Forest Drive Paramus NY | <i>[Signature]</i> |
| | MARIA | Bourgeois | 863 Heights Ln Tenafly, NY | <i>[Signature]</i> |
| * | VICTOR | PERNA | 60 UNION AVE #466 New Rochelle, N.Y. 10801 | <i>[Signature]</i> |
| | Michael | Birnbaum | 17 Sayamont Ave. Suff. NY 10906 | <i>[Signature]</i> |
| | ELLA | HILL | 15 Summit Ave. Sualb | <i>[Signature]</i> |
| | Edward | Funchus | 7 Dekalb Ave | <i>[Signature]</i> |
| | Mindy | ROBERTS | 7 Kendall Dr. New City | <i>[Signature]</i> |
| | Leslie | Moresca | Leslie Moresca | [Signature] |
| | John | TURNER | 13 Parkin Hill Rd Warwick N.Y. 10990 | <i>[Signature]</i> |
| | ANGELA | MARINO | 5 HANNA CT, W. ROCK, NY 10934 | <i>[Signature]</i> |
| | ANNE | BRYANT | 54 WOODBINE RD NEW CITY, NY 10956 | <i>[Signature]</i> |
| | GERRY | CHUKA | 421 6 ST BKLYN | <i>[Signature]</i> |
| * | PAT | OFORI | 355 Bx. Riv. Rd. York | <i>[Signature]</i> |
| | Keri | Cepsi | 2706 Rt. 6, Slatehill, N.Y. 10973 | <i>[Signature]</i> |
| | Shelaa | Kempart | 150 Liberty Pkwy Apt #10 | <i>[Signature]</i> |
| | Michael | Boyer | 5666 Connor Loop West Point, NY | <i>[Signature]</i> |
| | Ed | Lising | 5 Mace Dr, Valley Cottage NY | <i>[Signature]</i> |

KNYC METER WAIVER

KELLY SLAMS POLICY THAT LETS SOME PARK & SLIDE

BY KERRY BURKE ALISON GENDAR

NEW YORK DAILY NEWS Wednesday, March 22, 2006, 12:00 AM

POLICE Commissioner Raymond Kelly blasted a city policy that allows FedEx, UPS and other delivery companies to defy parking rules without punishment - while average New Yorkers get socked with tickets. Kelly said guidelines that permit delivery giants to clog streets by double parking without punishment for up to three hours should be reined in. "Does that make sense? Is that common sense living in this 8.

1 million-population city?

" Kelly asked the City Council. "You can double-park and unload a commercial vehicle for three hours and that's considered expeditious parking.

" Kelly's words resonated on the city's crowded streets, where many New Yorkers slammed the three-hour grace period crafted by the city Finance Department. "They park out here all day," said Manhattan handyman Mike Pau, pointing to trucks double-parked along 47th St. near Fifth Ave. "It's like their office.

" Kelly said the grace period should be shrunk to 30 minutes - and only if there are no legit spots nearby. The delivery outfits get the grace period on top of another city perk that allows them to avoid paying full price for all their parking tickets. Since July 2004, City Hall has offered companies a chance to pay reduced fines in exchange for dropping their right to go before a judge. "It's not fair," said Mark Carbone, 55, a precious-metal buyer. "I'm here two minutes and I get a ticket.

" But jeweler Leon Garadet, 25, saw wisdom in the perks. "They deliver millions of dollars of merchandise," he said. "It's important for the economy.

" The Finance Department said the city does not lose money by allowing companies to settle tickets at reduced rates because a portion of all tickets is dismissed in court. With the NYPD planning to hire another 117 ticket agents, City Councilman John Liu (D-Queens) questioned why the personnel were needed if many of the city's tickets are worthless. But Kelly said the ticket agents combat congested streets. "Have you had to drive around here?

" he asked. kburke@nydailynews.

com

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THE WALL STREET JOURNAL.

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<https://www.wsj.com/articles/new-york-city-to-reduce-discounts-on-parking-tickets-for-commercial-vehicles-1525957200>

NEW YORK

New York City to Reduce Discounts on Parking Tickets for Commercial Vehicles

Critics say there shouldn't be any reduced penalties for violations that contribute to traffic congestion



A traffic officer writing out a parking ticket on 46th Street in Manhattan. PHOTO: SARAH BLESENER FOR THE WALL STREET JOURNAL

By Paul Berger

Updated May 10, 2018 11:56 a.m. ET

New York City is planning changes to the reduced fines levied on parking tickets given about 2,600 commercial vehicle operators, ranging from United Parcel Service Inc. to Verizon Communications Inc.

In the first major overhaul since the programs' introduction 15 years ago, the city's Department of Finance plans to raise the fines that commercial operators pay for such infractions as double parking and blocking an intersection.

Officials estimate that the new fees, expected to take effect in November, will raise ticket revenues by \$17 million. That would be a 3.2% increase on the \$525 million the city expects to get in this financial year.

Jeffrey Shear, an official at the finance department, said the goal is more about reducing traffic congestion, a growing problem, than about raising revenue. "The main thing we wish to do is to incentivize behavior change," Mr. Shear said. "It's up to the companies and the drivers to respond to that."

Mr. Shear declined to reveal all of the proposed changes to the 99 parking violations, saying the department may make minor adjustments. Among the changes the department sees as likely being made:

- A \$115 ticket for obstructing an intersection, which is currently reduced by up to \$15, will be charged at the full rate.

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Wednesday, August 19, 2015

56 Comments

NYC's Parking Ticket Deals Cost Millions That Could Be Used for Street Safety

by [Stephen Miller](#)

When the city zeroes out the cost of undisputed tickets for delivery companies as part of a special program to reduce the cost of parking violations, it's also giving them a pass on a fee required by the state. That surcharge funds anti-drunk driving programs, among other initiatives, and advocates say the city and state could be missing out on tens of millions of dollars each year.

The special parking ticket programs in question, known as the [Stipulated Fine and Commercial Abatement programs](#), have given companies that sign up an [automatic discount](#) on the cost of parking violations since first launching [in 2004](#).

"We've taken issue with the stipulated fine program before," said TA Executive Director Paul Steely White, "[for] essentially giving large freight haulers or delivery companies incentives to break parking laws."

Most parking tickets are discounted under the program. Up to 30 violations, including double parking, have had their fines reduced to \$0, according to data collected by parking watchdog Glen Bolofsky of [ParkingTicket.com](#).

In a letter sent to Mayor Bill de Blasio today [\[PDF\]](#), TA questioned whether the city is collecting the \$15 fee for tickets that have been reduced to \$0. [State law](#) requires the surcharge in addition to any other fine that may be levied.

"We are in full compliance with the law," said Department of Finance spokesperson Sonia Alleyne. "The \$15 surcharge is collected on EVERY summons or fine that is paid — even the abated ones. It's automatically included."

I asked if the city collects the \$15 fee on tickets that have been reduced to \$0. "No," Alleyne replied.

Once collected by the city, the \$15 surcharge is split between the city and the state. At the state level, it is administered through the Justice Court Fund, which spends it on "legal services for indigent defendants, crime victims' services, and driving while intoxicated (DW) education programs," according to a 2010 report by the state comptroller [\[PDF\]](#).

In its letter, TA urges the city to use its portion of the surcharge revenue on speed enforcement and other Vision Zero initiatives, such as driver education and crackdowns on failure to yield to pedestrians and other violations.

Bolofsky estimates that three million of the city's approximately 10 million annual traffic tickets go through the Stipulated Fine or Commercial Abatement programs. That means up to \$45 million in uncollected surcharges each year, though the number is likely lower since not all violations are reduced to \$0 under the program.

"It does appear that in their rush to give discounts to large carriers, that they have potentially been missing out on tens of millions of dollars in revenue for various life-saving programs," White said. "It's another reason why they should end the preferential treatment of pervasive lawbreakers."

[Stephen Miller](#) is a reporter for Streetsblog NYC. He has been covering the movement for safer streets, effective transit, and livable cities since 2012.



FedEx likely isn't paying a dime for double parking. That has implications for funding the state's anti-DWI initiatives, while the city is missing out on money that could be used for Vision Zero. Photo: Stephen Miller

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CRAIN'S NEW YORK BUSINESS

November 05, 2018 12:00 AM

Curbside crush: City officials are upping fines so drivers will park legally

Delivery companies say they are being asked to do the impossible

MATTHEW FLAMM  



Buck Ennis

Thorpe of the New York Trucking and Delivery Association says the decision to raise penalties won't solve the parking crisis.

Delivery companies say they are being asked to do the impossible

For more than a decade, Ken Thorpe has been a soldier in the fight against parking tickets, which has become part of the escalating war for access to the curb. It's a conflict that has intensified in recent years as ride-hail services have clogged roads, New Yorkers have had more of their purchases delivered, and the streetscape has been remade with bicycle lanes, pedestrian malls and restrictions on parking and unloading.

The city "has whittled away at the commercial parking infrastructure," said Thorpe, the chief executive of the New York Trucking and Delivery

Association, which he founded in 2004 to deal with parking issues for small and midsize businesses.

At the same time, trucks are making more deliveries than ever, and they must do that regardless of whether there's unloading space available. "Trucking is not a 'choice' situation," Thorpe said. "It's a necessity."

But now the 600 members of his group, as well as large fleet operators such as UPS and FedEx, are facing higher fines—and possibly more paperwork and time in traffic court—as a little-known yet controversial city policy comes under fire. The stipulated-fine program was established in 2004 by the Department of Finance to let businesses pay slightly reduced fines—and no fines at all for some infractions—in exchange for not contesting their tickets.

It was mainly a way to reduce everyone's administrative costs while having delivery companies pay roughly what they would have otherwise. (The reductions were calculated with an eye on the percentage of tickets that were successfully challenged.) But the program was a sore point with advocacy groups such as Transportation Alternatives, which considered it a corporate giveaway that neutered traffic enforcement.

Last month, in a bid at leveling the playing field for businesses not in the program—and furthering the city's congestion-reduction goals—the Finance Department announced that next

month it would raise the program's fines, including those now set at zero.

As if that were not bad enough for Thorpe's membership, in the same week five City Council members introduced a bill to abolish the program. They denounced it as a free pass to large corporations and a contributor to reckless parking and congestion.

Thorpe says it's the council bill that's a giveaway—to parking-ticket brokers, who stand to gain business adjudicating tickets. He sees no way that the Finance Department's plan will change driver behavior or have any impact on congestion.

"The theory of the program was there are bad things, good things and some things in between, and it taught the driver you're going to pay a lot to do bad things and little or none to do the others," Thorpe said. "Now they've put the bad and good closer together, removing the driver's incentive for doing the good, because it's going to cost just a little more to do the bad."

Doubling down

In fact, good and bad parking behavior will not be punished that similarly. The most serious violations that get discounts, such as obstructing traffic (\$10 off the \$115 total), will now get no break at all, while many of the zero-fine infractions will cost \$25.

But Thorpe says those increases could cost some of his members hundreds of dollars a week—enough that he would consider taking them out of the program. The \$35 fine for double parking outside Midtown is still better than the official \$115, but he notes that double parking is legal for the first 30 minutes, and enforcement is not always scrupulous.

In 2011 he sued the city, which for some years had been slapping double-parked delivery trucks with the more expensive violation of blocking a travel lane, which carried a \$40 fine. In 2016 the city settled and paid those covered by the lawsuit \$14 million.

Even so, the Finance Department, which worked with the Department of Transportation on the new fine schedule, says more needs to be done to ease congestion. The agency says the stipulated-fine program has been sending the wrong signal to the wider parking universe by not reflecting the fact that not all double-parking tickets are dismissed.

"We need the program to have incentives that are aligned with the city's goals to reduce congestion, and we need the program to be fair," said Finance Deputy Commissioner Jeffrey Shear. "We agree that the conversation about congestion is a larger conversation, and there are many other factors, and this program is one small piece. But we don't want to send the wrong message by saying double parking outside of Midtown will cost businesses nothing."

The Transportation Department maintains that it is doing all it can.

The agency is "committed to improving commercial accessibility throughout the five boroughs, especially in the context of our street-improvement projects," a spokeswoman said. As part of those projects, "new curb regulations are installed that are complementary to the larger curb-management goals of the corridor, such as faster bus mobility, reduction of double parking, and better commercial access."

But the Transportation Department is aware that it's a long way from curing congestion when demand for deliveries from myriad e-commerce businesses, including Amazon and Fresh Direct, is bigger than ever.

"Consumer demands and the amount of available space we have at the curb, they're at odds right now," Transportation Commissioner Polly Trottenberg said at a *Crain's* breakfast forum last month. She added that parking enforcement can only do so much, and larger fixes, including congestion pricing and technology such as license-plate readers, might be part of the answer.

"Right now the demand for the curb exceeds the supply," she said.

Some members of the City Council are not convinced that higher fines will make the program more effective. They say any solution will include abolishing stipulated fines.

"This program doesn't work," said Costa Constantinides, a City Council member from Queens, who introduced the bill to end the program as one of several parking and transportation proposals. "Trucks are still parking in bike lanes. It's been around for years, and I really feel it's prohibiting us from having a real conversation around parking that we desperately need to have."

As part of that conversation, the councilman introduced a bill that would require the Department of Citywide Administrative Services, which oversees city agencies, to have buildings under its jurisdiction receive deliveries between 7 p.m. and 6 a.m.

"The city should lead by example," Constantinides said.

That's not so simple, it turns out. A Transportation Department off-hours delivery program proved unworkable for many businesses, some of which had to add employees to accept the shipments. The councilman said his program would be "one part of the puzzle."

As it happens, parking-ticket broker Glen Bolofsky has contributed more than \$4,000 to Constantinides' campaign treasury in the past five years. A spokesman for the councilman dismissed the idea that the bill was intended to help brokers.

"The majority of those that benefit from this [stipulated-fine] program are big-box delivery corporations who flout traffic laws at the expense of pedestrians, cyclists and drivers," the spokesman said.

Public, brokers would benefit

Bolofsky agreed that ending the program would help brokers, but he insisted the biggest beneficiary would be the public. "Congestion will be reduced," he said. "More money will be raised."

Assuming 70% of double-parking tickets are dismissed, he estimated the city has forfeited \$147.5 million over the life of the program by not fining participants for double parking beyond Midtown.

The new schedule will collect about 30% of double-parking fines, but Bolofsky insists the program still benefits the biggest operators the most. He maintains that neither the city nor companies such as UPS will lose money adjudicating tickets, arguing that many companies still have in-house teams for the job, and automation can reduce the expense further. He noted that the city handled 12 million tickets a year in 1990, when they were handwritten, and had to deal with only 10 million last year. Enforcement agents now use handheld devices that reduce the errors and bad handwriting that led to dismissals.

The Finance Department disagrees with his conclusions, saying both the city and the 1,751 companies in the program—encompassing 48,880 vehicles—would spend more without the program.

"We would need more hearing officers," Shear said. "The companies would have to retain brokers or hire staff to defend against these parking tickets. In terms of revenue, there would be no increase to the city."

Apart from whether the program is good for the city, a walk through Midtown with several UPS executives revealed how difficult following parking rules can be.

In the heart of the Diamond District on West 47th Street, at 11 a.m., delivery drivers had a choice between two tickets—for parking in a No Standing zone that allows truck loading between 2 p.m. and 7 a.m., or for parking in a No Standing Anytime zone across the street. (The restrictions are part of Mayor Bill de Blasio's Clear Curbs program, piloted this year to ease congestion in the core business district.)

Another option would be to park at a metered spot a couple of blocks away and cart diamonds by hand truck to recipients, which UPS rules out for security reasons. "It would put our driver and other people in the area at risk," said Axel Carrion, director of state public affairs.

On this morning, a film shoot and construction work had claimed most of the 2 p.m. loading zone, so UPS, FedEx and Postal Service trucks had chosen the other side, risking a \$105 ticket. (It will drop to \$100 next month.)

A few blocks away, on West 50th Street, where commercial parking was allowed at that hour, every space between Sixth and Seventh avenues was taken, mostly by delivery and commercial vehicles. There were two idling for-hire vehicles and three cars with "parking authorization" placards—the bane of parking-reform advocates—on their dashboard.

Even when a UPS driver finds a legal spot, regulations can conflict with the company's efforts to operate efficiently. Using new dispatch-planning technology, the company has increased the number of packages a truck will carry to nearly 400 so that one truck does the work of two. But that truck needs to stay in one place much of the workday, doing pickups when it's done with deliveries. Parking rules—which aim to promote the flow of traffic and keep operators from hogging spots—require it to move after three hours.

But circling the block will delay deliveries and the truck could lose the spot, so the driver will stay put. This reduces congestion and pollution. But the ticket, which costs program participants nothing, will set them back \$25 under the new schedule.

Overall UPS expects its payments under the fine program to jump 32% next year, to \$21.8 million, with a \$3.4 million increase from double parking and more than \$1 million from unloading in the wrong spot or at the wrong time. The company says it would like to try other solutions, such as paying for spots where a truck could sit all day. Long term, it would like to see new building construction include space for unloading.

Right now the firm is weighing the benefits of staying in the program.

"My drivers can be trained to avoid the ticket, and we have drastically reduced the amount of tickets over the past couple of years," said Dan Byrnes, director of finance at UPS, adding that the city's ticket data aided his efforts. "Now with these changes, [the city] is not really helping. Just raising prices is not going to change behavior."

Inline Play

Source URL: <https://www.crainsnewyork.com/features/curbside-crush-city-officials-are-upping-fines-so-drivers-will-park-legally>

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| UPS/OASIS SUPPLY CORP | 13640 SPRINGFIELD | SPRINGFLD GRDN | NY11413 | 1 | 95 | .00 | | | 8596165174 |
| UPSHAW GENA | 502 W 122 ST | NEW YORK | NY10027 | 1 | 175 | .00 | | | 1414651168 |
| UPSHAW JAMEL C | 8911 PONTIAC ST | QUEENS VILLAGE | NY11427 | 1 | 30 | 2.69 | | | HCS4017 |
| UPSHAW JENELLE F | 8911 PONTIAC ST | QUEENS VILLAGE | NY11427 | 2 | 180 | 15.65 | | | HME1840 |
| UPSHER GERTRUDE | 219 SACKMAN ST # 3A | BROOKLYN | NY11212 | 1 | 105 | 6.89 | | | HRS4265 |
| UPSHER ROBERT | 216 ROCKAWAY AVE # 3 | BROOKLYN | NY11233 | 1 | 120 | 2.79 | | | HWZ4813 |
| UPSHUR ANTHONY M | 655 MYRTLE AVE # 3 | BROOKLYN | NY11205 | 7 | 845 | 188.32 | | | GMU3951 |
| UPSON ROBERTA E | 4115 VERNON BLVD | LONG IS CITY | NY11101 | 1 | 105 | 11.93 | | | HEX5311 |
| UPSON SHAKZENA | 28 POMMER AVE | STATEN ISLAND | NY10304 | 3 | 255 | 10.94 | | | HPK2089 |
| UPSON VATON S | 17212 133RD AVE # 11 | JAMAICA | NY11434 | 3 | 305 | 115.70 | | | GPK8194 |
| UPSON VATON | 172-12 133RD AV 11B | JAMAICA NY | 11434 | 1 | 105 | .00 | | | 7725095974 |
| UPSTAIRS & DOWNSTAIR | 157 W 124 ST | N Y N Y | 10027 | 1 | 175 | .00 | | | 7898063030 |
| UPSTAIRS & DOWNSTAIR | 157 W 124 ST | N Y N Y | 10027 | 1 | 125 | .00 | | | 7965229894 |

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| ***** JUDGMENT DEBTOR ***** | | ***** A D D R E S S ***** | | J-# | J-AMT | J-INT | PLT OR | SUM ST |
|--|----------------------|---------------------------|---------|-----|-------|---------|------------|--------|
| FEDERAL EXPRESS | 5895 MAURICE AV | MASPETH NY | 11378 | 1 | 30 | .00 | 7126699864 | |
| FEDERAL EXPRESS | ACCOUNTS PAYABLE | NEW YORK | NY10005 | 1 | 175 | .00 | 7941497839 | |
| FEDERAL EXPRESS | 5895 MAURICE AV | MASPETH NY | 11378 | 1 | 175 | .00 | 7644299660 | |
| FEDERAL EXPRESS | 5895 MAURICE AV | MASPETH NY | 11378 | 1 | 175 | .00 | 7785814545 | |
| FEDERAL EXPRESS | 110 WALL ST | NEW YORK | NY10005 | 1 | 175 | .00 | 7891135861 | |
| FEDERAL EXPRESS | 110 WALL ST | NEW YORK | NY10005 | 1 | 125 | .00 | 7925197377 | |
| FEDERAL FIFTY THREE INC | 305 BRUCKNER BLVD | BRONX | NY10454 | 9 | 1125 | 396.63 | GRX2327 | |
| FEDERAL GLASS AND WINDOWS NYC LLC | 319 HEYMAN AVE # 1 | BRONX | NY10473 | 2 | 245 | 1.20 | 25083MH | |
| FEDERAL REALTY INVESTMENT TRUST | 6130 190TH ST | FRESH MEADOWS | NY11365 | 1 | 175 | 71.79 | FTF9702 | |
| FEDERAL TRANSIT DELI INC | 6123FRT HMLIN PKWY # | BROOKLYN | NY11219 | 8 | 1002 | 316.79 | 7635938C | |
| FEDERAL TRANSIT DELI INC | 6123FRT HMLIN PKWY # | BROOKLYN | NY11219 | 95 | 11735 | 2948.17 | 7646214C | |
| FEDERAL TRANSIT NY INC | 266 PROSPECT PARK W | BROOKLYN | NY11215 | 13 | 1685 | 350.42 | G2C5802 | |
| FEDERALS CORP | 4748 BRONX BLVD | BRONX | NY10470 | 1 | 125 | 25.12 | 20203TT | |
| FEDERALS CORP | 3530 WEBSTER AVE | BRONX | NY10467 | 2 | 250 | 24.50 | 22771TT | |
| FEDERALS CORP | 3530 WEBSTER AVE | BRONX | NY10467 | 3 | 375 | 47.42 | 23603TT | |
| FEDERATION DEVELOPE CORP | 20 E 46TH ST | NEW YORK | NY10017 | 1 | 75 | 45.02 | YLY51J | NJ |
| FEDERATION EMPLOYMNT & GUIDANCE SERVICE IN | 315 HUDSON ST | NEW YORK | NY10013 | 1 | 175 | 54.69 | EAA4752 | |
| FEDERATION EMPLOYMNT & GUIDANCE SRVCE INC | 315 HUDSON ST | NEW YORK | NY10013 | 2 | 280 | 79.44 | DVG2757 | |
| FEDERATION EMPLOYMNT & GUIDANCE SVS INC | 315 HUDSON ST | NEW YORK | NY10013 | 3 | 325 | 105.23 | BWJ6836 | |
| FEDERATION MGMT BROOKLYN LLC | 21 W 38TH ST FL 9 | NEW YORK | NY10018 | 1 | 40 | .02 | BBK7299 | |
| FEDERATION OF MULTICLTRL PRGMS INC | 2 VAN SINDEREN AVE | BROOKLYN | NY11207 | 2 | 350 | 29.28 | CKC2716 | |
| FEDERICI MICHAEL D | 3034 KINGSBRIDGE Z | BRONX | NY10463 | 1 | 95 | 56.32 | FSP6646 | |
| FEDERICO EMMA B | 107 5TH AVE # 2 | BROOKLYN | NY11217 | 1 | 105 | 49.73 | EVN1651 | |
| FEDERICO GERARD | 2400 JOHNSON AVE # 9 | BRONX | NY10463 | 2 | 210 | .82 | GGR7276 | |
| FEDERICO JOSEPH | 13828 60TH AVE | FLUSHING | NY11355 | 1 | 60 | 5.83 | CBV6080 | |
| FEDERICO JULIETTE A | PO BOX 20 | BRONX | NY10461 | 1 | 25 | 14.94 | R61AMF | NJ |
| FEDERICO LOPEZ | 1248 E 35TH ST | BROOKLYN | NY11210 | 1 | 105 | 17.33 | GWV2924 | |
| FEDERICO HUNTZ | 4609 48TH AVE # 3R | WOODSIDE | NY11377 | 3 | 375 | 43.74 | EDE4467 | |
| FEDERICO NAPOLES | PO BOX 240 | BRONX | NY10463 | 1 | 75 | 11.22 | EWV3308 | |
| FEDERMAN RAMONA A | 1461 GRAND CONCRS IC | BRONX | NY10452 | 2 | 300 | 5.49 | RSE4205 | |
| FEDERMAN AVROHOM Y | 1126 E 2ND ST | BROOKLYN | NY11230 | 2 | 300 | 21.71 | 608781 | |
| FEDERMAN ISRAEL | 899 E 19TH ST | BROOKLYN | NY11230 | 1 | 175 | .00 | 7862651765 | |
| FEDERMAN SIMONE J | 409 EDGEcombe AVE # | NEW YORK | NY10032 | 1 | 120 | .69 | FFF8244 | |
| FEDERO WILFRIDA U | 1662 HOE AVE # 6B | BRONX | NY10460 | 6 | 780 | 407.57 | GAM8542 | |
| FEDEROFF ILENE E | 22055 46TH AVE # 16H | BAYSIDE | NY11361 | 1 | 75 | 1.73 | CBR2743 | |
| FEDEX | 195 S 4TH ST | BROOKLYN NY | 11211 | 1 | 175 | .00 | 8482159392 | |
| FEDEX ANTHONY CONNER | 3201 GLENWOOD RD | BROOKLYN | NY11210 | 1 | 175 | .00 | 1385270408 | |
| FEDEX ANTHONY CONNER | 3201 GLENWOOD RD | BROOKLYN | NY11210 | 1 | 175 | .00 | 1385268104 | |
| FEDEX DRIVER | 130 LEORAD STREET | NEW YORK | NY10014 | 1 | 125 | .00 | 7965375710 | |
| FEDEX DRIVER | 889-LINDEN BLVD APT | BROOKLYN | NY11203 | 1 | 75 | .00 | 4613109097 | |

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J-H J-AMT J-INT PLT OR SUM ST

| FEDEX DRIVER | 51 20TH STREET | BROOKLYN | NY11232 | 1 | 175 | .00 | 8585757619 |
|---------------------------------|-------------------|------------------|---------|---|-----|--------|------------|
| FEDEX DRIVER FEDEX 3101 | 316 SUYDAM ST | BROOKLYN | NY11221 | 1 | 75 | .00 | 4609521246 |
| FEDEX DRIVER FEDEX 3101 | 316 SUYDAM ST | BROOKLYN | NY11221 | 1 | 75 | .00 | 4609547983 |
| FEDEX DRIVER FEDEX 3101 | 316 SUYDAM ST | BROOKLYN | NY11221 | 1 | 75 | .00 | 5088350752 |
| FEDEX FEDEX | 510 20TH STREET | BROOKLYN | NY11220 | 1 | 175 | .00 | 8537819207 |
| FEDEX TERENCE | 543 EAST 108TH ST | BROOKLYN | NY11236 | 1 | 175 | .00 | 7528695749 |
| FEDEX CORPORATE GROU | 2901 BORDEN AVE | LONG ISLAND CITY | NY1101 | 1 | 175 | .00 | 8007060935 |
| FEDEX CORPORATE GROU | 83-15 24TH AVE | EAST ELMHURST | NY11370 | 1 | 30 | .00 | 8683861454 |
| FEDEX DRIVER ANTHONY CONNER | 3201 GLENWOOD RD | BROOKLYN | NY11210 | 1 | 175 | .00 | 1404743110 |
| FEDEX EXPRESS | KERRY MOSES | BROOKLYN | NY11236 | 1 | 75 | .00 | 5059652804 |
| FEDEX EXPRESS DRIVER | HANGER DR NORTH | JAMAICA | NY11433 | 1 | 75 | .00 | 4616449387 |
| FEDEX EXPRESS DRIVER | HANGER DR NORTH | JAMAICA | NY11433 | 1 | 75 | .00 | 4616495737 |
| FEDEX EXPRESS DRIVER | HANGER RD NORTH | JAMAICA | NY11433 | 1 | 75 | .00 | 4615211673 |
| FEDEX EXPRESS DRIVER | HANGER RD NORTH | JAMAICA | NY11433 | 1 | 75 | .00 | 4615849746 |
| FEDEX EXPRESS DRIVER | HANGER RD NORTH | JAMAICA | NY11433 | 1 | 75 | .00 | 4615478902 |
| FEDEX GROUND | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 12 | .00 | 5065549503 |
| FEDEX GROUND | 195 S 4TH ST | BROOKLYN NY | 11211 | 1 | 175 | .00 | 8520918657 |
| FEDEX GROUND | 195 S 4TH ST | BROOKLYN NY | 11211 | 1 | 175 | .00 | 8576904664 |
| FEDEX GROUND | 195 S 4TH ST | BROOKLYN NY | 11211 | 1 | 175 | .00 | 8501053841 |
| FEDEX GROUND | 195 S 4TH ST | BROOKLYN NY | 11211 | 1 | 175 | .00 | 8657769861 |
| FEDEX GROUND | 195 S 4TH ST | BROOKLYN NY | 11211 | 1 | 175 | .00 | 8567886490 |
| FEDEX GROUND HOME DEL. | 300 MASPETH AVE | BKLYN NY | 11211 | 1 | 175 | .00 | 8646774960 |
| FEDEX GROUND HOME DELIVERY | 901 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 7780523597 |
| FEDEX GROUND HOME DELIVERY | 901 ZEREGA AVE | BRONX NY | 10474 | 1 | 105 | .00 | 7566524112 |
| FEDEX GROUND INDEP CONTRACTORS | 3 SYLVAN CT | STATEN ISLAND NY | 10307 | 1 | 125 | .00 | 7883223471 |
| FEDEX GROUND PACKAGE SYSTEM INC | 100 MORGAN AVE | BROOKLYN | NY11237 | 1 | 75 | 35.79 | 8592352063 |
| FEDEX GROUND PACKAGE SYSTEM INC | 2901 BORDEN AVE | LONG IS CITY | NY1101 | 6 | 726 | 323.80 | 16774JT |
| FEDEX GROUND PACKAGE SYSTEM INC | 2901 BORDEN AVE | LONG IS CITY | NY1101 | 2 | 350 | 137.16 | 35996KA |
| FEDEX GROUND PACKAGE SYSTEM INC | 5-90 47TH ST | MASPETH | NY11378 | 3 | 180 | 80.07 | 64652MC |
| FEDEX GROUND PACKAGE SYSTEM INC | 2425 B Q E | WOODSIDE | NY11377 | 3 | 395 | 205.46 | 64652MC |
| FEDEX GROUND PKG SYSTEM | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 60 | .00 | 68322JV |
| FEDEX GROUND PKG SYSTEM | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 60 | .00 | 7949832150 |
| FEDEX GROUND PKG SYSTEM/EXTRA | 300 MESPETH AVE | BKLYN NY | 11211 | 1 | 125 | .00 | 7964598879 |
| FEDEX GROUND-INDEP CONTRACTORS | 3 SYLVAN CT | STATEN ISLAND NY | 10307 | 1 | 175 | .00 | 7844877716 |
| FEDEX GROUND-INDEP CONTRACTORS | 3 SYLVAN CT | STATEN ISLAND NY | 10307 | 1 | 175 | .00 | 8590358963 |
| FEDEX HOME DEL | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 125 | .00 | 8598455246 |
| FEDEX HOME DEL | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 7968907536 |
| FEDEX HOME DEL | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 7512115921 |
| FEDEX HOME DEL | 901 ZEREGA AVE | BX NY | 10473 | 1 | 175 | .00 | 7990481893 |
| FEDEX HOME DEL | 635 ZEREGA AVE | BX N Y | 10473 | 1 | 175 | .00 | 1289744397 |

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|-----------------------------|----------------------|---------------------------|---------|-----|-------|-------|------------|----|-----|----|
| FEDEX HOME DEL. | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 7513744518 | | | |
| FEDEX HOME DEL. | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 155 | .00 | 7729869780 | | | |
| FEDEX HOME DEL. | 635 ZEREGA AVE | BX N Y | 10473 | 1 | 175 | .00 | 7814974010 | | | |
| FEDEX HOME DEL. | 635 ZEREGA AVE | BX N Y | 10473 | 1 | 175 | .00 | 7736824691 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 105 | .00 | 7214652894 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 30 | .00 | 7622504920 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 95 | .00 | 7510278934 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 7549971894 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 7703115484 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 7975741360 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 7910742873 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 7332992528 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 95 | .00 | 7540596028 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 125 | .00 | 7923496031 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 7814439218 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 50 | .00 | 1340814778 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 95 | .00 | 7247827269 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 8004606325 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 30 | .00 | 7057782238 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 30 | .00 | 7072149302 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 30 | .00 | 7918791150 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 130 | .00 | 1359581467 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 60 | .00 | 1359604753 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 1361056484 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 1362691331 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 7097045863 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 95 | .00 | 7111593200 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 95 | .00 | 7126312532 | | | |
| FEDEX INC | 635 ZEREGA AVE | BX NY | 10473 | 1 | 175 | .00 | 7894692554 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 175 | .00 | 7914671320 | | | |
| FEDEX INC | 635 ZEREGA AVE | BRONX NY | 10473 | 1 | 60 | .00 | 7929859915 | | | |
| FEDEX JAMAICA DRIVER | 8121 155 AVE | BX NY | 10473 | 1 | 125 | .00 | 7941039539 | | | |
| FEDEX JAMAICA DRIVER | 8121 155 AVE | HOWARD BEACH | NY11414 | 1 | 75 | .00 | 4629915734 | | | |
| FEDEX REPLACEMENT | 8121 155 AVE | HOWARD BEACH | NY11414 | 1 | 95 | .00 | 8398030021 | | | |
| FEDEX/HOME DELIVERY | 901 ZEREGA AVE | BRONX NY | 10473 | 1 | 77 | .00 | 7925271905 | | | |
| FEDEX/HOME DELIVERY | 901 ZEREGA AVE | BRONX NY | 10473 | 1 | 22 | .00 | 1264516605 | | | |
| FEDEX/ATKINSON ONEILL | 901 ZEREGA AVE | BRONX NY | 10473 | 1 | 125 | .00 | 1264556917 | | | |
| FEDISZ-PEREYRA ANNA | 50 28TH STREET | BROOKLYN | NY11232 | 1 | 175 | .00 | 1417220922 | | | |
| FEDJUNIM ANDREI V | 330 S 3RD ST # 17 | BROOKLYN | NY11211 | 3 | 315 | 17.07 | GHR1203 | | | |
| | 3100 OCEAN PKWY # F5 | BROOKLYN | NY11235 | 1 | 75 | 22.40 | FHW1089 | | | |

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|------------------------------------|----------------------|---------------------------|---------|-----|-------|---------|------------|----|-----|----|
| VERGONA DANA M | 281 ASHLAND AVE | STATEN ISLAND | NY10309 | 1 | 25 | .57 | GZH9884 | | | |
| VERGULES ALEKSANDR | 200 GELSTON AVE # C2 | BROOKLYN | NY11209 | 1 | 175 | 3.43 | GFP1329 | | | |
| VERGULES ALEKSANDR | 200 GELSTON AVE # C2 | BROOKLYN | NY11209 | 1 | 95 | .53 | JBB4466 | | | |
| VERIAN JEAN F | 10483 129TH ST | SOUTH RICHMOND | NY11419 | 1 | 105 | 19.13 | HGV7855 | | | |
| VERICAIN HUGUES | 811 CORTELYOU ROAD | BKLYN NY | 11234 | 1 | 95 | .00 | 7228286753 | | | |
| VERICELLA AMY M | 8587 67TH AVE | REGO PARK | NY11374 | 1 | 125 | .28 | RCG6046 | | | |
| VERIDIANO ALICIA E | 9411 59TH AVE # C27 | ELMHURST | NY11373 | 1 | 50 | 12.81 | GTB2651 | | | |
| VERIERICH ENTERPRISE INC | 167 HALSEY ST | BROOKLYN | NY11216 | 1 | 175 | 9.40 | 77385HH | | | |
| VERISH D GONZALO | 30-23 79 ST | EAST ELMHURST | NY11370 | 1 | 105 | .00 | 8629585468 | | | |
| VERISH GONZALO D | 10229 47TH AVE # 3F | CORONA | NY11368 | 2 | 350 | 36.18 | T639596C | | | |
| VERISH GONZALO | 5610 94TH ST APT 1B | ELMHURST | NY11373 | 1 | 95 | .00 | 8602505310 | | | |
| VERISH GONZALO | 5610 94TH ST APT 1B | ELMHURST | NY11373 | 1 | 175 | .00 | 8621862311 | | | |
| VERITAS THERAPEUTIC COMM FNDTN INC | 13820 QUEENS BLVD | BRIARWOOD | NY11435 | 1 | 75 | 26.17 | E384CD | | | |
| VERIZON NEW YORK INC | 550 W 36TH ST | NEW YORK | NY10018 | 2 | 300 | 169.05 | 17584FC | | | |
| VERIZON NEW YORK INC | 550 W 36TH ST | NEW YORK | NY10018 | 7 | 1175 | 586.00 | 17584FC | | | |
| VERIZON NEW YORK INC | 550 W 36TH ST | NEW YORK | NY10018 | 5 | 875 | 383.40 | 17584FC | | | |
| VERIZON NEW YORK INC | 550 W 36TH ST | NEW YORK | NY10018 | 2 | 300 | 182.07 | 17585PC | | | |
| VERIZON NEW YORK INC | 550 W 36TH ST | NEW YORK | NY10018 | 1 | 175 | 88.31 | 17585PC | | | |
| VERIZON NEW YORK INC | 550 W 36TH ST | NEW YORK | NY10018 | 25 | 4045 | 1773.36 | 23427FC | | | |
| VERIZON NEW YORK INC | 550 W 36TH ST | NEW YORK | NY10018 | 37 | 5975 | 2601.56 | 23429PC | | | |
| VERIZON NEW YORK INC | 550 W 36TH ST | NEW YORK | NY10018 | 1 | 175 | 95.52 | 23437FC | | | |
| VERIZON NEW YORK INC | 550 W 36TH ST | NEW YORK | NY10018 | 1 | 175 | 78.71 | 23437FC | | | |
| VERIZON NEW YORK INC | 550 W 36TH ST | NEW YORK | NY10018 | 14 | 2000 | 989.98 | 24423PC | | | |
| VERIZON NEW YORK INC | 550 W 36TH ST | NEW YORK | NY10018 | 1 | 175 | 76.91 | 30668PC | | | |
| VERKHOVSKIY VALERIY | 2180 E 8TH ST # 1R | BROOKLYN | NY11223 | 1 | 105 | 40.91 | GEN8793 | | | |
| VERKHOVSKIY VALERIY | 2901 AVENUE I # 3G | BROOKLYN | NY11210 | 1 | 105 | 41.09 | CKJ6408 | | | |
| VERKHOVSKIY RUSSELL | 50 SHORE BLVD # 6H | BROOKLYN | NY11235 | 3 | 400 | 252.45 | EAC5065 | | | |
| VERKOWITZ ESTELLE J | 8255 213TH ST | QUEENS VILLAGE | NY11427 | 2 | 250 | 103.27 | A4X355 | | | |
| VERLEY JOSEPH M | 2743 SAMPSON AVE # 2 | BROOKLYN | NY10465 | 23 | 2765 | 1566.46 | FSY2546 | | | |
| VERLEY JOSEPH M | 2743 SAMPSON AVE # 2 | BROOKLYN | NY10465 | 4 | 500 | 287.66 | FXP5823 | | | |
| VERLEY MICHAEL S | 435 E 102ND ST # 4C | NEW YORK | NY10029 | 2 | 310 | 1.51 | HZS3128 | | | |
| VERLEY MITCHELL K | 235 HOYT ST # 5G | BROOKLYN | NY11217 | 11 | 1045 | 236.90 | FZH8511 | | | |
| VERLEY RICHARD A | 446 BERRIHAN ST # 2C | BROOKLYN | NY11208 | 1 | 35 | 2.99 | GXV8889 | | | |
| VERLEY RICHARD A | 446 BERRIHAN ST # 2C | BROOKLYN | NY11208 | 1 | 175 | 7.29 | HVN6804 | | | |
| VERLING STEVEN J | 9206 88TH AVE # B1 | WOODHAVEN | NY11421 | 2 | 230 | 59.57 | GLP6093 | | | |
| VERLIN PRIMAZEE | 125 W 144TH ST # 4A | NEW YORK | NY10030 | 2 | 345 | 62.54 | RET2739 | | | |
| VERMA AASHISH | 196158 65TH # CRESC | FRESH MEADOWS | NY11365 | 3 | 425 | 8.90 | HRC9113 | | | |
| VERMA ASHOK | 24229 88TH DR | BELLEROSE | NY11426 | 1 | 124 | 41.16 | GVB9700 | | | |
| VERMA JAMBESH | 95-39 115TH ST | JAMAICA | NY11419 | 1 | 175 | .00 | 8640808065 | | | |
| VERMA PETIT-FRERE | 19122 109TH RD | SAINTE ALBANS | NY11412 | 1 | 125 | 60.76 | GEF9980 | | | |



The NY State Permit continued...

Where do I put the permit?

Hang it from the inside rearview mirror of your vehicle.

Where can I park with it?

This permit allows the driver to park in publicly accessible spaces marked by the International Symbol of Access as long as the permit holder is traveling in the car. In New York City, these spaces are all off-street, such as, in parking lots for shopping centers/malls, office/apartment buildings, and college campuses.

Where else is it valid?

This permit is recognized throughout the United States and Canada as valid for parking in all spaces marked for persons with disabilities.

Where is this permit not valid?

This permit is not valid for parking on streets anywhere within the five boroughs of New York City (see the preceding section about the New York City Permit for more information).

How long is my permit valid?

The New York State permit is valid until the expiration date printed on the permit.

How do I renew my permit?

If you have been issued a permanent state permit (the blue hang tag), you will be asked six weeks before its expiration date to renew your permit. Renewal of a permanent state permit usually does not require a second medical examination. The temporary permit (the red tag) is valid for six months and is not renewable. However, you may reapply for an additional six month period.

General Info for Both Permits

What happens if I lose a permit?

If your permit is lost or stolen, you must:

- report the loss or theft at the precinct and obtain a police incident slip;
- notify the PPPD Unit—we will send you a lost/stolen form;
- send us the police incident slip and the completed lost/stolen form.

Please be careful with your permit. These permits are valuable and are sometimes stolen. Permits lost/stolen will be reissued only at the discretion of the Department of Transportation.

How do I get a wrongful summons dismissed?

- If you have a New York State permit and you were parked in a disabled marked off-street space, send a letter explaining exactly where you were parked along with a copy of your summons and a copy of your state permit to the Parking Violations address listed below.
- If you have a New York City permit, send the original summons or notice of summons and your city permit number to the following address:

The NYC Department of Finance
Advocacy Unit, 3rd Floor
66 John Street, NY, NY 10038

How do I obtain a City and/or State disability parking permit application?

You may now apply on-line by visiting our website at: nyc.gov/dot or you may call the PPPD Unit's automated phone system at 718.433.3100. Leave your name and address as instructed, and an application will be mailed to you.

Parking Permits for People with Disabilities
30-30 Thomson Avenue, 2nd Floor
Long Island City, NY 11101-4008

TTY Deaf or Hearing-Impaired, dial 212.504.4115
Visit our website: nyc.gov/dot



**PARKING
PERMITS
FOR
PEOPLE
WITH
DISABILITIES
(PPPD)**

NYC

Bill de Blasio
Mayor



Polly Trottenberg
Commissioner



your city. your needs. your number.

Rev 2/16



Printed on recycled paper.

The NYC Department of Transportation's Parking Permits for People with Disabilities (PPPD) Unit issues two types of disability parking permits for people with disabilities: the NYC permit and the NY State permit.

Translated versions of this document are available by contacting 311 or by visiting our website: nyc.gov/dot



The NYC Permit

Who is eligible?

A person who has a disability that severely and permanently impairs mobility that requires the use of a private automobile for transportation. (Please note that non-drivers, such as children with qualifying disabilities, are also eligible for consideration.)

How do I apply?

You can apply on-line at www.nyc.gov/dot or see General Information in this brochure about the different ways of obtaining an application. Then read and follow the instructions carefully, fill out the application completely, and have your own physician fill out your medical history page. Mail your application with a copy of your driver's or non driver's license and copies of current vehicle registrations to the Parking Permits for People with Disabilities (PPPD) Unit at the address listed in General Information.

The PPPD Unit will review your application for completeness and forward it to the Department of Health and Mental Hygiene (DOHMH) eligibility assessment center. A review of your application and supporting medical documentation will be performed. It could take DOHMH up to 90 days to process an application. When the PPPD Unit receives your certification from the center, the PPPD Unit will issue you a permit within 10-15 business days if you have been approved or will send you a denial letter with an explanation of the appeal process.

What does the permit look like?

The New York City Disability Parking Permit is a rectangular placard.



Where do I put the permit?

Display your permit in full view on the driver's side dashboard.

Where can I park with it?

This permit allows the driver to park at most curbsides on city-owned streets. According to NYC Traffic Rules Section 4-08(o)(1)(i), authorized parking areas for an operator of a vehicle bearing a valid New York City Special Parking Identification permit may park:

- in any "No Parking" zone, including those marked "except authorized vehicles;"
- in any "No Standing Except Authorized Vehicles" zone (exception Ambulette);
- at parking meters without using an authorized payment method; and
- in "No Standing Except Trucks Loading and Unloading" zones.

Such special parking permit shall be displayed so that it is visible through the windshield.

Where else is it valid?

Unlike the state permit described in this brochure, your city permit entitles you to park only on city streets within the five boroughs of New York City.

Where is this permit not valid?

According to NYC Traffic Rules Section 408(o)(1)(ii), such Special Parking Identification permits do not authorize parking:

- in a bus stop;
- in an Ambulance Only;
- in a taxi-stand;
- within 15 feet of a fire hydrant;
- in a fire zone;
- in a driveway;
- in a crosswalk;
- in a "No Stopping" zone;
- in a "No Standing" zone (School Days);
- in a "No Standing Except Authorized Vehicles Ambulette" zone; or
- double parking.

You are not able to park with it on streets that are not owned by the City.

How long is my permit valid?

Your permit is valid until the expiration date printed on the permit.

How do I renew my permit?

Approximately six weeks before the scheduled expiration date, you will be asked to renew, to verify that your information of record is still correct, and to submit copies of all current registrations for vehicles printed on your permit. Your permit will be renewed upon request unless the City's certifying physician determined that your condition required a follow up. In that case, the PPPD Unit, before issuing you an annual permit for that year, will request that you be recertified by your own physician and that you be scheduled for a reassessment by an approved City physician.

What if I need to switch vehicles?

If, after receiving the permit, you need to switch temporarily to another vehicle that is not listed on your permit, you may do so if you have 3 or fewer regular vehicles listed on your permit by calling the PPPD Unit's automated phone system, 718.433.3100. When you are permanently changing vehicles, you will need to notify the PPPD Unit in writing, enclosing copies of registrations of any new vehicles to be listed.

The NY State Permit

New York State has designated the PPPD Unit as the issuing agent for state disability permits for residents of the five boroughs of New York City.

Who is eligible?

You are eligible to obtain a New York State permit from the PPPD Unit only if you are certified by your physician as having a disability which severely affects your ability to walk for long distances.

Further, you must according to the New York Vehicle and Traffic Law, Section 404-a:

- have limited or no use of one or both legs;
- have a neuro-muscular dysfunction which severely limits mobility;
- have another physical or mental disability which prevents you from getting around and makes the use of public transportation difficult; or
- be legally blind.

Your disability must be diagnosed and described by a NY State licensed physician (Medical Doctor or Doctor of Osteopathy), or a podiatrist (who may certify for a below-the-ankle qualifying condition). Your physician must state whether your condition is permanent or temporary in nature and describe how severely and regularly the condition affects your ability to walk.

How do I apply?

Please see the back of this brochure to learn about the different ways of obtaining an application. Then read and follow the instructions carefully and fill out the application completely.

What does the permit look like?

The permanent NY State Disability Parking Permit is a blue plastic hang tag (the temporary permit is a red plastic hang tag). Both display the universal International Symbol of Access for people with disabilities.



METRO

City settles with illegally ticketed truck drivers for \$14M

By Lia Eustachewich

May 19, 2016 | 12:45am



These drivers are about to get paid \$14 million — for parking wherever they want!

A settlement has been reached in a class-action suit brought against the city by commercial delivery drivers who say they were illegally hit with \$40 tickets when they really had special privileges to double-park with impunity. The settlement awaits approval by a Brooklyn federal judge.

New York Trucking and Delivery Association drivers were enrolled in the city's Stipulated Fine Program, which exempts them from paying for certain offenses, like double parking, and makes them eligible for reduced fines for others.

But two years after the city enacted the program in 2004, ticketing agents started engaging in a "revenue-raising scheme" by doling out lane-violation tickets — tickets that drivers in the program had waived their right to challenge via a hearing, the NYTDA claimed in their 2011 suit.

Some 60,000 tickets, costing \$5 million in fees between 2006 and 2010 "should've never been issued," NYTDA claimed.

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April 29, 2019



**PLUMBING
FOUNDATION
CITY OF NEW YORK**

535 8th Ave, 17th Floor
New York, NY 10018
T: (212) 481-9740
F: (212) 481-7185

plumbingfoundation.nyc

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NYC Council Member Daniel Dromm
Chairman, Committee on Finance
NYC Council
New York City Hall, City Hall Park
New York, NY 10007

Dear Chairman Dromm:

I am writing to you on behalf of the Plumbing Foundation City of New York, Inc. regarding Intro. No. 1141 of 2018, which is on the Committee on Finance’s agenda for Monday, April 29, 2019. The Plumbing Foundation was founded in 1986 and is a non-profit organization of small and large, union and non-union plumbing contractors, engineering associations, supply houses, and manufacturers whose mission is to protect the public health and safety of New York City through the enactment and enforcement of safe codes.

The Plumbing Foundation City of New York, Inc. **strongly opposes** Intro. No. 1141 as currently written.

Intro. No. 1141 seeks to eliminate the NYC Department of Finance Fleet Programs by prohibiting any city agency from agreeing to reduce fines for parking violations in exchange for a waiver of the right to contest such parking violations. The bill would also require that any dismissal of a parking violation or reduction of a fine, other than for certain technical reasons, would require a hearing on the merits of each charge and a written determination by an administrative law judge (ALJ).

Eliminating such efficient and resource-saving Fleet Programs, including the Stipulated Fine Program and the Commercial Abatement Program, will only strain important City resources by requiring hearings and written decisions on every single parking violation incurred by NYC businesses, most of which are small, “mom and pop” shops. In addition, many times when NYC commercial vehicles are given tickets for double parking, they are actually **legally** within their right to double park under the Rules of the City of New York section 4-08(f)(1) while “expeditiously engaged in making pickups, deliveries or service calls.” Therefore, parking violations that are currently paid through Fleet Programs, but which would otherwise be legal under Rule 4-08(f)(1), would likely be dismissed by the ALJ, *costing* the City resources and providing no real benefit, i.e. a revenue stream, which the Fleet Programs inherently do provide.

The Fleet Programs administered by the NYC Department of Finance were created to eliminate administrative burdens on the City and create a streamlined process to collect parking violation fines, while helping local businesses—of which all NYC licensed plumbers are—save time and unnecessary resources. The Fleet Programs serve a valuable purpose and are widely used by NYC’s businesses to help ensure they continue to operate and serve the City efficiently, especially those businesses providing necessary services like plumbing (e.g. for emergency gas leaks, broken water pipes, etc.).

Finally, the NYS Legislature recently passed the “Traffic Mobility Act” which means hefty cost increases to commercial vehicles servicing the “Congestion Zone” below 61st Street in Manhattan. With this hit to NYC businesses already underway, eliminating the Fleet Programs will only exasperate the financial constraints facing our City’s businesses.

It is for these reasons that the Plumbing Foundation City of New York, Inc. **strongly opposes** Intro. No. 1141 if the bill is not amended to reflect our concerns.

Thank you,

April McIver
Executive Director

140 West Street
6th Floor
New York NY 10007
(212) 321-8388
april.d.horton@verizon.com



April Horton
Government Affairs

April 29, 2019

Via Electronic Mail

Re: Opposition of Verizon to proposed Intro 1141

Verizon is opposed to Intro 1141 which seeks to dismantle the Stipulated Fine Program.

The Program represents a responsible way for the City and businesses to work together in a manner that balances the needs of all parties, including taxpayers.

Under the Program, the City benefits by having predictable and timely payment and no adjudication costs, which results in less bureaucracy and millions of dollars in savings. In exchange to waiving the right to challenge tickets, companies like ours agree to pay fines whether or not we believe we are at fault. Over the past 15 years, the Program has been a success.

With the recent initiative of clear lanes, clear curbs and the addition of bike lanes and bus lanes, we have seen a substantial reduction in the number of parking spaces available. We are a service company and as such, meeting the needs of customers takes time. Technicians need to find parking, unload equipment, visit a customer and still worry about if their parking meter will expire and a ticket will be issued.

Last year, the Department of Finance updated the Program and added fines to more than a dozen violations that had zero penalties associated with them. While we opposed this move, we still believe the benefits outweigh the costs.

Proponents of the measure have pointed to increased congestion as a product of the reduced fee structure without taking into consideration how more and more people rely on door-to-door service for products and services. Furthermore, they have argued that companies wantonly break the laws because we are paying pre-determined fines. Nothing can be further from the truth. Verizon and the City share an interest in reducing congestion. We have developed innovative ways to reduce our fleet vehicles in New

York City, thereby reducing our ticketing violations. For example, Verizon now uses a specially equipped bus to transport multiple technicians to make service and installation visits.

The elimination of the Stipulated Fine Program will shift the burden of new costs to taxpayers and hit small businesses with limited fleets the hardest.

Verizon remains committed to working with the City and other affected stakeholders to do our fair share within the Stipulated Fine Program, while not losing sight on our customers who rely on our technicians for installations, repair, and service deliveries.

Respectfully submitted,

A handwritten signature in cursive script that reads "April Horton". The signature is written in black ink and is positioned above the printed name.

April Horton



New York City Council
Committee on Governmental Operations
Testimony Provided by Liberty Coca Cola Beverages
Int. No. 1141
April 29, 2019

Thank you Chairmen and Council Members of the Committees on Governmental Operations, Finance and Transportation for the opportunity to submit testimony regarding Int. No 1141, which prohibits any city agency from agreeing to reduce fines for parking violations in exchange for a waiver of the right to contest parking violations.

In addition, this legislation would require that any dismissal of a parking violation or reduction of a fine would require a hearing on the merits of each charge and a written determination by an administrative law judge.

As such, Liberty Coca-Cola Beverages strongly opposes this legislation as it will have immediate and long-lasting significant impacts on companies that make deliveries into the city, as well as the businesses that rely on goods and products provided through these deliveries.

Liberty Coca-Cola Beverages is a locally-owned bottler with production and distribution facilities in-and-around New York City that service thousands of businesses across all neighborhoods. While we produce a global brand of products, we are not a corporate entity. Liberty Coca-Cola Beverages acquired the local market from Coca-Cola in October 2017. Our associates are local and we make it a priority to invest in them and the communities where they live.

The city employs a range of internal Best Parking Practice programs to both incentivize safe driving and best parking practices such as with the Stipulated Fine Program parameters. These efforts currently work, especially as we are faced with more than 1,000 parking spaces subtracted in our vertical city due to polices that were expanded and created. The Stipulated Fine Program allows us to deliver our products to many local businesses, including the restaurants, convenience stores, grocers and many others.

This legislation would eliminate the Stipulated Fine Program for local businesses such as ours and increase costs to exorbitant figures that would make it almost impossible to continue delivering goods and services. In addition, it would create such a backlog of court cases due to parking hearings that the city would never be able to keep up, resulting in the courts to shift its

resources and priorities – something our city cannot afford. The Stipulated Fine Program currently alleviates the court backlog.

It should be clearly noted that the Stipulated Fine Program is not a get out of jail free card. We pay the city millions of dollars annually just to deliver our products. We pay the amounts the City's Department of Finance specifies and in return the parking tickets are not challenged in court. Recently, the city increased the amounts for many of these fines and it had a substantial impact on our business. While we did not agree with the increased amounts, the city listened to our challenges and maintained an open dialogue to improve policies for all parties.

City council should not be taking measures to eliminate programs that would revert to costly issues with its courts and with its businesses. Instead, the focus should be on how we can all work together to increase more loading zones and reduce congestion,

Liberty Coca-Cola Beverages has taken the lead in New York City by piloting various initiatives to make deliveries at off-peak hours and reduce daily congestion. This includes making night time deliveries, after 8 p.m., and shifting more deliveries to Saturday.

We are working with the City's Department of Transportation to test our initiatives and discuss the challenges currently presented, such as getting small business customers to have employees available for night deliveries. We anticipate that by working with the Department of Transportation we'll become a trend setter for other delivery companies with the overall goal of reducing traffic from our streets.

This legislation, Int. No. 1141, is bad for business and will have a regressive impact on our city. We urge you to vote against any bill that would remove the Stipulated Fine Program.

Companies are taking steps to help the city reduce its traffic while still maintaining commerce. We are working together with city agencies to find out what works best and what policies will move our city forward. Legislators should be taking measures to join these efforts, not passing legislation that negatively impacts local businesses.

Thank you.

INT- 1066 regarding penalties related to parking violations:

In 1976 the adjudication of parking violations was moved from the criminal court to an administrative tribunal. For decades that followed the ALJ was authorized to remove penalties added to the parking fine when the respondent appeared for hearing. The hearing process and Administrative Law Judges are currently administered by the NYC DOF. When this process was moved to the NYC DOF the judicial discretion to abate penalties at hearing was removed from the ALJ. The ALJ, upon a finding of guilty for the violation, must also uphold any penalty posted by the computer system in addition to the base fine. Penalties are intended to coerce compliance. A respondent appearing for hearing, in person, by mail, or by internet is attempting to comply. In the interest of fairness and good government, the ALJ should have the ability to waive penalties. The NYC DOF uses the penalty authority solely as a revenue enhancer. Administrative Law Judge's have the authority to administer both fines and penalties for all other administrative violations which are adjudicated under OATH. Some of the ALJs are hearing officers for both DOF / parking violations and OATH. It is time to codify the ALJs authority to remove penalties for parking violations.

Past experience shows that the City's willingness to sympathetic to parking ticket respondents by dismissing penalties at hearing increases revenue collection. In 1986, in the wake of the City's worst parking ticket scandal, the City offered an amnesty program waiving penalties assessed on parking violations. Revenues increased significantly as the numbers of respondents appearing for hearing to clear their tickets increased immensely. Providing a hearing atmosphere where the general public can have a fair hearing with the opportunity for penalty relief is good for both our citizens and the City.

INT-1141 requiring hearings before an ALJ to dismiss or reduce parking violations:

The prior City administration created a program called the Stipulated Fine / Abatement program which provides significant reductions in parking violation fines for commercial entities without the need for a hearing before a judge. This program has given the largest commercial parking offenders tens of millions of dollars in parking ticket fine reductions each year since inception. These reductions total approximately \$50 million a year with 70% going to the ten biggest corporate offenders. A "parking ticket" is a legal accusatory instrument which is a Notice of Violation. This Notice of Violation should either be paid or adjudicated by an administrative law judge. There have been well documented abuses through this program to manipulate ticket payments by both the corporate enrollees and the City itself. The City abused its own program by manipulating the types of violations issued causing the City to pay a \$14 million settlement to companies enrolled in the program.



The stipulated fine / abatement program has turned our public streets into a pay parking lot for large commercial entities. This program creates hazardous conditions on our streets and is contrary to the City's vision zero initiative. In response to complaints by the general population against the stipulated fine and abatement programs for commercial operators the City instituted a "reduction of fine program" allowing for reductions of parking fines for the general public passenger vehicles. After two years of this program the City abolished it because too much revenue was being lost. Yet the City continues to operate the similar program for commercial entities waiving tens of millions of dollars annually in lost revenue. This is completely inconsistent logic. The City reaps no benefit from the stipulate fine / abatement programs.

The City has a long and sad history of abuses related to parking violations. Abuses can be eliminated by keeping the process simple and fair. Parking violations should either be paid or presented to a judge for a fair and documented hearing for every respondent, commercial or individual. The ALJs are trained attorneys, knowledgeable of the law and fair in their decisions. They should have the ability to rule on penalties and commercial entities should be required to go before the judge in order to obtain a dismissal or reduction just like every other citizen.

April 29, 2019

**Testimony of Alfred Locasio
President
New York City Marshals Association**

Before the
New York City Council

Committees on Finance, Transportation, & Governmental Operations

Regarding
Parking Violation Enforcement in New York City

I want to thank Chairs Dromm, Rodriguez, and Cabrera for the opportunity to submit testimony to the committees.

My name is Alfred Locasio and I am the President of the New York City Marshals Association. City Marshals are responsible for collecting judgments on behalf of the New York City Department of Finance (DOF) and other entities.

I will focus my testimony on Int. 0122 and Int. 0168. The Marshals Association strongly opposes Int. 0122, which proposes to raise the monetary threshold for the removal of motor vehicles for the purposes of satisfying parking violations judgments from \$350 to \$500 dollars or where there are more than five parking violations in judgment. It is important to point out that when we remove vehicles with \$350 or more in violations these vehicles are often uninsured, have missing or expired registration stickers, as well as out of state license plates that do not match to the vehicle. If passed, this bill would allow these types of vehicles to remain on the street despite being a nuisance to the community. Additionally, we often remove vehicles at this threshold who have committed numerous violations of Vision Zero related efforts such as the speed and red light camera programs.

Int. 0122 only encourages individuals to continue to violate these public safety related measures without fear of having their vehicles removed. In the past we have also seen this category of vehicles relate to criminal activity as well as having vehicles owners who may have out of state criminal warrants. It is imperative that we continue to enforce the current threshold and ensure that dangerous drivers and their vehicles are removed from the roads. In addition, the Marshals Association estimates that an increase in the threshold to \$500 represents a significant reduction in revenue collected for the city which is currently \$50 million dollars annually.

With regards to Int. 0168, which transfers control of the Parking Violations Bureau (PVB) from DOF to the Office of Administrative Trials and Hearings (OATH), the Marshals Association believes that there is a very efficient and productive system in place with DOF and that the proposed transfer of the PVB is not warranted at this time. Furthermore, OATH often vacates judgments before the facts of the case are heard. Vacating a judgment prevents a Marshal from seizing property attached to the judgment and severely delays the judicial process of collecting judgments to the detriment of the City of New York.

We look forward to continuing to work with the City Council on this matter.

THE COUNCIL
THE CITY OF NEW YORK

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I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 04/29/19

(PLEASE PRINT)

Name: Edward Finel

Address: _____

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Joshua Benson

Address: Deputy Commissioner, DOT

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 506 1187 Res. No. _____

in favor in opposition

Date: 4/29/19

(PLEASE PRINT)

Name: ARTHUR MILLER

Address: 6705 ALDERTON ST. REGO PARK NY 11374

I represent: ARTHUR MILLER, ESQ. + TRUCKING

Address: 6705 ALDERTON ST - REGO PARK NY 11374

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**THE COUNCIL
THE CITY OF NEW YORK**

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I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jack Davies

Address: _____

I represent: Transportation Alternatives

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/29/14

(PLEASE PRINT)

Name: Zack Miller

Address: _____

I represent: Trucking Association of New York (TANY)

Address: 7 Corporate Drive, Clifton Park, NY 12045

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Joe Fucito, NYC Sheriff

Address: NYC Dof

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Diane Drozek

Address: 43 Park Dr. No.

I represent: Myself / disabled

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Gerald Vidas

Address: 1421 Hampton Lake Bevin PA 18426

I represent: CJS Violations

Address: Same 1141

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jeff Shear Deputy Commissioner

Address: NYC Dept of Finance

I represent: Sheelah Fenberg, Director of IGA

Address: NYC-DOT

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1141 Res. No. _____

in favor in opposition

Date: 4/24

(PLEASE PRINT)

Name: NYTDA - Ken Thorne
Address: 1706 Sheepshead Bay Rd Brooklyn, 11235
I represent: NY Trucking + Delivery Assoc
Address: Same as above

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1141 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: NYC Del. Sol's - Ken Thorne
Address: 1706 Sheepshead Bay Rd 11235
I represent: NYC Delivery Solutions
Address: Same as above

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1141 Res. No. _____

in favor in opposition

Date: April 29, 2019

(PLEASE PRINT)

Name: Leo Gonzalez
Address: _____
I represent: United Parcel Service (UPS)
Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 1141 Res. No. _____

in favor in opposition

Date: 4/29/2019

(PLEASE PRINT)

Name: Glen Bolotsky

Address: _____

I represent: parkingticket.com

Address: _____

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 1566/1141 Res. No. _____

in favor in opposition

Date: 4-29-19

(PLEASE PRINT)

Name: Nicole Epstein

Address: 1399 franklin ave, Garden city ny 11530

I represent: Winit (Gotham Gov. Relations)

Address: 2 app

◆ Please complete this card and return to the Sergeant-at-Arms ◆