

Testimony of David Keller
Acting Director of the MTA's Division of Management and Budget to the
New York City Council Committee on Transportation
Thursday, March 14, 2019 at 9:30 a.m.

Good morning, Speaker Johnson, Chairman Rodriguez and members of the City Council. I'm David Keller, Acting Director of the MTA's Division of Management and Budget. I'm joined by Aaron Stern, Budget Director at MTA New York City Transit and Donald Spero, the MTA's Deputy CFO. Thank you for inviting us to discuss the MTA's budget.

This year, the MTA's operating budget is about \$17 billion. About \$1.2 billion of that will come from New York City, representing about seven percent of the MTA's budget. Funding from New York City – which is only used in New York City – supports the operations of MTA New York City Transit, MTA Bus, and the Staten Island Railway. It's also used to help us maintain commuter rail stations within New York City. The break-out of the \$1.2 billion in operating funding from New York City is as follows:

- \$215 million for paratransit, representing 33 percent of its cost.
- \$669 million to reimburse the MTA for the cost of MTA Bus – the agency the MTA created at the city's request to run the private bus lines.
- \$98 million for station maintenance at the 36 commuter rail stations in the city.
- \$161 million to pay the local match for State aid payments.
- \$51 million to reimburse the MTA for the cost of the Staten Island Railway.
- \$45 million to partially offset free or reduced fares for New York City school children.
- And \$14 million for our reduced-fare program for the elderly.

This funding is critically important to the MTA and much appreciated. But frankly, Council Members, it's just a drop in the bucket compared to the extraordinary financial challenge we face today. As MTA Managing Director Ronnie Hakim explained to the New York State Senate last month, today's MTA is in fiscal peril – facing massive gaps in both our operating and capital budgets. We are clearly at a historic crossroads, where desperately-needed funding must be secured to ensure a successful future for mass transit in New York. This topic will be discussed further by MTA President Pat Foye and Ronnie Hakim when they appear before this body in April.

On the operating side of our budget, passenger revenues and economically-sensitive subsidies have softened since 2017, resulting in an average revenue loss of more than \$350 million a year. As a result, we project significant out-year operating budget deficits of almost \$500 million as early as next year, growing to nearly \$1 billion by 2022. On the capital side of our budget, we start with zero dollars available toward the 2020 through 2024 Capital Program. New funding sources must be secured to fill these budget gaps.

Congestion pricing is a critically important and desperately-needed funding source for the next MTA Capital Program. If congestion pricing were to fail this Legislative session, the MTA would need to raise fares and tolls by about 27 percent by the end of our next Capital Program in 2024. That means in the span of about five years, the base fare for subways and buses would increase from \$2.75 to \$3.50, while the cost of a monthly MetroCard would jump from \$121 to \$154, all to bridge upcoming gaps in our operating and capital budgets. Also, absent congestion pricing, the MTA would be unable to adequately fund our ambitious plans – undertaken through our next Capital Program – to modernize our entire network, including New York City Transit, the Long Island Rail Road, and Metro-North.

Beyond congestion pricing, the MTA needs reliable and enhanced funding from New York City and New York State to fund our operating budget and the next MTA Capital Program. The MTA's current

five-year Capital Program is about \$33 billion. At this point in our development process, we anticipate our next Capital Program (which will be released later this year) to be at least \$41 billion or higher.

If fully funded, the MTA Capital Program will modernize New York City Transit from top to bottom, tackling projects in 10 years that were previously scheduled to take more than 40. We will bring our city and our customers state-of-the-art signals, 50 additional accessible stations, infrastructure in a state of good repair, new subway cars and buses, and a new fare payment system.

Council Members, we appreciate the support you've given the MTA in the past and your continuing support. We very much look forward to working with you to pass congestion pricing, to fully fund the 2020 through 2024 Capital Program, and to strengthen the partnership between the MTA and New York City that contributes so much to our whole region's success.

Now, my colleague and I are happy to answer any budget-related questions you may have. If we can't answer your questions because they are not budget-related and therefore outside our expertise, we will get back to you as soon as possible with answers.

Testimony of Meera Joshi
New York City Taxi & Limousine Commissioner and Chair
Before the City Council Committee on Transportation
PRELIMINARY BUDGET for FISCAL YEAR 2020
March 14, 2019

Good afternoon, Chair Rodriguez, and members of the Transportation Committee. I am Meera Joshi, Commissioner and Chair of the New York City Taxi & Limousine Commission, and today I will preview the TLC's Fiscal Year 2020 Preliminary Budget. With me are Deputy Commissioner for Finance and Administration Jennifer Tavis and Assistant Commissioner for Finance and Administration Vincent Chin.

The TLC is a small agency with a big mission: to ensure that every day, approximately one million passengers receive safe, reliable for-hire transportation, and to set and enforce the ground rules for the licensed drivers and vehicle owners and thousands of business owners that provide this transportation.

In the last five years, the number of TLC-licensed vehicles has gone from 70,000 to over 136,453 [as of 1/31/19], and the number of TLC-licensed drivers has increased from 71,000 to over 205,810 drivers [as of 1/31/19]. Of all the vehicles we license, the largest and fastest growing sector is those dispatched by an app.

New York City is the only city in the nation which from the outset has required app services to meet all preexisting for-hire requirements. So unlike other cities, in New York your Uber or Lyft driver has been fingerprinted, his or her DMV record is continuously monitored and the car you are being transported in has commercial insurance and has been inspected three times a year.

In response to their rapid growth, the TLC has gone beyond existing for-hire regulation and enacted groundbreaking and historic mandates requiring these services to better meet the needs of the public, to protect the drivers and to ensure they work within our larger city structure including our shared streets.

The key to TLC's ability to make these historic regulations has been groundbreaking data collection and analysis that allows the City to identify problems, develop solutions and measure compliance. In 2014, after collecting detailed trip records from taxis for five years, TLC began the process of increasing transparency in the for-hire vehicle sector through the collection of trip records. We currently collect detailed trip records including: log-on and log-off times; whether the trip is shared; pick-up and drop-off locations; breadcrumb data (location pings throughout the route in between passenger pick-up and drop-off). We also collect vehicle record data. This information empowers us to make informed and balanced public policy.

Last year, concerned about reports of low earnings (after costs) among drivers working for the large app-based for-hire vehicle companies, the TLC commissioned a study that brought the issue of low pay of app-based drivers to light. Through trip data we determined that 96% of the approximately 80,000 app drivers make less than the equivalent of the New York minimum wage. To combat this, as a sign of City Council and the Administration's partnership, the Council passed Local Law 890-B in 2018. New York City made history by becoming the first city in the world to enact pay protection for this large group of professional drivers – larger than the population of New Rochelle, New York or Scranton, Pennsylvania. This regulation takes into account that drivers are independent contractors and are generally not paid by the hour but by the trip. It sets a minute and mile minimum; a per trip pay standard. That minimum is raised if a company cannot keep a driver busy and use their drivers' time efficiently and this prevents a dilution of the raise from new drivers entering the pool.

The new rules were effective on February 1, 2019. Lyft and Juno immediately went to court to stop these rules from going into effect. The Judge denied their motion for an injunction and ordered that they pay or put into escrow the entire amounts due to drivers under the rules while we

defend these important driver protections in court. Drivers will now earn on average the equivalent of \$17.22 an hour, or an average of \$10,000 more per year. We will monitor compliance with these new rules through regular administrative data runs to ensure that drivers are not underpaid, and drivers can file complaints which are investigated by our Driver Protection Unit. In addition, we monitor and will report regularly on the metrics that include wait times, passenger fares, driver pay trends, and restitution in order to give the public a comprehensive picture of the effects of the new pay standard. To quote Streetsblog NYC, the rules are “a smart and powerful mechanism to move away from cowboy capitalism and toward more equitable and rational governance of the city’s streets.”

Another example of data-enabled historic legislation is the pause on new vehicle licensing the Council passed, sponsored by Councilmember Levin, and Mayor DeBlasio signed in August 2018. Data showed that a significant portion of app-dispatched vehicles were vacant a considerable portion of every hour and in the most congested areas. This translates into less money for drivers and more traffic.

The TLC is currently monitoring the effects of the pause and posts quarterly reports, the first of which is available on our website. I note that Uber has a lawsuit challenging the pause legislation and the City is vigorously fighting this in court, as we have been first hand witnesses to the negative effects of uncontrolled growth on drivers, other TLC-regulated industries, and congestion throughout our City.

Through data-driven administrative enforcement, New York City is the first city to require real meaningful wheelchair accessible service. Beyond required yellow and green accessible service, TLC now requires bases to either send a specific percentage of their trips to wheelchair-accessible vehicles, or provide service in a wheelchair-accessible vehicle within set times. Bases

must also provide additional records of passenger wait times for both accessible and non-accessible trips, complaint data, trip cost, as well as fulfillment and cancellation rates. With the data at hand to make precise assessments, the TLC and the public will have full transparency into whether or not the industry is meeting the accessibility mandate.

This mandate was also challenged in the courts by app companies Uber, Lyft and Via. Nonetheless, it withstood the challenge and is already making a difference. When I began my tenure as the Chair of the TLC, there were about 50 accessible for-hire vehicles in the fleet of tens of thousands. Today, there are over 350, and this number is growing. Their numbers are still much lower than the over 2,600 accessible taxis – which remain an important lifeline for passengers, whether via street hail or Accessible Dispatch program, or through the MTA’s Access-A-Ride service. Starting this spring, the TLC will release quarterly reports on compliance, and our first comprehensive review will be released in the summer of 2019. These reports will be available for public review on the City’s Open Data portal.

The hallmark of our work at the TLC is a data-driven approach to policymaking, which aims to ensure effectiveness while minimizing regulatory burdens, and also providing the flexibility to adapt to changing conditions. The technology, information, and know-how exists, so it’s prudent to incorporate it all.

In addition to the great strides made in regulating the new forms of for-hire transportation, TLC continues to strengthen performance of our core functions, including safety, licensing and enforcement of local law and TLC rules.

TLC plays a central role in Mayor de Blasio’s Vision Zero Initiative. The agency’s personnel support the Vision Zero goal through outreach on key safety initiatives like preventing fatigued driving, holding drivers to high licensing and training standards to ensure they share the

road safely, and increasing enforcement against dangerous driver behaviors. In 2018, over 27,000 TLC-licensed drivers received training in Vision Zero through our pre-licensure course – an average of about 2,300 drivers each month. TLC also released “Safety First: Vision Zero Training for Professional Drivers,” a new training video that outlines the serious crash risks of five dangerous driving behaviors and the recommended steps for keeping all New Yorkers safe. We also honored 410 exemplary drivers at our Safety Honor Roll Ceremony who had no crashes involving a fatality or injury, no traffic violations, and no violations of TLC safety-related rules for at least four years. In 2018, while experiencing continued growth in the number of vehicles we license, we saw a 50% decline in TLC-licensed vehicles involved in fatal crashes compared to 2017 – a clear sign that our efforts are having an impact.

In New York City, all drivers and vehicles that operate for hire in New York City must be vetted and licensed by the TLC. This means the drivers have passed a review of their driving record, criminal record and have been fingerprinted and drug tested, while the vehicles they operated have been inspected for emissions and roadworthiness and carry necessary for-hire insurance. These are fundamental public safety standards that cannot be sacrificed. With the increasing volume of applicants, we have focused on identifying efficiencies in the licensing process to decrease the time needed to review applications while also improving customer service.

In 2016, we developed and released an online platform for both driver and vehicle license applicants that allows them to complete almost all application requirements from their smartphones. Last year, we created a new portal to provide our licensees a real-time view of their license status, drug test or vehicle inspection requirements, base affiliation, insurance information, and expiration date of license. These changes have had a real impact: when I began my tenure as the Chair of the TLC, the time process for a new license ran over seventy three days. Today,

TLC's review of a new application is regularly completed in less than fifty days. Truly a testament to the hard work of the staff in TLC's licensing division. Less time at TLC's offices means more time for drivers to be on the road and earning, or spending time with their families.

Consumer protection and safety standards cannot be effective unless paired with enforcement. The goal of our enforcement action is to stop dangerous and unsafe behavior. We prioritize our enforcement efforts on violations relating to traffic safety, such as speeding and distracted driving, and unlicensed activity. We are committed to meeting the expectations of the public and for-hire industry, demonstrating discipline, taking enforcement action fairly, efficiently and effectively and most importantly to strive to ensure safety for the for-hire riding public. An example of this is the 9.8% increase in Vision Zero summonses issued throughout the city compared to last year, while decreasing the total summonses written by six percent.

Now I'd like to preview the TLC's Preliminary Budget for Fiscal Year 2020, which is \$57.35 million, broken down into \$39.2 million in personal services (PS), and \$18.1 million in other than personal services (OTPS).

Our Preliminary Budget for Fiscal Year 2020 represents a \$5.2 million increase from the current modified budget for Fiscal Year 2019. The difference reflects a higher projected demand for grants from owners of wheelchair-accessible Green Boro Taxis. Although the total Fiscal Year 2020 amount was adjusted down from previous projections, the preliminary estimate is still higher than Fiscal Year 2019 to account for the recently enacted FHV accessibility mandate, which allows FHV bases to use accessible Boro Taxis to achieve compliance. The overall budget increase also reflects funding for collective bargaining changes and the restoration of funds from hiring delays that were adjusted down in Fiscal Year 2019 to meet citywide savings targets.

The agency authorized headcount in Fiscal Year 2020 is 618. In recent years, we have experienced delays recruiting staff to conduct safety and emissions inspections at our facility in Woodside, Queens. As noted in the Preliminary Mayor's Management Report (PMMR), I am happy to report that the hiring delay ended this past fall when we on-boarded a new group of safety and emissions inspectors in October. This allowed us to expand our hours of service for vehicle inspections, and we continue working hard to recruit staff to ensure we improve wait times. Although the budget reflects a decrease in headcount for enforcement to account for the vacancies resulting from long-standing recruitment and retention challenges, we are still working hard to deploy new officers in the field to enforce traffic safety rules and regulations. We will continue working closely with OMB in the new fiscal year if adjustments are needed to ensure we provide adequate and sustainable enforcement coverage to the riding public.

Another major area of focus as we head into the new fiscal year is recruiting and training the teams responsible for implementing new legislation passed by the Council this year. Our newly created Office of Inclusion will ensure that all passengers receive the service they deserve and we also have new staff to support our efforts to regulate the companies applying for the new High Volume For-Hire Service license, to study options for regulating the growth of the for-hire sector, and to implement our new driver income standard.

Overall, TLC's projected Fiscal Year 2020 revenue budget is \$61.5 million, which is \$4.2 million higher than the current modified budget for Fiscal Year 2019. The difference reflects an expected uptick in revenue from driver license renewals. We extended the license cycle from two years to three in January 2016. After a temporary pause in processing license renewals this fiscal year due to this extension, we expect to receive revenue from driver license renewals for all of FY2020. Licenses will continue to be our largest source of revenue at \$40.4 million, which

accounts for nearly two-thirds of the total. The next largest source of revenue is related to fines, which is projected as \$11.6 million, the same as the estimate for FY2019. While actual revenue collected has exceeded budget projections in the past, there has been a decline in fine revenue collected over the past three years, despite a steady rise in the number of drivers and vehicles licensed by the TLC. The last category of revenue is from vehicle inspections, which is projected as \$9.5 million, similarly to the Fiscal Year 2019 projection. During the course of the year, we will monitor collections of all categories of revenue, and work with OMB to make any adjustments as needed.

In the midst of a greatly transformed for-hire vehicle industry, the TLC continues to advance our key goals: safety; consumer protection; driver welfare; and accessibility. I would like to thank you for the opportunity to testify today about ways the TLC is working to benefit passengers, drivers, and business owners throughout the TLC's regulated for-hire vehicle industries.

To: New York City Council Transportation Committee
From: Jack Davies, Transportation Alternatives
RE: Testimony on FY 2020 Transportation Budget
Date: March 13, 2018

Good afternoon. Thank you for convening this hearing and for the chance to testify. My name is Jack Davies. I'm the campaigns manager for Transportation Alternatives. For 45 years, Transportation Alternatives has advocated on behalf of New Yorkers for safer and more livable streets, fighting to improve biking, walking, and public transportation for all New Yorkers.

To that end, we believe that New York City's transportation policy agenda for the coming fiscal year should be built upon four essential, popular, and viable pillars: the Vision Zero Design Standard, an Automated Enforcement Camera Pilot program, an electric-bike conversion or exchange program, and finally, an aggressive Winter Streets program.

The Vision Zero Design Standard -- Intro 322-2018 -- would dedicate modest new funding for NYC DOT to create and support the procedures for the Vision Zero Design Standard checklist, including making the checklist available online for the general public in a user-friendly way as well as in machine-readable format. This bill has broad, citywide support, with 44 Council co-sponsors. It would require NYCDOT to check a list of street safety and accessibility design measures, all of which are in their own Street Design Manual, to indicate whether a planned major street redesign includes each design measure, and if it does not, they must provide a detailed explanation as to why.

The Electric-Bike conversion or exchange program -- Intro 1265-2018 -- would dedicate funding for a buy-back program or conversion program for e-bikes, primarily used by NYC's 30,000 food delivery workers. For decades NYC has failed to create a regulatory framework for e-bikes. Only in 2018 were pedal-assist e-bikes legalized through NYCDOT rule-making, but left out of the legalization were the types of e-bikes used primarily by NYC's food delivery workers who are subject to draconian police enforcement with dark similarities to the City's stop-and-frisk broken windows policing legacy. The City Council can help address both this inequity and the real concern many New Yorkers have about working cyclists on e-bikes that go upwards of 28 mph. This program could help get tens of thousands of those higher-speed e-bikes off the street and replaced with lower-speed Class 1 (pedal-assist) and Class 2 (throttle based) e-bikes capable of going no faster than 20 mph. Private companies have expressed interest in helping fund such program, which could be administered by NYCDOT or NYCDCA.

An automated enforcement camera pilot program would dedicate funding for NYC DOT to test new automated camera enforcement technology in several geographic locations -- particularly of intersection cameras (block-the-box and failure-to-yield cams) and bike lane cameras -- and direct NYC DOT to explore and report back on the options available for issuing warnings and fines to vehicle owners using existing City authority, as well as potential DMV/State collaboration.

The City's speed camera enforcement program has proven the tremendous life-saving value of automated enforcement. Where speed safety cameras have operated, fatalities are down 55% and speeding violations are down more than 60% on average. Armed police officers are not needed to conduct routine traffic enforcement. Moreover, police officers alone can not address the scale of dangerous traffic violations: in 2016 NYC's tens of thousands of police officers issued 137,000 speeding tickets compared to 1.37 million by the city's mere 140+ speed cameras. Other forms of automated camera enforcement hold tremendous potential and must be explored.

The technology to be tested should include:

- Block-the-box cameras, which help deter motor vehicles from blocking intersections and causing traffic to back up -- contributing to congestion, while creating dangerous conditions for pedestrians by forcing them into traffic,
- Failure-to-yield cameras which help deter dangerous violations of pedestrians' and bicyclists' right of way by motorists (failure to yield is the leading cause of traffic injuries in NYC and second-leading cause of traffic fatalities in New York City), and
- Bike lane enforcement cameras which would help prevent dangerous blocking of bike lanes, such as the incident last summer that resulted in the preventable death of Madison Jane Lyden. The program could use warnings to vehicle owners in the testing phase.

Finally, the City should finally make a meaningful investment in Winter Streets, which would create a car-free zone in midtown Manhattan, centered around Rockefeller Center, for the 2019 winter holiday season. This area of midtown Manhattan is swarming with people on foot every winter holiday season in November and December. It is a perfect opportunity to test a livable, breathable area of midtown, free from traffic.

New York City is expected to think collectively, and be a leader in the environmental and sustainability movements, especially in the current political climate. New Yorkers are ready for these changes now, and will reward local and state elected officials who lead, boldly and aggressively, on real transportation reform.

Thank you.

TESTIMONY by MOVE THE MONEY-NYC at the NYC COUNCIL TRANSPORTATION COMMITTEE

HEARINGS ON THE MAYOR'S PRELIMINARY BUDGET

March 14, 2019

Council Member Rodriguez Ydanis Rodriguez, , Committee Chair.

Good afternoon. My name is Tom Gogan and today I speak on behalf of the Move the Money – NYC campaign. Our campaign comprises organizations and residents in all five boroughs of New York City, from organizations small and large, whose members are public and private sector workers and retirees; military veterans; peace, justice, and environmental activists; and people of faith. We are domestic workers, nurses, professors and public employees.

All of us regularly ride the MTA's subways, buses and trains. We are aware of how much our overstressed transportation system is deteriorating all around us here in New York. We experience power outages, signal failures, unpredictable delays, overcrowding, dirty and unsafe conditions – all the maladies of the current system.

We know that federal aid to urban transportation, never a high federal priority, has been severely cut in recent years, most notably since the 2011 imposition of the very deep federal “sequester” cuts. Yet since that time, spending of our tax dollars on the military has somehow managed to rise quite a bit. This year federal military spending is over 60% of the federal discretionary budget, or some \$ 717 billion *this year* for the Pentagon.

We say quite plainly: our nation's current federal priorities must be dramatically altered. We will never meet our transportation, infrastructure and public/private social service needs while military spending is so out of control. We ask today that this committee will recognize and state in its findings that adequate funding of our transportation system will require significantly more federal support; and that a major portion of the financial resources New York needs must come from significant reductions in bloated military spending.

According to the National Priorities Project, the share of federal taxes paid by New York City residents and businesses that goes to the military budget is around \$25 billion a year. To use a very modest example, if just ten percent of New York's current contribution to the military budget were returned to us in the form of additional federal aid to New York, that \$2.5 billion more each year could greatly help us meet our transit and other human needs. Any multiple of that amount would greatly enhance our ability to restore proper services in every sphere.

Just this week President Trump instead has called for an additional 5% increase (almost \$45 billion) for the military, offsetting that increase by cutting everything else by another 5%. That horrible equation will spell more severe new cuts to veterans benefits, social services, and infrastructure spending and to the whole gamut of public services from schools to healthcare. We in New York have the capacity—and must! – begin to change the conversation at the local level, calling on our country to move off this self-destructive path. Every elected official must raise his or her voice and demand our cities and towns get what they need.

Here in New York, a small cut in the coming year's military budget, if spent where we really need it, could instead be spent on transit and our many other needs. We could easily buy over five hundred new subway cars each year for the next five years. We could quickly pay the cost of the East River tunnels and signal repairs, with money to spare. Within five or six years, many of our transit headaches would be gone. An even greater redirection of those federal funds could additionally help us pay for repairs to NYCHA; for new schools; and for greatly improved public services of all kinds, while fully addressing our mass transit needs.

Some argue that we need a massive military machine for our national security. We believe that meaningful security for our people instead comes mainly from having a good-paying job; good schools for our children; excellent health care for all; truly affordable housing; and well-maintained and -run transportation systems.

The U.S. spends more money on its military than the next seven countries combined, five of which are our allies! A substantial cut in the military budget would hardly leave us defenseless; it would still leave hundreds of billions of dollars for true defense, rather than what have come to be known as our “forever wars.”

It is important to reiterate that military funding does not go to our veterans, who must instead compete for their currently small slice of the budget pie versus the ever-voracious Pentagon. Freeing up substantial sums now directed to military spending would immensely help New York and other cities and towns across the country and would make an enormous difference to our everyday lives, our security, and our well-being.

We ask that in the Transportation Committee's budget report you call for cuts in the federal military budget and a redirection of a significant portion of those funds to New York, in order to enhance our transportation and other needs.

We ask that each of you as Council Members endorse and co-sponsor Resolution 747, introduced last month by Transportation Committee Chair Rodriguez, who we thank for introducing this pathbreaking resolution. When enacted, it will put the City Council on record calling for a significant redirection of *our* federal tax dollars currently allocated to a runaway, unaccountable military budget that knows only how to grow at our expense.

Of course, there are other as-yet untapped sources of revenue that could and should be spent on our many needs here in New York. But the monies we are talking about today are already there in Federal hands, collected year after year and allocated by Congress. Significant, substantial sums simply must be redirected to where the need is greatest, right here at home. The recent extremely costly wars have gained the world little but trouble, and have set in motion many unforeseen forces in a destructive spiral we need to reverse by non-military means.

We further ask that you support City Council hearings that would bring forward testimony from all our City departments, interested unions and local organizations, so as to estimate the federal budgetary aid needed to make New York the truly safe, fair, equitable, sustainable and well-run city we all strive to build and inhabit. That is what the Move the Money-NYC campaign is all about.

Thank you for listening. I trust and hope you will take positive action to help us achieve these important goals.

Contact: movethemoney.nyc@gmail.com 212-603-3752
Move the Money-NYC c/o Brooklyn for Peace 388 Atlantic Avenue , 2nd Floor Brooklyn NY 11217

Chairman Ydanis A. Rodriguez

Committee on Transportation

New York City Council

Fiscal Year 2020 Preliminary Budget

Increase General Fund Revenue

Reduce NYC Traffic Congestion

Testimony before Committee

Glen Bolofsky, CPA, CEO

parkingticket.com

3/14 Budget & Oversight Hearings

NYC Double Parking Tickets (Volume)	NYC Double Parking Tickets (Financial)
2014: 327,473	2014: \$37,659,395
2018: 568,431	2018: \$65,369,565

ILLEGAL DOUBLE-PARKING

\$513,093,292

2005 - 2018

- The Stipulated Fine Program is financial **RED INK** for schools, parks, housing and homeless, hunger, sports programs, and all legislative agendas
- The City is not the same as it was 10 years ago, or even 5 years ago. Policies need to be revisited and updated periodically to better reflect the current times
- Members of the Council fight for funding for these agencies and programs and the City is leaving money on the table while asking each agency to cut its budget
- Solution? Eliminate Stipulated Fine Program
- How it Works: Illegally **DOUBLE-PARKED** Commercial Vehicles who use our city streets as warehouses *must* change their behavior as Congestion costs \$20 Billion annually. Abolishing this program makes sense. Other cities, including the District of Columbia, have abolished their Stipulated Fine Program generating **MORE REVENUE** and **LESS CONGESTION**.

Follow Up Questions? Email: glen@parkingticket.com
212-387-9565

DOUBLE PARKED TRUCKS

CAUSE TRAFFIC CONGESTION



**Eliminate Settlements of
Double Parking Fines**



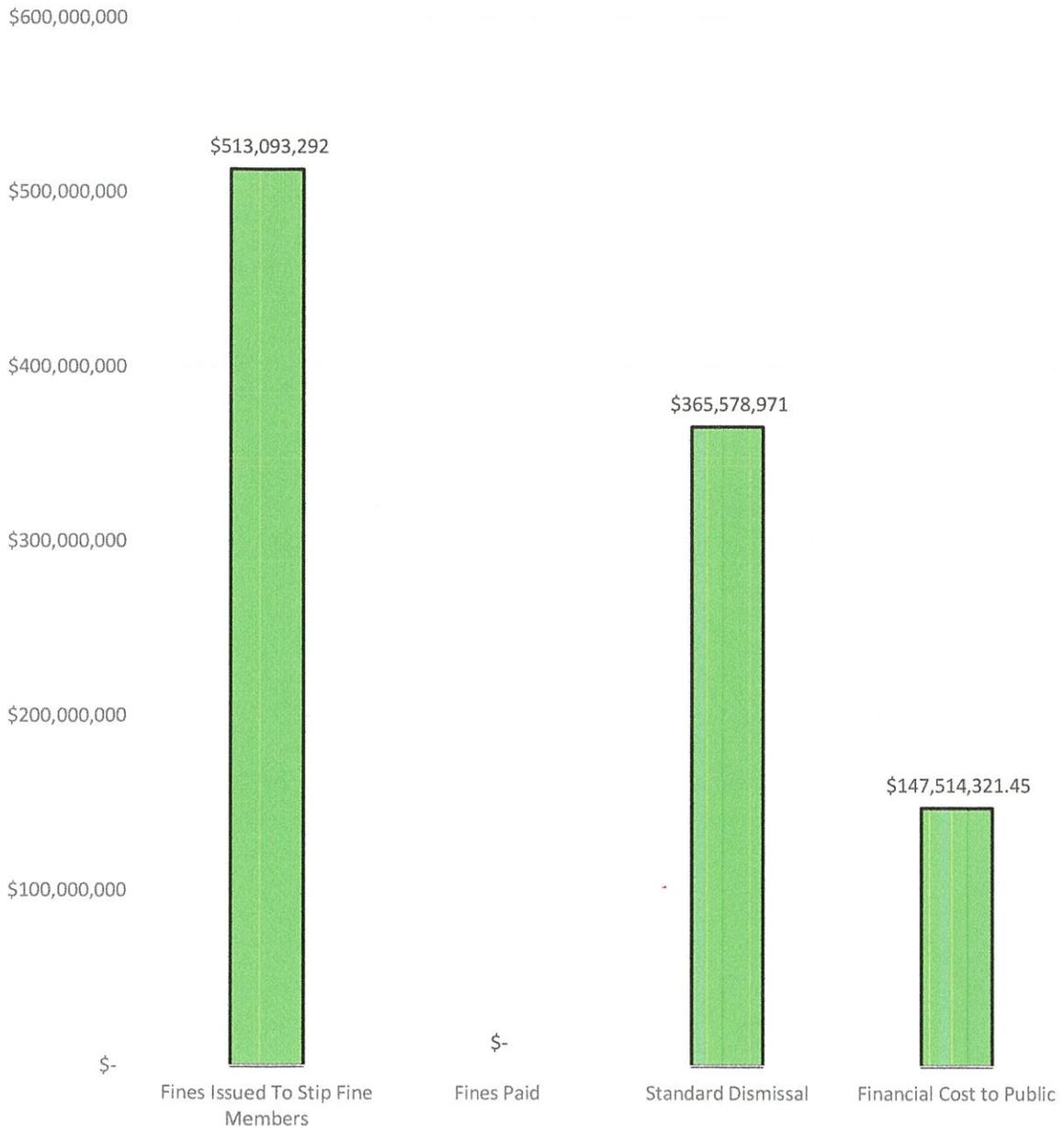
**Reduce Congestion
Support Intro 1141-2018**

Fiscal 2005 – 2018

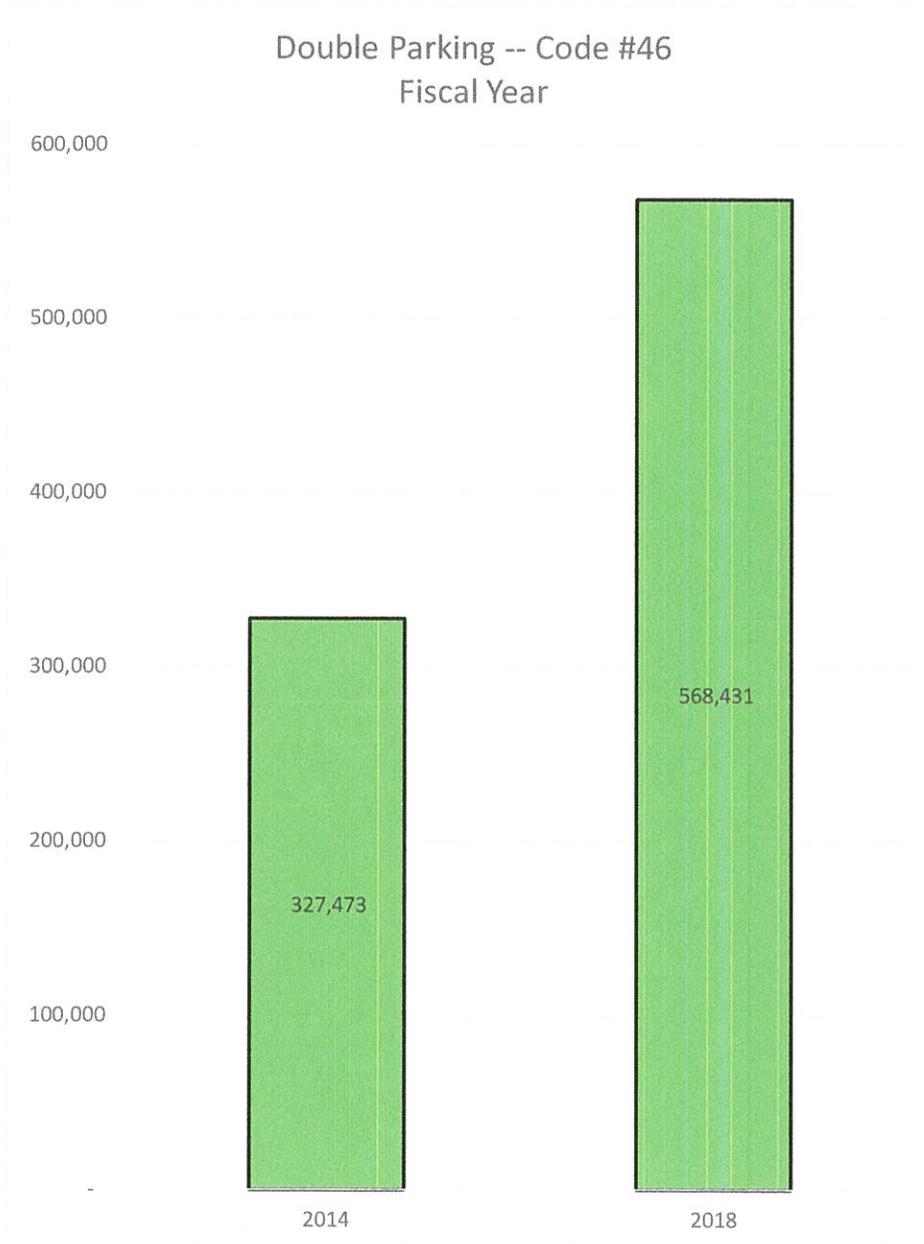
NYC SETTLEMENT PROGRAM

COSTS TO PUBLIC

Double Parking -- Code # 46



2014 & 2018 Volume NYC Double Parking Tickets



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NEWS

DOUBLE PARKERS BEATING THE RAP

By Larry Celona

February 27, 2006 | 5:00am

Nearly 60 percent of all the double-parking tickets issued to commercial vehicles are dismissed, city figures show.

But cops are still giving out so many summonses that they've been told they could be wasting their time issuing tickets that aren't worth the paper they're written on.

Commercial vehicles accounted for 2,236,678 summonses in the city last year. But 670,552, or 30 percent, were dismissed, the Department of Finance says.

There were 300,288 violations written up for double parking and 172,371 – 57 percent – were dismissed, either because the drivers were found not guilty or because they were covered by regulations that make double parking legal.

These rules stem from a city program launched last year to ease traffic, speed deliveries and streamline fine collection. A company that signs up for the Stipulated Fine Program waives its right to contest tickets. In return, "all amenable violations" are dismissed.

An example of "amenable" is a truck making a delivery on a block where there's no parking spot, so the driver has to double park.

In November, the NYPD's Legal Bureau advised cops that they "may be issuing double-parking summonses to commercial vehicles which are, in fact, legally double-parked."

"Commercial vehicles may double park when there is no available parking in the immediate vicinity, in places and at times when standing, parking and stopping is not prohibited," it said.

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Tickets to nowhere

* In 2005, there were 2,236,678 parking summonses issued in the city – but 670,552, or 30%, were dismissed.

* There were 300,288 double-parking violations written up – but 172,731, or 57%, were dismissed.

Recommended by



20 NYC Parking Ticket Fines are Reduced to Zero

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. HANDICAP PERMIT	180	180	164	164	164	164
28	OVERTIME STANDING DF	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	OF 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 COMM	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

54	TUNNEL/ELEVATED/ROADWAY	25	40	24	38	20	32
55	ELEVATED/DIVIDED HIGHWAY/TUNNL	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. MONT 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'FEIT	65	65	28	28	28	28
73	REG STICKER-MUTILATED/C'FEIT	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/QMIDST NO-TRK)	115	115	0	0	0	0
90	VEH-SALE/WSHG/RRNG/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

Chairman Ydanis A. Rodriguez

Committee on Transportation

New York City Council

Fiscal Year 2020 Preliminary Budget

City of New York

Department of Transportation

TRAFFIC CODE

RCNY – Title 34

Chapter 4-08

F (1) Double parking.

On the roadway side of a vehicle stopped, standing, or parked at the curb, except a person may stand a commercial vehicle alongside a vehicle parked at the curb at such locations and during such hours that stopping, standing, or parking is not prohibited, while expeditiously making pickups, deliveries or service calls, provided that there is no unoccupied parking space or designated loading zone on either side of the street within 100 feet that can be used for such standing, and provided further that such standing is in compliance with the provisions of § 1102 of the State Vehicle and Traffic Law. A person may stand a commercial vehicle along the roadway side of a bicycle lane provided all other conditions of this paragraph are met. No person may stand a commercial vehicle in or along the roadway side of a bus lane, unless otherwise indicated by posted signs, markings or other traffic control devices, or at the direction of a law enforcement officer or other person authorized to enforce this rule. For the purposes of this paragraph (f)(1), "expeditiously making pick-ups, deliveries or service calls" shall mean that any period of inactivity at the pick-up, delivery or service-call location does not exceed 30 minutes. However, such definition shall in no way limit the discretion of the Department of Finance Adjudication Tribunal to determine whether a violation of this paragraph has occurred.

Vote “No”

Bill 637

April 30th, 2008

FINANCE COMMITTEE MEMBERS

Urgent: A new Bill – Bill No. 637 – creates more congestion and pollution. This bill comes on the heels of congestion pricing and makes no sense for the City because:

- A. It is not “green” friendly as it encourages illegal parking.
- B. The cost for Double Parking Fines goes away entirely.
- C. The cost of Obstructing Traffic Lanes is cut in half.
- D. The cost of illegal parking in a Bicycle Lane is reduced in this program.
- E. The cost of illegal parking in a Bus Stop is reduced in this program.
- F. The cost of illegal parking at a Fire Hydrant is reduced in this program.

“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.” - New York Daily News – March 22, 2006

“Instead of fixing New York City’s broken parking policies, this bill streamlines them. It is wrong to make it city policy to reduce parking fines for large corporations. They should be forced to pay them, or be forced to adjudicate them like everyone else. Even better, the City Council should focus its attention on the root solution, which is to adopt curbside parking policies that encourage delivery trucks to abide by-- not skirt-- parking law.” - Paul Steely White, Executive Director of Transportation Alternatives

“This bill violates State law, Section 235, and hurts all New Yorkers.” - Glen Bolofsky, President of parkingticket.com

This bill gets an “F” – for failing to look at the details as per the attached pages.

For more information contact:

Glen Bolofsky
President
Parkingticket.com
212 387 9565

***** JUDGMENT DEBTOR ***** A D D R E S S *****

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

TRUCKING BUTCH'S BOY	150-15 183RD ST	SPRINGFIELD GARNY11413	1	75	.00	5070576653
TRUCKING BUTCH'S BOY	230-19 ROCKAWAY BLVD	JAMAICA NY11413	1	75	.00	5063242479
TRUCKING CALIBER	295 GREENWICH ST	NEW YORK NY10007	1	155	.00	7931053308
TRUCKING CALIBER	295 GREENWICH ST	NEW YORK NY10007	1	125	.00	7931053310
TRUCKING JPJ	964 GATES AVE	BROOKLYN NC11221	1	175	.00	7863870197
TRUCKING SOLEE	551 WEST 26 STREET	NEW YORK NY10001	1	125	.00	8006426818
TRUCKING TRI STATE	168 CARROLL ST	BROOKLYN NY11231	1	125	.00	7895113227
TRUCKING TRI STATE	168 CARROLL ST	BROOKLYN NY11231	1	125	.00	7919933274
TRUCKING UTF	23-30 BORDEN AVE	L.I.C. NY11101	1	175	.00	8513700617
TRUCKING IN AM DELIVERY &	714 MONTAUK AVE	BROOKLYN NY11208	1	175	.00	8481204018
TRUCKING INC JPJ	964 GATES AVE	BROOKLYN NY11221	1	175	.00	7939558717
TRUCKING INC UTF	2 SAINT ANNS AVE	BRONX NY10454	1	30	.00	8652105352
TRUCKING INC UTF	2 SAINT ANNS AVE	BRONX NY10454	1	30	.00	8654903934
TRUCKING INC UTF	2 ST ANNS AVE	BRONX NY10454	1	175	.00	8706701127
TRUCKING INC UTF	2 SAINT ANNS AVE	BRONX NY10454	1	30	.00	8652655121
TRUCKING INC UTF	23-30 BORDEN AVE	LIC NY11101	1	175	.00	8637677824
TRUCKING INC FUTURE	12 DES DROSSES ST	NEW YORK NY 10013	1	175	.00	7156731403
TRUCKING INC. ABCO	1851 PARK AVE	NYC NY10035	1	175	.00	7979461289
TRUCKING INC. AM DELIVERY &	714 MONTAUK AVE.	BROOKLYN NY11208	1	175	.00	7929941280
TRUCKING INC. OBERDAN	97-34 CRESKILL PL	JAMAICA NY11435	1	175	.00	1324389527
TRUCKING INC. OBERDAN	97-34 CRESKILL PL	JAMAICA NY11435	1	175	.00	1336396878
TRUCKING INC. WILLIAMSBURG	156 SOUTH 9TH ST	BROOKLYN NY 11211	1	175	.00	7735731036
TRUCKING LLC JOE JR	915 E 213TH ST	BRONX NY10466	1	175	.00	8619451030
TRUCKING LLC JOE JR	915 E 231ST ST	BRONX NY10466	1	175	.00	8621950571
TRUCKING LLC JOE JR	915 E 231ST ST	BRONX NY10466	1	175	.00	8621952348
TRUCKING LLC JOE JR	915 E 231ST ST	BRONX NY10466	1	175	.00	8621959835
TRUCKING LLC JOE JR	915 231ST ST	BRONX NY10466	1	175	.00	8585539367
TRUCKING LLC JOE JR	915 231ST ST	BRONX NY10466	1	125	.00	8592365429
TRUCKNOLOGY INC	1130 ZEREGA AVE	BRONX NY10462	8	1220	725.56	95437MB
TRUCKNOLOGY INC	1130 ZEREGA AVE	BRONX NY10462	1	125	77.70	95540MB
TRUCKS WITH DRIVERS LLC	8618 91ST ST # B1	WOODHAVEN NY11421	26	3290	1857.77	33021MB
TRUCKSNYC COM INC	86-11LIBER AVE STB	OZONE PARK NY11417	1	175	41.94	7101399
TRUCYN INC	7845 SPRINGFIELD BLV	BAYSIDE NY11364	1	75	20.97	T463303C
TRUCYN INC	7845 SPRINGFIELD BLV	BAYSIDE NY11364	1	60	17.35	T463877C
TRUDIANN PROVIDENCE	13315 222ND ST	LAURELTON NY11413	1	125	7.32	HGX1946
TRUDY CHAMBERS	220 E 96TH ST # 2F	BROOKLYN NY11212	9	1005	230.69	HBS9896
TRUE JACKSON	1373 PACIFIC ST	BROOKLYN NY11216	1	105	14.81	BXF1638 FL
TRUE BLUE MEDICAL SUPPLIES INC	5100 15TH AVE # 4J	BROOKLYN NY11219	3	345	96.09	GAK3221
TRUE ENTERTAINMENT	601 W 26TH STREET	NEW YORK NY 10001	1	125	.00	7644970307
TRUE ENTERTAINMENT	601 WEST 26TH STREET	NEW YORK NY 10001	1	125	.00	1315038377

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NYC PARKING VIOLATIONS BUREAU
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***** JUDGMENT DEBTOR ***** A D D R E S S *****

UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	2	225	23.32	T735863C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	1	40	4.76	T735865C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	1	175	19.92	T735920C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	3	385	41.44	T735927C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	1	105	12.65	T735936C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG ISLAND CITNY	NY11101	3	455	49.27	T735944C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG ISLAND CITNY	NY11101	3	385	42.44	T735969C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	2	280	32.87	T735977C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	1	75	9.15	T735978C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	2	210	26.02	T735979C
UPPER LEFT GLOBAL IN C	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	4	430	44.40	T735982C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	3	455	45.91	T735983C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	3	470	56.82	T736049C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG ISLAND CITNY	NY11101	2	180	20.08	T738290C
UPPER LEFT GLOBAL INC	4628	VRNN BLVD ST #	LONG ISLAND CITNY	NY11101	8	1080	117.61	T738291C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	1	75	9.28	T738325C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG ISLAND CITNY	NY11101	1	125	14.97	T738502C
UPPER LEFT GLOBAL IN C	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	3	505	56.64	T738516C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	1	120	15.38	T738573C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	2	300	29.28	T738598C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	2	280	31.18	T738603C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	5	605	58.11	T738631C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG IS CITY	NY11101	1	140	16.64	T738632C
UPPER LEFT GLOBAL INC	4705	CENTER BLVD # 2	LONG IS CITY	NY11109	2	210	20.80	T746523C
UPPER LEFT GLOBAL INC	4628	VERNON BLVD # 2	LONG ISLAND CITNY	NY11101	1	175	17.80	T746588C
UPPER RIGHT GLOBALIN C	4705	CENTER BLVD # 2	LONG IS CITY	NY11109	1	75	8.25	T738618C
UPPER RIGHT GLOBALIN C	4705	CENTER BLVD # 2	LONG IS CITY	NY11109	1	75	8.49	T738620C
UPPER RIGHT GLOBALIN C	4705	CENTER BLVD # 2	LONG IS CITY	NY11109	2	280	30.44	T738622C
UPPER RIGHT GLOBALIN C	4705	CENTER BLVD # 2	LONG IS CITY	NY11109	1	75	8.36	T746459C
UPPER RIGHT GLOBALIN C	4705	CENTER BLVD # 2	LONG IS CITY	NY11109	1	75	8.10	T746500C
UPPER RIGHT GLOBALIN C	4705	CENTER BLVD # 2	LONG IS CITY	NY11109	1	75	8.36	T746576C
UPPER ROOM BAPTIST CHURCH INC	180	VAN BUREN ST	BROOKLYN	NY11221	6	815	370.57	GDP3379
UPPERMAN LISA	356	HARBOR RD	STATEN ISLAND	NY10303	1	175	2.79	FXS6051
UPRETI-POUDYAL S	5920	MYRTLE AVE FL3	RIDGEWOOD	NY11385	1	175	6.10	HUS6006
UPRETY SUDEEP R	3144	85TH ST	EAST ELMHURST	NY11370	3	315	26.61	T753004C
UPRICHARD AMANDA	330	WEST 38TH ST	NY	NY10018	1	125	.00	8484755708
UPS CARTAGE SERVICES	EAR-EA2	LEASE	SPRINGFIELD GARNY	NY11413	1	25	.00	5058934644
<u>UPS SMALL PACKAGE/UP</u>	325	SPRING ST	NEW YORK	NY10013	1	125	.00	7951555708
UPS SMALL PACKAGE/UP	325	SPRING ST	NEW YORK	NY10013	1	175	.00	7277962771
UPS SMALL PACKAGE/UP	325	SPRING ST	NEW YORK	NY10013	1	175	.00	7886148472

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***** JUDGMENT DEBTOR ***** ADDRESSES *****

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UPS SMALL PACKAGE/UP	325 SPRING ST	NEW YORK	NY10013	1	175	.00	7965831892
UPS SMALL PACKAGE/UP	325 SPRING ST	NEW YORK	NY10013	1	175	.00	7266319067
UPS SMALL PACKAGE/UP	325 SPRING ST	NEW YORK	NY10013	1	155	.00	7740785222
UPS SMALL PACKAGE/UP	325 SPRING ST	NEW YORK	NY10013	1	175	.00	7965831879
UPS SMALL PACKAGE/UP	325 SPRING ST	NEW YORK	NY10013	1	175	.00	7092886119
UPS SMALL PACKAGE/UP	325 SPRING ST	NEW YORK	NY10013	1	175	.00	7265911003
UPS SMALL PACKAGE/UP	325 SPRING ST	NEW YORK	NY10013	1	175	.00	7265911027
UPS SMALL PACKAGE/UP	325 SPRING ST	NEW YORK	NY10013	1	125	.00	7580602295
UPS SMALL PACKAGE/UP	325 SPRING ST	NEW YORK	NY10013	1	175	.00	7580602428
UPS SMALL PACKAGE/UP	325 SPRING ST	NEW YORK	NY10013	1	175	.00	7832429800
UPS SMALL PACKAGE/UP	325 SPRING ST	NEW YORK	NY10013	1	175	.00	7929953191
UPS SMALL PACKAGE/UP	104-01 FOSTER AVENUE	BROOKLYN	NY11236	1	175	.00	7124735087
UPS SMALL PACKAGE/UP	180 CANAL PL	BRONX	NY10451	1	175	.00	8522299134
UPS SMALL PACKAGE/UP	180 CANAL PL	BRONX	NY10451	1	125	.00	8576934681
UPS SMALL PACKAGE/UP	104-01 FOSTER AVENUE	BROOKLYN	NY11236	1	30	.00	1340136740
UPS SMALL PACKAGE/UP	325 SPRING ST	NEW YORK	NY10013	1	175	.00	7902934756
UPS SMALL PACKAGE/UP	325 SPRING ST	NEW YORK	NY10013	1	175	.00	7977555700
UPS SMALL PACKAGE/UP	325 SPRING ST	NEW YORK	NY10013	1	175	.00	7977555748
UPS/OASIS SUPPLY	46-05 56TH RD	MASPETH NY	11378	1	95	.00	7109132572
UPS/OASIS SUPPLY	46-05 56TH RD	MASPETH NY	11378	1	95	.00	7142268906
UPS/OASIS SUPPLY	4605 56TH RD	MASPETH NY	11378	1	155	.00	7148275179
UPS/OASIS SUPPLY	4605 56TH RD	MASPETH NY	11378	1	175	.00	7640277334
UPS/OASIS SUPPLY CORP	13640 SPRINGFIELD	SPRINGFIELD GR	NY11413	1	175	.00	8596118925
UPS/OASIS SUPPLY CORP	13640 SPRINGFIELD	SPRINGFIELD GR	NY11413	1	175	.00	8597017697
UPS/OASIS SUPPLY CORP	13640 SPRINGFIELD	SPRINGFLD GRDN	NY11413	1	175	.00	8631513600
UPS/OASIS SUPPLY CORP	545 BRUSH AVE	BRONX	NY10465	1	175	.00	8604461206
UPS/OASIS SUPPLY CORP	545 BRUSH AVE	BRONX NY	10465	1	175	.00	8608454269
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 JAHMEL 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
UPSHAW GERTRUDE	219 SACKMAN ST # 3A	BROOKLYN	NY11212	1	105	6.89	HHS4265
UPSHAW ROBERT	216 ROCKAWAY AVE # 3	BROOKLYN	NY11233	1	120	2.79	HWZ8813
UPSHAW ANTHONY M	655 MYRTLE AVE # 3	BROOKLYN	NY11205	7	845	188.32	GMU3951
UPSON ROBERTA E	4113 VERNON BLVD	LONG IS CITY	NY11101	1	105	11.93	HEK5311
UPSON SHAKEENA	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

***** JUDGMENT DEBTOR ***** A D D R E S S *****

DEBTOR NAME	ADDRESS	CITY	ZIP	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	GRH2327	
FEDERAL GLASS AND WINDOWS NYC LLC	319 NEWMAN 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 HMLTN PKWY #	BROOKLYN	NY11219	8	1002	316.79	T635938C	
FEDERAL TRANSIT DELI INC	6123FRT HMLTN PKWY #	BROOKLYN	NY11219	95	11735	2948.17	T646214C	
FEDERAL TRANSIT NY INC	266 PROSPECT PARK W	BROOKLYN	NY11215	13	1685	350.42	GZC5802	
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 & GUIDNCE SVS INC	315 HUDSON ST	NEW YORK	NY10013	3	325	105.23	DWJ6836	
FEDERATION MGMT BROOKLYN LLC	21 W 38TH ST FL 9	NEW YORK	NY10018	1	40	.02	HMX7299	
FEDERATION OF MLTICLTRL PRGMS INC	2 VAN SINDEREN AVE	BROOKLYN	NY11207	2	350	29.28	GKC2716	
FEDERICI MICHAEL D	3034 KINGSBRIDGE 2	BRONX	NY10463	1	95	56.92	FSF6646	
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 36TH ST	BROOKLYN	NY11210	1	105	17.33	GWV2924	
FEDERICO MUNIZ	4609 48TH AVE # 3R	WOODSIDE	NY11377	3	375	43.74	EUE4467	
FEDERICO NAPOLES	PO BOX 240	BRONX	NY10463	1	75	11.22	EWV3308	
FEDERICO RAMONA A	1461 GRAND CONCRS 1C	BRONX	NY10452	2	300	5.49	HSE4205	
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	GAW8542	
FEDEROFF ILENE E	22055 46TH AVE # 16N	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	

***** JUDGMENT DEBTOR ***** A D D R E S S *****

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

FEDEX DRIVER	ADDRESS	CITY	ZIP	J-#	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	NY11101	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	8601053841
FEDEX GROUND	195 S 4TH ST	BROOKLYN NY	11211	1	175	.00	8667769861
FEDEX GROUND	195 S 4TH ST	BROOKLYN NY	11211	1	175	.00	8667886490
FEDEX GROUND	195 S 4TH ST	BROOKLYN NY	11211	1	175	.00	8646774960
FEDEX GROUND HOME DEL.	300 MASPETH AVE	BKLYN NY	11211	1	175	.00	7780523597
FEDEX GROUND HOME DELIVERY	901 ZEREGA AVE	BRONX NY	10473	1	175	.00	7566524112
FEDEX GROUND HOME DELIVERY	901 ZEREGA AVE	BRONX NY	10474	1	105	.00	7883223471
FEDEX GROUND INDEP CONTRACTORS	3 SYLVAN CT	STATEN ISLAND NY	10307	1	125	.00	8592352083
FEDEX GROUND PACKAGE SYSTEM INC	100 MORGAN AVE	BROOKLYN	NY11237	1	75	35.79	16774JT
FEDEX GROUND PACKAGE SYSTEM INC	2901 BORDEN AVE	LONG IS CITY	NY11101	6	726	323.80	35996KA
FEDEX GROUND PACKAGE SYSTEM INC	2901 BORDEN AVE	LONG IS CITY	NY11101	2	350	137.16	64652MC
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	68322JV
FEDEX GROUND PKG SYSTEM	635 ZEREGA AVE	BRONX NY	10473	1	60	.00	7949832150
FEDEX GROUND PKG SYSTEM	635 ZEREGA AVE	BRONX NY	10473	1	60	.00	7964598879
FEDEX GROUND PKG SYSTEM/EXTRA	300 MESPETH AVE	BKLYN NY	11211	1	125	.00	7844877716
FEDEX GROUND-INDEP CONTRACTORS	3 SYLVAN CT	STATEN ISLAND NY	10307	1	175	.00	8590358963
FEDEX GROUND-INDEP CONTRACTORS	3 SYLVAN CT	STATEN ISLAND NY	10307	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

***** JUDGMENT DEBTOR ***** A D D R E S S *****

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 HOME DEL	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	95	.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 INC	635 ZEREGA AVE	BX NY	10473	1	125	.00	7941039539
FEDEX JAMAICA DRIVER	8121 155 AVE	HOWARD BEACH	NY11414	1	75	.00	4629915734
FEDEX JAMAICA DRIVER	8121 155 AVE	HOWARD BEACH	NY11414	1	95	.00	8398030021
FEDEX REPLACEMENT	901 ZEREGA AVE	BRONX NY	10473	1	77	.00	7925271905
FEDEX/HOME DELIVERY	901 ZEREGA AVE	BRONX NY	10473	1	22	.00	1264516605
FEDEX/HOME DELIVERY	901 ZEREGA AVE	BRONX NY	10473	1	125	.00	1264569117
FEDEZ ATKINSON ONEIL	50 28TH STREET	BROOKLYN	NY11232	1	175	.00	1417220922
FEDISZ-PEREYRA ANNA	330 S 3RD ST # 17	BROOKLYN	NY11211	3	315	17.07	GHR1203
FEDJUNIN ANDREI V	3100 OCEAN PKWY # F5	BROOKLYN	NY11235	1	75	22.40	FWV1089

***** JUDGMENT DEBTOR ***** A D D R E S S *****

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

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 P	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	HGC6046
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	77385MH
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	17584PC
VERIZON NEW YORK INC	550 W 36TH ST	NEW YORK	NY10018	7	1175	586.00	17584PC
VERIZON NEW YORK INC	550 W 36TH ST	NEW YORK	NY10018	5	875	383.40	17584PC
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	23427PC
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	23437PC
VERIZON NEW YORK INC	550 W 36TH ST	NEW YORK	NY10018	1	175	78.71	23437PC
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	GKJ6408
VERKHOVSKY 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	BRONX	NY10465	23	2765	1566.46	FSY2546
VERLEY JOSEPH M	2743 SAMPSON AVE # 2	BRONX	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 BERRIMAN ST # 2C	BROOKLYN	NY11208	1	35	2.99	GXV8889
VERLEY RICHARD A	446 BERRIMAN ST # 2C	BROOKLYN	NY11208	1	175	7.29	HVN6804
VERLING STEVEN J	9206 88TH AVE # B1	WOODHAVEN	NY11421	2	230	59.57	GLP6093
VERLYN PHINAZEE	125 W 144TH ST # 4A	NEW YORK	NY10030	2	345	62.54	HET2739
VERMA AASHISH	196158 65TH # CRESCT	FRESH MEADOWS	NY11365	3	425	8.90	HRC9113
VERMA ASHOK	24229 88TH DR	BELLEROSE	NY11426	1	124	41.16	GVB9700
VERMA JANESH	95-39 115TH ST	JAMAICA	NY11419	1	175	.00	8640808065
VERMA PETIT-FRERE	19122 109TH RD	SAINT ALBANS	NY11412	1	125	60.76	GEF9980



Asian American Federation

Testimony for New York City Council Budget and Oversight Hearings on FY 2020 Preliminary Budget

New York City Council Committee on Transportation

March 14, 2019

Thank you Chair Ydanis Rodriguez and the rest of the Committee on Transportation for convening this hearing. My name is Jo-Ann Yoo, Executive Director at the Asian American Federation (AAF). Our mission is to raise the influence and well-being of the pan-Asian American community through research, policy advocacy, public awareness, and organizational development. We also represent our network of nearly 70 member organizations who support our community through their work in health and human services, education, economic development, civic participation, and social justice.

We, as part of the #DeliverJustice Coalition, call for the passage of legislation that would help the 40,000 delivery workers in New York City who depend on throttle or combination electric bikes for their livelihoods. This is NOT just a transportation issue; it's also an immigration, labor, and criminal justice issue requiring a compassionate, commonsense solution. AAF's advocacy priority has always been to find a way for delivery workers to do their jobs with dignity, especially considering Asian immigrant workers are among those most impacted by the City's policy on e-bike usage.

The Issues

Current e-bike policy disproportionately harms low-income immigrant workers.

Food delivery workers lose hundreds, if not thousands, of dollars in fines and confiscations each time they are stopped while simply doing their jobs. Most of them are middle-aged immigrant men of color with limited English proficiency, working 12 hours a day, 6 days a week, often in the harshest weather conditions.

E-bike policing is done in the name of public safety, yet there is little to no hard data that e-bikes are a problem or that the City's aggressive ticketing and confiscation is the solution. Anecdotal stories of those concerned with public safety in certain neighborhoods abound, yet no one takes into account the safety and welfare of the workers themselves, who are exposed to all weather conditions, dangers in navigating city traffic, and at times being targets of crime themselves due to their fear of immigration consequences should they choose to report.

Food delivery workers (and the businesses they work for) rely on e-bikes to meet the growing demands of the delivery economy. Food delivery workers pay about \$1,800 for their e-bikes, most of which are combination bikes with both pedal and

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37-17 Union Street, 2nd Floor
Flushing, NY 11354

throttle capacity. While these combination e-bikes give workers some physical relief, they still have to meet the demands of the modern-day delivery economy which involves traveling in severe forms of weather while delivering food hot and on-time. The technology enables food delivery workers to efficiently and quickly meet the market demand for fast delivery of prepared meals to New York City residents, at home and at the office. Restaurants depend on these workers to remain competitive and busy customers depend on delivery workers to save time in their hectic schedules.

Excessive law enforcement tactics can be financially devastating to delivery workers, aside from being physically and mentally distressing. These workers contribute significantly to our city's economy. However, on a typical work day, they risk getting stopped or even harassed by law enforcement who often issue multiple tickets per interaction and even confiscate these bikes. The loss of personal property and hefty fines leave a devastating effect on these immigrant, low-wage workers and their families.

Thus, legalization of certain classes of e-bikes without an option to convert would force delivery workers to spend money they don't have on purchasing a new bike – one that is purely pedal-assist. Our goal is for these workers to be able to do their jobs without being criminalized on a daily basis for that work and without further increasing their economic burden.

Recommendations

1. Modify Current Enforcement Practices:

- Issue a moratorium on enforcement against the use and possession of e-bikes until a New York City regulatory framework has been fully implemented.
- Dismissal of all fines to date for the approximately 800 open tickets issued under OATH Code ADQ2, and waiver of fees for e-bikes currently held in impound awaiting release to provide financial relief for those New Yorkers who seek to cooperate with the law and help expedite their transition to legal compliance.
- Whenever an e-bike is confiscated from a food delivery worker, the worker must be instructed by the seizing officer on where he can go to modify or exchange his bike for a legal bike at an affordable price (see #4)

NYPD needs to realize the impact their enforcement has on everyday working class New Yorkers, especially in this time in age where immigrant workers fear any interaction with law enforcement and also government in general.

2. Establish Regulations for E-bike Conversion:

- Issue guidelines and requirements for converting Class 2 and 3 throttle e-bikes (those e-bikes commonly used by working cyclists in NYC) into legalized Class 1 pedal-assist e-bikes.

3. Support City Council's effort to legalize Class 2 e-bikes (throttle based max. 20 mph).

4. Fund a Non-Onerous Pathway to Convert All E-Bikes:

- Establish a program that provides financial assistance to e-bike owners for conversion, and return the confiscated e-bikes without penalty, with proof of ownership. OR
- Launch a buy-back program to incentivize delivery workers to trade out old throttle for new pedal assist or throttle e-bikes as permitted under city law.

5. Educate All Parties: Educate the public, food delivery workers, bike shops and NYPD about the above changes. Work with e-bike vendors to ensure that only legal e-bikes are sold. Create a safety awareness program that can be used by advocates to explain IN DETAIL the City's biking policies and safety precautions.

6. Create Transparency: Start recording and publishing detailed data of e-bicyclists' involvement in traffic crashes so that our city's e-bike enforcement and public policy is based on sound public data and is detached from any institutional bias and disparate impacts based on class or ethnicity.

We encourage both City Council and the Administration to hear the stories of the workers directly and not only the people who complain about e-bikes. We also urge the City Council to work with advocates and delivery workers to identify and develop a comprehensive plan on what will actually work in terms of implementation of these bills. We all know that just because a law or policy is enacted doesn't mean implementation will occur in a just way.

Finally, we want the Council to know that the most consistent ask workers have made is that they want to comply with the law and want the authorities to just tell them a way that they can follow the law and still do their jobs.

Thank you for the opportunity to share our insights and recommendations.

**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: Polly Trottenberg

Address: Commissioner NYC DOT

I represent: _____

Address: 55 Water St NY NY

**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: TOM GOGAN

Address: 519 5th St Brooklyn 11215

I represent: MOVE - THE - MOVES NYC

Address: market macy - nyc G. graham

**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: Jack Davies

Address: 111 John St, NY NY

I represent: Transportation Alternatives

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: Glen Bolofsky

Address: _____

I represent: Parking Ticket.com

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: DONALD STENO

Address: 2 Broadway

I represent: MTA

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: David Kellor

Address: MTA

I represent: 2 Broadway

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: DAVID ARON "STEVE" STERN

Address: MTA 2 Broadway

I represent: MTA NYC Transit

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: Robert Martino

Address: 2 Broadway

I represent: MTA NYC TRANSIT

Address: _____

**THE COUNCIL
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: _____

(PLEASE PRINT)

Name: Rebecca Zack

Address: Ass Comm. for Intergov + Comm Aff.

I represent: NYC DOT

Address: 55 Water St NY NY



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**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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in favor in opposition

Date: _____

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Name: Elisabeth Franklin

Address: Assoc. Comm Budget & Capital Prog. Mgmt

I represent: NYC DOT

Address: 55 Water St. NY NY

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Date: _____

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Name: Meera Joshi, COMMISSIONER

Address: Taxi & Limousine Commission

I represent: _____

Address: _____

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THE CITY OF NEW YORK**

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in favor in opposition

Date: _____

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Name: VINCENT CHIN

Address: Assistant Commissioner For Finance & Administration

I represent: Taxi & Limousine Commission

Address: _____

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**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jennifer Tavis, Assistant Commissioner

Address: FOR Finance & Administration

I represent: Taxi & Limousine Commission

Address: _____

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