

**Comments of Zach Miller  
Vice President of Government Affairs  
Trucking Association of New York**

*Before the*

**New York City Department of Finance  
Notice of Public Hearing and Opportunity to Comment on Proposed Rules**

*Regarding*

**Stipulated Fine and Commercial Abatement Programs**

Good morning and thank you for the opportunity to share testimony. My name is Zach Miller, and I am the Vice President of Government Affairs for the Trucking Association of New York. Since 1932, TANY has advocated on behalf of the trucking industry at all levels of government, providing compliance assistance, safety programs, and educational opportunities to our members, and in the process, creating jobs, supporting the economy, driving safety, and delivering a sustainable future.

Our association represents motor carriers, private fleets, and businesses of all sizes that rely on trucks to make deliveries, perform service calls, and support New York City's economy. Many of our members are enrolled in the Fleet Program and rely on the stipulated fine and commercial abatement frameworks to manage compliance in an efficient and predictable manner.

At the outset, we want to express our support for several key aspects of the proposed rule.

**Support for Codifying Existing Policy:**

We support the Department's effort to codify existing policies regarding late payments and the consequences associated with failure to pay reduced fines within established timeframes. Providing this clarity directly in the rules improves transparency, predictability, and understanding for program participants. Codification will help ensure that expectations are clear and uniformly applied, which benefits both regulated businesses and NYC.

**Support for Bulk Settlement Authority:**

We also strongly support the proposed authority allowing for retroactive bulk settlement agreements under both the Stipulated Fine Program and the Commercial Abatement Program. This provision represents a meaningful improvement to the program structure and offers a practical, efficient mechanism for resolving large volumes of outstanding violations.

From our perspective, this authority is a true win-win: it allows fleets to resolve legacy violations in an orderly manner while reducing adjudication burdens and docket congestion at the Parking Violations Bureau. We view this as a constructive evolution of the program that strengthens its original purpose.

**Concern Regarding Impacts on Small and Mid-Size Fleets:**

Our concern lies not with the intent of the rule, but with its potential unintended impact on smaller and mid-size operators enrolled in these programs.

For these fleets, minor payment delays, often caused by cash-flow volatility, administrative backlogs, or payment-processing issues, can result in the sudden loss of reduced fines and a rapid escalation to full penalties. Unlike very

large fleets, smaller operators often lack dedicated compliance staff or the financial flexibility to absorb abrupt cost increases.

We are concerned that, as structured, the rule may inadvertently create a two-tier compliance system based primarily on fleet size: one in which large fleets benefit from enhanced settlement tools and administrative capacity, while smaller fleets face heightened financial risk from minor or short-term disruptions.

**Recommendation:**

We respectfully encourage the Department to consider additional safeguards or flexibility for small and mid-size fleets, such as limited cure periods, graduated responses to late payment, or targeted administrative discretion. These measures would preserve the integrity of the programs while ensuring they remain accessible and workable for businesses of all sizes.

We commend the Department for strengthening and modernizing these programs and for pursuing reforms that benefit both New York City and the trucking industry which keeps our economy moving. With modest adjustments to address the realities faced by smaller operators, these amendments can continue to function as a balanced, effective, and equitable compliance framework.

Thank you for the opportunity to comment. As always, the Trucking Association of New York looks forward to ongoing collaboration and dialogue with the Department of Finance.