



**Department of
Consumer Affairs**

**Statement of Fran Freedman
Deputy Commissioner, External Affairs
Department of Consumer Affairs
before the
City Council Committee on
Consumer Affairs
on
Intro. 201
May 11, 2010**

Good morning, Chair Koslowitz and Committee member. I am Fran Freedman, Deputy Commissioner for External Affairs for the Department of Consumer Affairs. Commissioner Mintz asked me to thank you for the opportunity to appear before you to comment on Intro No.201, a bill that proposes a significant increase in the fees towing companies could impose on consumers faced with nonconsensual tows of their vehicles.

To get straight to the point, the Department strongly opposes this bill. To burden consumers with double increases and more in fees during these hard times, particularly for an industry which every single year ranks among the top five generators of consumer complaints, is simply a bad idea.

Currently, DCA licenses 618 tow companies with 1,639 trucks and 3,182 licensed tow truck drivers. Over the past few years, the tow industry has racked up over 1,600 violations and nearly \$1.9 million in fines. Fortunately, DCA mediators have been able to recover nearly \$200,000 in restitution for consumers who are taken advantage of by these bad players, but have to work day in and day out to do so.

While certainly not every tow company or tow operator is guilty of improper or illegal activity when dealing with New York City consumers, there have been some chronic problems over time in the industry. Here's a short list of what DCA mediators hear every day from beleaguered consumers who are victims of unauthorized and aggressive towing, all of which translate into illegal schemes to force consumers to pay more:

- The tow truck driver refused to take my credit card even when the law says he must
- The tow truck driver charged me twice the legal rate for the tow
- My car was in an accident and next thing I know they towed my car to get repaired without my authorization by one of their pal's repair shops.
- I was illegally towed from a lot when I was shopping in a store that owned the lot.
- Not only was I was towed from a lot that didn't have the proper signs, the driver behaved incredibly rudely to me
- I arrived at the lot from shopping in less than the two hours allowed just as the tow driver had attached my car and he refused to honor the law's "drop rate".
- The tow company insisted on cash and never gave me a receipt.
- I was overcharged for storage and no one ever told me where my car was taken.
- The tow company refused to allow my insurance company to see the car and they tried to charge me extra fees.

Simply put, this bill completely changes the current law's carefully- crafted rate guidelines and asks the consumer, who may be injured or whose car is damaged in an accident, to give a larger check than ever before to the towing company that swoops in to grab the car from the accident scene or the private lot.

Particularly in hard economic times, the last thing that consumers need---consumers who are struggling to pay down debt, prevent their homes from going into foreclosure and protect their money every way they can--- is to have one of the most troublesome industries be rewarded with a punishing rate hike. On behalf of New York's consumers, DCA opposes this bill and similarly urges this Committee to do the same.

Thank you again for the opportunity to testify. We would be happy to answer questions.

Testimony of the Empire State Towing and Recovery Association
Before the
Consumer Affairs Committee of the New York City Council
On the Subject of Intro No. 201-A

Submitted by:

Peter B. O'Connell
Counsel to the Empire State
Towing and Recovery Association

May 11, 2010

My name is Peter O'Connell and I am counsel to the Empire State Towing and Recovery Association, ("ESTRA") a statewide association of tow truck operators, many of whom participate in non-consensual towing programs in New York City. I am also counsel to the Towing and Recovery Association of America ("TRAA"), the national trade association for the towing and recovery industry and the Conference of Northeastern Towing Associations ("CNTA"), a conference of towing associations from the states of Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania and Maryland.

I appreciate this opportunity to address this committee on Intro No.201-A, which, in essence, seeks to increase the rate for consensual tows (i.e.; tows under the DARP, ROTOW, and Arterial Highway programs and tows from private property) to \$185.00 and storage rates to \$25.00 for the first three days and to \$35.00 thereafter.

The bill builds upon Intro No. 708-A, which sought to achieve the same rate relief last year. During a hearing that was held on April 21, 2009, it was determined that Intro No. 708-A inadvertently removed some consumer protections that were necessary in connection with tows from private property. This bill reinstates these consumer protections, while preserving rate relief provided for under 708-A.

Under existing law, tow rates range from \$70.00 per tow under the ROTOW program to \$100.00 per tow for tows from private property. Arterial highway tows are \$70.00, plus \$4.00 per mile and DARP tows are \$80.00 per tow. Storage rates under the

DARP and ROTOW programs are \$15.00 for the first three days of storage and \$17.00 thereafter. Storage rates under the Arterial Highway program are \$10.00 for the first three days and \$15.00 thereafter. The first three days of storage are included in the \$100.00 rate for private property tow. Thereafter, a towing company may charge \$10.00 per day.

The rates that are requested under this bill were not arrived at by accident. The \$185.00 rate is identical to rates that are authorized by City Marshalls and Sheriffs and the Department of Finance under its SCOFFTOW program. NYPD also charges \$185.00 for tows (mostly parking violations) that it performs with its tow trucks. There is no justification to charge a lesser rate for other types of non-consensual tows – particularly when Arterial Highway and DARP tows are more dangerous and technically challenging than those tows that are performed by the various law enforcement agencies.

A uniform rate is also a consumer benefit, as many towers engage in more than one form of non-consensual towing. Under existing law, they are required to make consumers aware of as many of four different rate structures. Not only can this be confusing to consumers, it may also cause them to believe that they are being cheated. Since there is little difference in the time or expertise involved in performing these various tows, there is no reason for the different rate structures.

The proposed increases are also in keeping with rates that are authorized in many other major metropolitan areas. As I mentioned last year, the City of San Francisco authorizes the highest rates in the country at \$220.00 per tow. This is followed by Dallas,

Texas, at \$212.00; Oakland, California, at \$180.00; and Sacramento, California, at \$165.00. Chicago¹, Baltimore² and Philadelphia all authorize rates of \$150.00 per tow.

Closer to home, the Town of North Hempstead increased its rates in March of this year to \$125.00 for a hook-up and first mile and \$5.00 per mile thereafter. The average five to ten mile tow would, therefore, come to \$150.00 to \$175.00. Storage rates were set at \$15.00 per day for the first ten days and \$30.00 per day thereafter. These rates are comparable to other jurisdictions on Long Island.³

Most upstate rotation programs that are maintained by the State Police and Sheriff departments do not set rates. Rather, they allow towers to submit their customary and usual rates and reserve the right to reject them if they are deemed to be excessive. Typically, these rates range from \$100.00 to \$125.00 for tow trucks and from \$125.00 to \$150.00 for flatbeds. Additional allowances for responding to accident scenes often bring these rates up to over \$200.00.

Upstate municipalities that regulate rates range from \$99.00 (Rochester), to \$100.00 for a tow truck and \$125.00 for a flatbed (Albany), to \$125 for a tow truck and \$140.00 for a flatbed (Cheektowaga) to \$150.00 (New Paltz). The Thruway Authority allows for \$64.50 for the first mile and \$4.50 for each mile thereafter. Because many of these tows are for twenty or more miles, the average tow is in the \$150.00 range.

¹ This is a "relocation" fee for DWI tows. Accident tows, which are performed pursuant to contracts, are higher.

² There is a proposal under consideration to increase this rate to \$175.00

³ Smithtown is \$125.00 for the hook-up and first mile and \$6.00 per mile thereafter.

There are additional factors that must be considered in determining the fairness of this rate increase. Significantly, the cost of doing business in New York City exceeds the cost of doing business in any of the venues described above, with the possible exception of San Francisco. Also, the condition of the City's streets and highways take a greater toll on equipment than do the streets and highways in most of these other venues.

More importantly, non-consensual rates in the City have not kept pace with costs for several years. The towing industry was in serious financial difficulty in 2001 as the result of an unreasonably low DARP rate of \$65.00 and ROTOW rate of \$50.00. The industry requested an increase to \$125.00, which would have provided much needed relief to participants in these programs. Rather than grant this request, the City Council approved a modest increase, which brought the rates up to the present levels of \$80.00 and \$70.00. Three years later, it approved an increase for arterial highway towers, which brought them up to their current levels.

Since then, the industry has experienced unprecedented increases in the cost of doing business (particularly in fuel and insurance) and a decline in revenues as a direct result of 9/11. Not only have towing companies have been unable to make the investments in equipment and personnel that are needed to maintain the high level of services that is demanded of their industry, they are actually operating at a loss. Without exaggeration, this legislation is crucial to the survival of the towing industry in New York City.

METROPOLITAN NY TOWING, AUTO BODY & SALVAGE ASSN
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BROOKLYN, NY 11232
(718) 492-6464 Fax: (718) 492-4066
E-Mail: towingassn@aol.com

MAY 11, 2010

GOOD MORNING. MY NAME IS NORMAN TEITLER. I AM THE EXECUTIVE DIRECTOR OF THE METROPOLITAN NY TOWING, AUTO BODY & SALVAGE ASSOCIATION.

LET ME ADDRESS INTRO 201-A - INCREASING THE RATES THAT TOWING COMPANIES CAN CHARGE FOR THEIR SERVICES. THERE IS NO DOUBT THAT THE TOWING INDUSTRY NEEDS A RATE INCREASE TO SIMPLY REMAIN IN BUSINESS AND PAY THEIR EMPLOYEES AND THEIR BILLS.

WHAT IS THE PRIVATE TOWING INDUSTRY OF NEW YORK? WE ARE CITIZENS OF THE CITY OF NEW YORK. WE ARE TAXPAYERS OF THE CITY OF NEW YORK. WE ARE VOTERS IN NEW YORK CITY. WE ARE EMPLOYERS AND BUSINESS OWNERS AND EMERGENCY FIRST RESPONDERS WITHOUT WHOM THIS CITY COULD NOT FUNCTION.

THE TIME HAS COME AFTER MANY, MANY YEARS; AFTER TREMENDOUS INCREASES IN ALL

THE OPERATING COSTS OF TOWING COMPANIES IN THIS CITY; FOR THE RATE INCREASES CALLED FOR IN THIS BILL TO BECOME LAW. METROPOLITAN AND ALL ITS MEMBERS ARE FULLY IN FAVOR OF A QUICK AND EARLY PASSAGE OF THIS PIECE OF LEGISLATION.

HOWEVER, CERTAIN CHANGES IN THE BILL ARE NECESSARY. THEY ARE:

(1) IN SECTION 1 - WE MUST ALSO AMEND 19-169 SUBPART 8 - REMOVAL OF VEHICLES PARKED IN FRONT OF A PRIVATE DRIVEWAY - SO THE \$ 185.00 TOWING FEE AND NEW STORAGE RATES ARE ADDED TO KEEP ALL TOWING CHARGES CONSISTENT.

(2) IN SECTION 20-509 "RATES" (a.) WE MUST INSERT THAT THIS IS FOR THE TOWING OF "*PASSENGER*" VEHICLES. IN (b.) AGAIN YOU MUST INSERT "*PASSENGER*" VEHICLES AND THAT STORAGE IS "PER DAY" AND NOT 24 HOURS OR FRACTION THEREOF, TO AVOID DISPUTES BETWEEN TOWING COMPANIES AND THE PUBLIC, THE SAME AS IN THE OTHER SECTIONS THE BILL ADDRESSES.

(3) IF THE \$ 185.00 RATE REMAINS WITHOUT CHANGE THE INDUSTRY IS WILLING TO FOREGO MILEAGE CHARGES, BUT ONLY WITHIN THE BORO IN WHICH THE TOW ORIGINATED. IF THE VEHICLE

IS TOWED OUTSIDE THE BORO MILEAGE CHARGES SHOULD APPLY AT A RATE TO BE DETERMINED.

(4) IN 20-518 THE WORDS “PASSENGER VEHICLES INVOLVED IN AN ACCIDENT” SHOULD BE INSERTED INSTEAD OF AN ACCIDENT VEHICLE SO THIS RATE DOES NOT APPLY TO TRACTOR-TRAILERS OR LARGE COMMERCIAL VEHICLES.

(5) IN 20-519 THE WORD “PASSENGER” VEHICLES MUST BE INSERTED SO THE NEW RATE DOES NOT EFFECT THE TOWING OF LARGE COMMERCIAL VEHICLES.

(6) IN 20-519 THE “ROTOW” SECTION THERE MUST BE A SEPARATE AND DISTINCT BILL THAT INCREASES THE RATE FOR ROTOW VEHICLES BROUGHT TO THE POLICE POUND. THIS RATE HAS NOT INCREASED IN 20 YEARS AND TODAY IN MANY POLICE DIVISIONS THERE IS ONLY ONE TOWING COMPANY ON THIS PROGRAM CAUSING POLICE OFFICERS TO WAIT HOURS WITH A LOSS OF PRODUCTIVITY, THAT IF THE RATE WAS INCREASED WOULD PRODUCE A SAVINGS GREATER THAN THE COST TO PD OF ANY RATE INCREASE.

(7) THE INSERTION IN THE LAW OF A “LABOR CHARGE” WHICH CAN ONLY BE AUTHORIZED BY A POLICE OFFICIAL OR DOT OFFICIAL AT THE SCENE;

BETWEEN THIS HEARING AND THE SECOND READING OF THE BILL I INTEND TO WORK WITH

THE CHAIRMAN AND COUNSEL FOR THIS COMMITTEE TO INSERT THE NEEDED CHANGES SO THAT THE ISSUE OF RATES CAN BE RESOLVED AT AT TIME WHEN IT IS SO GREATLY NEEDED BY INDUSTRY.

ONE OTHER SIGNIFICANT ISSUE MUST BE ADDRESSED BY THIS COMMITTEE. I ASK YOU DIRECTLY NOW, AS I HAVE DONE IN THE PAST, THAT A BILL BE INTRODUCED THAT ALLOWS THE 58,000 BUSINESSES LICENSED BY THE DEPARTMENT OF CONSUMER AFFAIRS THE RIGHT TO EITHER SELL THEIR BUSINESS; TAKE IN A NEW PARTNER; OR SELL A PORTION OF THE SHARES IN THEIR BUSINESS TO A NEW INVESTOR SO THEY CAN EXPAND AND HIRE NEW EMPLOYEES, WITHOUT HAVING TO FORFEIT THEIR CURRENT LICENSE AND START ANEW. THIS BILL MUST BE INTRODUCED NOW SO IT CAN BE PASSED THIS YEAR.

IN CONCLUSION, I WANT TO PERSONALLY THANK EACH OF YOU FOR YOUR SUPPORT OF OUR INDUSTRY AND FOR VOTING FOR PASSAGE OF THIS LEGISLATION THAT IS SO URGENTLY NEEDED BY THE PRIVATE TOWING INDUSTRY OF NEW YORK CITY.

My name is Joseph K. Robles and I am the President of Knight's Collision Experts of Brooklyn. I am also the Metropolitan Regional Vice President of Empire State Towing and Recovery Association (ESTRA).

Today's hearing on non consensual towing rates is of primary importance to the towing industry which is comprised of hundreds of small businesses. The bill that is the subject of this hearing, Intro 201-A, seeks to raise non consensual tow rates for DARP, Rotow, Arterial and private property tow away's to \$185. While this may appear to be a large increase, it is the same amount that New York City Police, Marshalls, Sheriffs and Department of Finance SCOFFLAW towers are permitted to charge. This Bill will provide one rate for all non consensual tows within the City of New York. It is also more in keeping with rates that are charged in many other major metropolitan areas.¹

Towing companies, such as mine, rely heavily upon governmental contracts in order to remain in business. My company tows disabled and damaged vehicles from two sections of the City's arterial highways system. My company also participates in the City's DARP and ROTOW programs, where they remove damaged and abandoned vehicles from the City' streets.

The rates that towers may charge under these programs are set by law – as are the rates that they may charge for towing vehicles that are illegally parked on private property. The rates for those programs were last raised almost ten years ago.

¹ San Francisco, \$220.00, Dallas, \$212.00, Oakland \$180.00, Chicago, Baltimore and Philadelphia, \$150.00

The Town of North Hempstead recently approved a rate of \$125.00 plus \$5.00 per mile after the first mile – which brings the rate for an average tow to \$150.00 to \$175.00. As you know, fuel costs have skyrocketed in recent years in addition overhead expenses within the City of New York are generally higher than in other areas of the country. The cost of insurance and equipment has also risen dramatically. Quite frankly, I am finding it difficult to remain in business and to provide a decent wage to my employees under the current rate structure.

I used to pride myself on the fact that our company offered our employees health insurance, life insurance, and membership in the ASA Federal Credit union for our employees retirement and savings. Over the past five years we have had to discontinue all of those benefits and have not been able to give our employees raises during that period either. I have also been forced to reduce our support and management staff due to losses my company has incurred. In December of 2008 I was forced to mortgage a property that was owned free and clear and this week I will be mortgaging another property. These loans are needed to finance the losses my company has suffered by not being able to raise its rates as its cost have gone up drastically

Some may wonder why someone would continue to operate a business that was suffering such losses. My company was established in 1948 by my grandfather and I am the third generation owner of this business, which is now 62 years old. We also employ close to 40 employees, many who have devoted their entire lives to our company and this industry. Having to consider closing the business, I had to look at all of the lives that

would be affected so I have been tirelessly trying to get a rate increase for my industry for over the past 3 years now.

We are hard working honest individuals that are only asking for a rate that is in line with other tow programs operated within and regulated by the City of New York and around the country. It is only fair that all segments of a regulated industry are allowed to charge the same amount for what amounts to be the exact same service.

We have lost many talented employees to other industries that are able to pay a prevailing wage that we simply cannot compete with. Most of my employees who are all your constituents are blue-collar workers who have limited skills and do not have skills for other trades. The demise of my business, and the demise of numerous other towing businesses that struggling like I am, would have a serious impact upon the neighborhoods that we serve.

Thank you for providing me with the opportunity to express my views on these issues of importance to my industry. I am always available for any questions you may have.

**STATEMENT OF AAA NEW YORK, INC.,
BEFORE THE NEW YORK CITY COUNCIL COMMITTEE ON
CONSUMER AFFAIRS, NEW YORK, NEW YORK
May 11, 2010**

I am John A. Corlett, Director of Government Affairs for AAA New York, Inc., the local AAA affiliate which serves a membership of 1.5 million members residing in 22 counties of New York State. Beside me is John Africano, AAA New York's Director of Automotive Services.

Our organization opposes the proposed increases in non-consensual towing rates, as proposed by Intro 201-A, because we believe the increases are both unfair and unjustified, being far in excess of both regulated rates in neighboring jurisdictions and the prevailing on-street towing rates in the City of New York; and out of proportion to any cost increases providers may have experienced.

By way of background, The Federal Aviation Administration Authorization Act of 1994, with certain exceptions, preempts states and localities from regulating the price (rates), routes or service of motor carriers including tow trucks. Therefore, the city's jurisdiction to regulate towing rates is limited to towing of vehicles without

vehicle operators' authorization or consent (non-consensual towing). Non-consensual towing service in the City of New York includes vehicles towed from the city's arterial highway system (by city permittees), damaged vehicles involved in crashes towed by companies designated under the Directed Accident Response Program (DARP), and recovered stolen vehicles towed at the direction of the police department (ROTOW). Under this proposal the arterial towing rate, now \$70 for the hook-up and First Mile, would increase to \$185.

Simply put, AAA New York does not believe that a rate increase of 165%, to \$185, for the First Mile is justified. Firstly, it is important to note that the prevailing non-regulated consensual towing rates on city streets are much lower – in the range of \$75 to \$90 for the first mile.

Secondly, the \$185 First Mile rate is far higher than the rate charged by surrounding municipalities. For example, the Town of Hempstead charges a first Mile rate of \$95 (and \$5 each additional) and North Hempstead charges a First Mile rate of \$125 (\$5 each additional, \$15 fuel surcharge). The Town of Oyster Bay also has a First Mile rate of

\$95 (\$5 each additional mile). The New York State Thruway's authorized contractors charge a hook-up rate of only \$60 plus \$4.50 for each additional mile.

On city arterials where lesser distances are traveled by "franchised" stations and where substantial volumes of traffic generate greater volumes of service calls a market rationale would dictate fees far lower than those proposed by Intro 201-A.

Moreover, the timing of these increases could also not have come at a worse time for consumers. Consumers are retaining their vehicles for longer periods of time, potentially resulting in more vehicles on the road with a greater average age, resulting in additional breakdowns, tows and repairs. The rates proposed in Intro. 201-A will now expose those unfortunate enough to break down on the roadway to a double whammy of repair costs plus extraordinary fees for the recovery of their disabled vehicles.

We appreciate that adequate rates are essential to the livelihood of the towing industry. However, it is important to note that when the tow law was first enacted, the Council determined that

the purpose of regulating non-consensual towing rates was to shield consumers from exorbitant rates, not participate in setting them.

In short, we believe that a 165% increase to \$185 for the First Mile is excessive and contrary to the city's consumer protection mission.

Accordingly, we most strongly oppose the enactment of Intro 201-A.

Thank you for the opportunity to comment.

(Statements/Statement of AAA NY Before the NYC Council On Consumer Affairs 5/3/2010)

GOOD MORNING DISTINGUISHED MEMBERS OF THE N.Y.C. COUNCIL,MY NAME IS RALPH GONZALEZ OF BIG CITY AUTO BODY AND TOWING SERVICE LOCATED IN LONG ISLAND CITY ,N.Y. I SIT HERE BEFORE YOU TODAY IN SUPPORT OF INTRO 201-A. IT IS HARD TO BELIEVE BUT WE HAVE BEEN TOWING AND STORING VEHICLES ON DARP AND ROTOW FOR CLOSE TO 10 YEARS WITHOUT A RAISE TO THE REGULATED RATE. THIS IS UNHEARD OF IN ANY OTHER REGULATED INDUSTRY SUCH AS FOR A FEW EXAMPLES THE TAXI INDUSTRY, THE PUBLIC UTILITIES INDUSTRY,LIKE CON EDISON WHICH SUPPLIES US OUR ELECTRICITY AND GAS, AND THE TELEPHONE AND CABLE INDUSTRY NOT TO MENTION OUR WATER AND SEWER,AND PROPERTY TAXES.WE DESPERATLY NEED THIS LONG ,LONG AWAITED RAISE . EVERY COST OF DOING BUISNESS IN N.Y.C. HAS GONE UP NUMEROUS TIMES IN THE PAST DECADE IN AREAS SUCH AS INSURANCE COSTS FOR LIABILITY,WORKMANS COMPENSATION,DISABILITY INSURANCE,AND UNEMPLOYEMENT INSURANCE. ALSO THE COST OF TRUCKS AND EQUIPMENT NEEDED TO PROPERLY PROVIDE THE QUALITY OF SERVICE THAT THE CITY AND THE POLICE DEPARTMENT REQUIRE HAS TREMENDOUSLY INCREASED OVER THE YEARS.ALSO PLEASE DON'T FORGET COSTS OF FUEL ,OIL, AND MAINTENANCE TO THESE VEHICLES AND EQUIPMENT HAVE ALSO TREMENDOUSLY GONE UP OVER THE YEARS.CON EDISON HAS ON NUMEROUS TIMES RAISED THEIR RATES FOR ELECTRICITY AND GAS AND THE CITY HAS ALSO HAD TO RAISE THE WATER AND SEWER RATES ALONG WITH THE PROPERTY TAXES IN ORDER TO BALANCE ITS BOOKS. AND PROVIDE PROPER

SERVICES TO CITIZENS. ADDITIONALLY THE COSTS TO EITHER RENT OR PURCHASE REAL ESTATE IN THE CITY OF NEW YORK HAS TREMENDOUSLY INCREASED IN THE LAST 10 YEARS. IF THIS INDUSTRY IS GOING TO SURVIVE AND PROVIDE THESE MUCH NEEDED SERVICES TO BOTH THE MOTORING PUBLIC AS WELL AS TO THE CITY OF NEW YORK ON A 24 HOUR 7 DAYS A WEEK 365 DAYS A YEAR BASIS THEN WE DESPERATELY NEED THIS LONG ,LONG AWAITED INCREASE IN BOTH THE TOWING AND THE STORAGE RATES. LET ME ALSO REMIND YOU THAT THE CITY OF NEW YORK THROUGH ITS SHERIFFS AND MARSHALS AND THE DEPARTMENT OF TRAFFIC HAVE BEEN TOWING ON AN ONGOING AND DAILY BASIS FOR AT LEAST 2 YEARS FOR THE RATE OF \$185.00 DOLLARS AND PRIOR TO THAT FOR NUMEROUS YEARS FOR THE RATE OF \$150.00 DOLLARS..... TO THOSE OF YOU WHOM POSSIBLY MIGHT THINK THAT GOING FROM TOWING FROM \$80.00 TO \$185.00 MIGHT BE A STEEP INCREASE I WOULD LIKE TO POINT OUT THAT HAD WE IN THIS INDUSTRY HAD GOTTEN REGULAR INCREASES THROUHOUT THE YEARS AS IN ANY OTHER INDUSTRY THEN THEIR WOULD NOT BE SUCH A WIDE SPREAD NOW. EVEN WITH THIS RATE INCREASE ADOPTED AND PASSED AS IT STANDS WE WILL NEVER EVER RECOUPE THE LOST MONIES THAT WE LOST OVER THE LAST DECADE BY NOT GETTING REGULAR INCREASEES ALONG THE YEARS. IN CONCLUSION I IMPLORE YOU TO PLEASE PASS THIS BILL AS IT STANDS AS QUICKLY AS POSSIBLE BEFORE WE LOOSE ANY MORE MONEY AND MAYBE HAVE TO GO OUT OF BUISNESS ALL TOGETHER. I THANK YOU FOR YOUR TIME IN LISTENING TO ME TODAY AND WISH YOU ALL A NICE DAY AND MAY GOD LOOK AFTER YOU AND GET YOU

HOME SAFE. I REMAIN AVAILABLE TODAY AND ALWAYS TO ANSWER ANY QUESTIONS THAT YOU MAY POSSIBLY HAVE ON THIS SUBJECT MATTER.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 201-A Res. No. _____

in favor in opposition

Date: MAY 11, 2010

Name: Ralph Gonzalez (PLEASE PRINT)

Address: 37-24 13th L.I.C. NY. 11101

I represent: BIG City Auto Body & Towing Service

Address: 37-24 13th L.I.C. NY. 11101

**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: May 11 2010

Name: MURRAY RUDE (PLEASE PRINT)

Address: 6309 108th Forest Hills

I represent: Society of Citizens for (Queens) NY

Address: Free Choice in Towing Inc 11375

8014 45th Avenue Blvd / So Auct # E3
Please complete this card and return to the Sergeant-at-Arms
Brooklyn 11222

**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: _____

Name: FRAN FREEMAN, DEPUTY COMMISSIONER (PLEASE PRINT)

Address: _____

I represent: Department of Consumer Affairs

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. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Michael MAZZIO

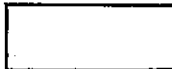
Address: 816 Liberty Ave

I represent: Mike's Heavy Duty Towing

Address: 816 Liberty Ave Brooklyn NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. 201-A Res. No. _____
 in favor in opposition

Date: 5/11/10

(PLEASE PRINT)

Name: Peter B. O'Connell

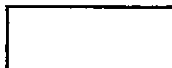
Address: 107 Washington Ave, Astoria, NY 12210

I represent: ESTA

Address: 107 Washington Ave Astoria, NY 12210

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. 201A Res. No. 201A
 in favor in opposition

Date: 5/11/10

(PLEASE PRINT)

Name: Joseph K. Koblas

Address: 120 Union Ave Bklyn NY 11206

I represent: Empire State Towing & Recovery Assn

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 201-A Res. No. _____

in favor in opposition

Date: May 11, 2010

Name: John Carlucci (PLEASE PRINT) John Africano

Address: AAA NY; 1415 Kullman Place

I represent: AAA New York Garden Ct, NY 11530

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. 201A Res. No. _____

in favor in opposition

Date: _____

Name: NORMAN (PLEASE PRINT) TEITLER

Address: _____

I represent: metropolitan NY towing, Auto Body

Address: & Salvage Assn.

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