

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON FINANCE JOINTLY WITH
THE COMMITTEE ON TRANSPORTATION
AND THE COMMITTEE ON SANITATION
AND SOLID WASTE MANAGEMENT

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May 15, 2014
Start: 10:08 a.m.
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HELD AT: Council Chambers
250 Broadway - Hearing Room,
16th Fl

B E F O R E: JULISSA FERRERAS
Chairperson

COUNCIL MEMBERS:

Ydanis Rodriguez
James G. Van Bramer
Vanessa L. Gibson
Robert E. Cornegy, Jr.
Laurie A. Cumbo
Corey D. Johnson
Mark Levine
I. Daneek Miller
Helen K. Rosenthal
Vincent Ignizio
Daniel R. Garodnick
James Vacca

A P P E A R A N C E S (CONTINUED)

COUNCIL MEMBERS:

Margaret S. Chin
Stephen T. Levin
Deborah L. Rose
Mark S. Weprin
David G. Greenfield
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Carlos Menchaca
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Antonio Reynoso
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Polly Trottenberg, Commissioner
New York City Department of Transportation

Joseph Jarrin, Deputy Commissioner
Finance, Contracting, and Program Management
New York Department of Transportation

Jeff Lynch, Assistant Commissioner
Contracting and Program Management
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Douglas Johnson, Director
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Metropolitan Transportation Authority (MTA)

Craig Stewart, Senior Director
Capital Programs
Metropolitan Transit Authority

Aaron Stern, Director
Office of Management and Budget
New York Transit Authority

Lois H. Tandler, Vice President
Government and Community Relations
New York City Transit Authority

Meera Joshi, Commissioner
Taxi & Limousine Commission (TLC)

Conan Freud, Chief Operating Officer
Taxi & Limousine Commission (TLC)

Kathryn Garcia, Commissioner
New York City Department of Sanitation

Larry Cippolina, Deputy Commissioner
Administration and Financial Management
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CHAIRPERSON FERRERAS: Good morning, and
welcome to the opening day of the City Council's
hearing on the Mayor's Executive Budget for FY 2015.
My name is Julissa Ferreras, and I chair the Finance
Committee. Today, we are joined by the Committee on
Transportation, chaired by my Colleague Council
Member Ydanis Rodriguez. We've been joined by
Council Members Vacca and Gibson, and more members
will be joining us shortly. Last week on May 8th,
the Mayor released his FY2015 Executive Budget, which
totals \$73.9 billion. The Finance Committee is
responsible for recommending a budget to the full
Council in just a few short weeks.

This Executive Budget hearing provides
one last opportunity for council members and the
public to hear from agencies concerning the impact
that the Executive Budget will have on the agencies'
operations. Also, to ensure that we address issues
that are important to the residents of the city. The
public will have an opportunity to voice their
comments and concerns on June 6th, which is the last
day of the Budget Hearings. The public session will
begin approximately at 4:00 p.m.

Although the Council holds Executive Budget hearings every years as required by the Charter, this year is very different. When the Mayor released the Preliminary Budget in February, it reflected the values of the new administration. We were happy to see that this so-called "Budget Dance" was on its way to being a thing of the past. With restorations in areas very important to the Council, such as firehouses and funding to the Parks Department for their job training program. With the new administration and new leadership in the Council, we will now set priorities in the budget with an eye toward efficiency, transparency, and equity. The Council's Budget Response, which was released last month, was the Council's first step in helping to shape the priorities and values of the City that should be reflected in the Executive Budget.

Our recommendations in the response were the culmination of exhaustive and comprehensive budget hearings held by Council committees throughout the entire month of March. Where we examined in detail how the City allocated these resources, in the Council's Budget Response we focused on many areas to make sure that this document reflected the City's

priorities. We focused on tax reform, transforming the City's budget to allow greater transparency and specificity in units of appropriation; strengthened the City's infrastructure; strengthened the City's safety net; supporting New York City's students; protecting the City's workforce; job creation and economic development opportunities; reforming law enforcement and criminal justice; stabilizing New York City's housing; and innovating government operations with technology. As elected officials, we are all responsible for every single taxpayer dollar that is spent in our city. For the duration of the Executive Budget hearings, we will hear from agencies about how Executive Budgets reflect the administration's priorities, and how it incorporates the Council's priorities as learned through our hearing process.

Today, we will begin our Executive Budget Hearing with the Department of Transportation. The Department of Transportation budget totals \$829.8 million, which reflects an increase of \$100.8 million from last year's adopted budget. The agency's revenue for FY15 includes approximately \$355.4 million from previous -- from various sources

including \$206.6 million in additional revenue from parking meters. There are few new needs in the Executive Budget for the Department of Transportation including \$2.3 -- \$21.3 million and 53 positions for the Vision Zero Initiative; \$7.1 million. And 18 positions for the design of nine new Select Bus Service routes, and \$7.6 million for 44 positions for the maintenance and operation of additional 120 speed cameras associated with the Vision Zero program.

I'm so happy to say that DOT's budget also includes an additional \$49 million to help resurface a thousand main miles of streets throughout our city. This particular piece is important because this additional funding was called for by the council members during the Preliminary Budget Hearings, and expressing the Council's budget response news. So I'm glad that the Council's voice was heard. However, additional areas of concerns were expressed during the Council's budget hearing and in our budget responses that are not fully addressed in the Executive Budget, including funding to expand 30 services citywide, as well as a full funding for Vision Zero rather than partial funding. It is my hope that after this round of budget hearings, the

Administration will heed the concerns expressed by council members, and the public regarding DOT's proposed budget. And work with the Council to ensure that the adopted budget reflects all of our voices and values.

I'm looking forward to hearing from the new Department of Transportation Commissioner Polly Trottenberg to learn more about ways this Executive Budget affects the Department of Transportation. Before we hear from the Commissioner, however, I will turn the mic over to my Co-Chair, Council Member Ydanis Rodriguez, Chair of the Council's Transportation Committee.

CO-CHAIRPERSON RODRIGUEZ: Thank you Chair Ferreras. It's a happy day having the opportunity to be called in these hearings with someone like you, the great leadership. It's very important. I also would also like to recognize the other council members who are here, Mark Levine, Cornegy, Reynoso, Menchaca and -- What's the name?

COUNCIL MEMBER: [off mic]

CO-CHAIRPERSON RODRIGUEZ: Good morning and welcome to the Finance and Transportation Committee's hearing of the Fiscal 2015 Executive

Budget. My name is Ydanis Rodriguez, and I'm the
Chair of the Transportation Committee. Today, we
will begin by hearing testimony from the City's
Department of Transportation and the DOT. They will
be followed by the Metropolitan Transportation
Authority, MTA; and then followed up by the Taxi and
Limousine Commission, the TLC. The Department of
Transportation's Executive Expense Budget for Fiscal
Year 2015 is approximately \$830 million. In
addition, \$2.2 billion is also budgeted in Fiscal
2015 for the Department's Capital Program. I am
particularly pleased that the Executive Budget
included funding for the Department's component of
the City's Vision Zero Program, and funding to allow
DOT to resurface more lane miles of the city's
streets. Two issues were addressed during the
Preliminary Budget Hearing.

They also included funding for the
expansion of Select Bus service, which is encouraging
as we seek to expand public transportation options to
underserved communities. This is funding that would
allow the DOT to expand Select Bus Services by an
additional nine routes. We look forward to the

Commissioner updating the committee on the planning
and scope of these initiatives.

In addition, we hope to hear from the
Commissioner about the Department's effort regarding
the implementation of the City's bike lane, and Bike
Share programs. The effort to improve road in a
sweet condition, including potholes mitigation, and
the Department's effort to improve pedestrian safety
citywide. The MTA's Calendar Year 2014 Adopted
Budget is balanced, and includes more than \$800
million in the City's expense funding. It also
includes fares and toll increase 4% beginning March
1, 2015. Another fare increase is also planned for
March 2017, and we hope to hear from the MTA of any
plans they may have to -- they may have that we help
will help avoid or minimize the planned fare hike.

Additionally, we would like to hear from
the MTA on other issues of importance, including the
continuing effort to recover from Super Storm Sandy.
The potential impact of the recently announced
contract settlement with the TWU, the Authority's
efforts to identify inefficiencies and control costs,
the Authority's Calendar Year 2010-2104 Capital Plan,
and efforts being made to secure funding for the next

Capital Plan, the 2015-2019 Capital Plan. Regarding the upcoming Capital Plan, we must be sure that the plan is fully funded upon adoption to avoid cost overruns, and delays in the construction process.

Lastly, we will hear from the Taxi and Limousine Commission. The Commissioner -- the Commissioner will update the committee on the status of the Borough Tax Initiative, and when we can expect to see the next set of 6,000 green cars on our roads. They will discuss their ongoing efforts to increase accessible taxicabs, and implement programs to increase enforcement on illegal streets hails, and service refusals citywide. The Commission will also update the Committee on how we plan to contribute to the Vision Zero program and impact drivers' behavior within the industry to create safer streets for all.

I would like to end by proposing a new initiative to help with grassroots outreach; educational services the community to get involved in Vision Zero on their own. We have so many great groups interested in promoting street safety in neighborhoods across the city, and this will be a great way to help them do just that. I will be working toward this goal in the coming weeks, and the

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Council and I hope to have the support of the
Administration in this effort. Now, before we begin
from Commissioner Trottenberg, let me take a moment
to recognize other council member Weprin; Council
Member Miller;

COUNCIL MEMBER: [interposing] I'm sorry.
My bike broke down.

CO-CHAIRPERSON RODRIGUEZ: -- and Rosie
Mendez. And before I turn it back to the Finance
Chair, I also would like to thank the Committee
staff, Counsel Lyle Frank; Policy Analyst Jonathan
Masserano; and Gafar Salov[sp?] as well as my staff
Interim Legislator and Body Director, Russell Murphy
and Legislator Aid Noel Caramarcos [sp?]; and Johnny
Arroyo.

CHAIRPERSON FERRERAS: Okay. Well, thank
you, and you may begin your testimony Commissioner.

COMMISSIONER TROTTEBERG: Good morning
Chairwoman Ferreras, Chairman Rodriguez, and members
of the Finance and Transportation Committees. My
name is Polly Trottenberg, and I'm the Commissioner
of the New York City Department of Transportation.
With me today are Joseph Jarrin, Deputy Commissioner
for Finance, Contracting and Program Management, and

Jeff Lynch, Assistant Commissioner of
Intergovernmental Affairs, and I think a man many of
you know well. Thank you for inviting us today to
discuss DOT's Fiscal Year 2015 Executive Budget. I'm
honored to be the first Commissioner to be testifying
on Mayor de Blasio's Budget, and I'm proud to say it
makes infrastructure investment a high priority.

The Mayor has also made an unprecedented
commitment to his Vision Zero plan for making our
streets safer, and to enhancing mobility and access
for all New Yorkers with Select Bus Service. I also
want to thank the Council for their leadership in all
these key priorities. This upcoming fiscal year will
allow DOT to better execute our five priorities:
safety, state of good repair, innovative project
delivery, mobility, and livability. DOT's Proposed
Expense Budget for Fiscal Year 15 is \$830 million,
including \$332 million for Traffic Planning and
Operations; \$177 million for Roadway Maintenance;
\$129 million for DOT Operations, including site-off
management; \$120 million for Ferry Operations and
Maintenance; and \$91 million for Bridge Maintenance
and Inspection.

We've discussed Vision Zero here at the City Council several times and DOT, NYPD, and TLC have attended remarkable Vision Zero town hall meetings and workshops in neighborhoods across the five boroughs with many of you here. From Springfield Gardens to St. George, Manhattan to Midtown, DOT has heard directly from New Yorkers who want intersection improvements, more bike lanes, and slower vehicle speed. So that we can be safer on our streets.

I want to thank Speaker Mark-Viverito, Chairman Rodriguez, Chairwoman Gibson, Chairman Ferreras and so many other council members for your commitment to public engagement on Vision Zero. On behalf of the Mayor, I also want to express our gratitude to the Council for passing Resolution 111 to allow New York to lower the citywide speed limit to 25 miles per hour. Your action yesterday will be invaluable to us as we lobby in Albany for this change.

The Mayor's FY15 Budget provides \$52 million in new capital and expense funding to make our streets safer. The new funding allocation includes the following: \$23 million in capital and

expense funds to procure, install, operate, and maintain 120 new speed cameras recently authorized in Albany. We anticipate beginning the procurement process for these new cameras once Governor Cuomo signs the legislation recently championed by Speaker Silver and Senator Majority Co-Leader Klein. Our budget includes \$13 million to comprehensively redesign problematic corridors and intersections, including \$10 million to update and maintain street markings, and \$3 million to pay for planning and implementation staff.

We included \$2 million for speed humps. This will allow DOT to respond to individual requests, reduce speed limits near more than 50 schools, and implement 16 new neighborhood slow zones by 2016. Include \$11 million for improvements to the signal and street light network. DOT will also enhance lighting at one thousand key intersections. We will re-time the signals along high crash corridors, and at dangerous intersections in conjunction with reduced speed limits. We will also use \$3 million to purchase new safety classroom materials and launch the new Vision Zero Media

Campaigns, teaching kids and adults alike safer
behavior on our streets.

In addition to major safety enhancements,
our FY15 Budget includes \$7 million in expense
funding for the Select Bus Service Program starting
in Fiscal Year 15, and over \$49 million in capital
funding for Fiscal Years 15 through 18. This money
will help DOT and MTA ultimately expand the Select
Bus Service Program to up to 20 routes as promised by
Mayor de Blasio. Select Bus Service is a proven
success in New York delivering on average 20% faster
travel time and attracting 10% more riders per route.
I would like to thank the MTA and New York City
Transit for their partnership in instituting the SBS
Program, which has vastly improved the daily commute
of more than 200,000 bus riders. And we're very
interested in expanding that service to areas all
over the city that are in need of better transit
connections.

The FY15 Budget also includes funding for
the operation of the Staten Island Ferry, including
bike lanes. By improving our transportation options,
DOT is giving all New Yorkers better access to jobs,
education, and opportunity. I'm also very pleased,

and I know many of you will be as well that the Mayor's Executive Budget provides DOT with \$7.3 more in expense funding this year for filling another 100,000 potholes. We have been working at a record pace after this difficult winter. We have filled over 340 potholes so far this year, and I want to thank our dedicated roadway crews who work tirelessly everyday. I think New Yorkers owe those public servants a big debt of gratitude.

Thanks to DOT's recent Hamilton Avenue Asphalt Plant Redesign, which I announced yesterday with the Mayor and Council Member Menchaca, DOT is also focusing on the environmental sustainability of our road work -- of our roadway work using more locally made recycled asphalt, reducing truck trips emissions and oil consumption. Our new Hamilton Avenue plant will save the City as much as \$5 million annually, meaning the \$25 million design will pay for itself in about five years. DOT plans to replicate these cost savings and efficiency measures through a similar \$25 million upgrade to the Harper Street Asphalt Plant in Queens. To make New York a more livable, walkable city, the FY15 Budget also includes \$19 million for adding public plazas and \$8 million

for installing way finding signs and city benches to
the city's sidewalks.

Moving to DOT's Capital Budget, the
Mayor's Budget proposes a \$6.7 billion capital
investment for DOT for Fiscal Years 2014 through
2018. This will help renew our roads and bridges,
and represents a \$500 million increase in city
funding over the FY15 preliminary plan. This
expanded commitment to the City's transportation
infrastructure is a very good start in restoring
needed funds to DOT's ten-year capital plan. And
from now through January, the key capital agencies
including DOT will be working closely with OMB and
City Hall to craft a ten-year capital plan that
prudently invests in the City's vital infrastructure
over the long term.

DOT's Proposed Five-Year Capital Plan
Budget includes \$3.1 billion for bridge
reconstruction; \$2.3 billion for street
reconstruction and resurfacing; \$460 million for
streetlights and signals; \$427 million for the Staten
Island Ferry; \$175 million for sidewalk
reconstruction; and nearly \$200 million for
facilities and equipment needed to support the DOT

operations around the city. The budget funds critical capital construction projects in all five boroughs.

In FY15, DOT will start construction on the West Street and Flushing Avenue segments of the Brooklyn Greenway, and on a major intersection project at East 177th Street and the Sheridan Expressway in the Bronx. We will begin the 185th Street's Streetscape Improvement Project in Manhattan, and a complete street reconstruction project in South Jamaica, Queens to address flooding conditions. We will also deliver five different capital projects to bring busy Staten Island intersections up to a state of good repair and mitigate traffic congestion.

As the Chairwoman mentioned, the Capital Plan also provides an additional \$49 million to allow DOT to repave a thousand lane miles of city streets next year. The Capital Plan includes an increase of \$346 million for bridge repair. I'm so proud of the work we are currently doing on some of the city's 789 bridges. I recently toured the Mill Basin Bridge in Brooklyn, which is a great example from our \$1 billion Belt Parkway Bridges Program. The Mill Basin

project will begin construction next year, and
improve safety and traffic flows; [sic] better
visibility for motorists; increase lane widths; added
shoulders on both sides of the roadway; and removal
of an obsolete draw bridge.

DOT will also start construction next
year on \$181 million project reconstruction the
Harlem River Drive Viaduct in Manhattan and on a \$110
million reconstruction of the Roosevelt Avenue Bridge
over the Van Wyck Expressway in Queens. But in the
future, DOT could bring the cost of capital projects
down by tens of millions of dollars, and speed
delivery of improvements through the use of Design-
Build fitting. Design-Build can eliminated the
costly and time-consuming process of procuring design
and construction work separately.

I want to thank the Council for their
support of the State Legislation for the
authorization of allowing the City to use Design-
Build. I look forward to working with you to see
this bill pass in Albany. In conclusion, this
testimony highlights just some of the many ways DOT
will continue to execute our top five priorities with
cost to taxpayers in mind. We look forward to

working with all of you on the Council to pursue Mayor de Blasio's vision for a safe, equitable, and accessible transportation system for all New Yorkers. Thank you again on behalf of the Mayor, and I look forward to taking your questions.

CHAIRPERSON FERRERAS: Thank you very much for your testimony, Commissioner. We have been joined by Council Members Johnson, Rosenthal, Rose, and Cumbo. So we have a full house, and I thank the members for being here today. I wanted to speak and I know that you didn't specifically mention your work with Super Storm Sandy. I know some of these lanes may help address that, but in specific in the Executive Budget the commitments of \$620.2 million for street reconstruction, including \$308 million for street damage by Super Storm Sandy for Fiscal 2015. Can you update this committee on the status of the recovery work that are being done by DOT Sandy affected areas? Also, I just wanted to know the rate at which we are with reimbursement for this work?

COMMISSIONER POLLY TROTTEBERG: Yeah, I'm going to give a quick overview and I'm actually going to turn it over to Deputy Commissioner Jarrin,

1 who I think who can really get into the heavy
2 details. And I think we are focusing a lot of time
3 and attention, as you know, administration wide on
4 Sandy recovery. We are at DOT as well. And
5 certainly, I think there have been a bunch of
6 challenges to getting the dollars out the door, and
7 getting the reimbursements. But I just want to
8 assure you it is a very high priority for us, and I
9 will let Deputy Commissioner Jarrin get into the
10 details of where we stand in terms of dollar out the
11 door obligations, et cetera.

13 CHAIRPERSON FERRERAS: Thank you.

14 DEPUTY COMMISSIONER JARRIN: Thank you,
15 Commissioner. I'm Joseph Jarrin. I'm Deputy
16 Commissioner of Finance, Contracting and Program
17 Management. Chairwoman, as you mentioned, we have a
18 fairly large Sandy Program in our budget. We are
19 making progress on that program. Just right now
20 we're progressing on the resurfacing, and traffic
21 signals, streetlight repair that have been delayed
22 for some time due to federal approvals that we were
23 waiting for, but which we have gotten recently to
24 move forward with. So that's actually progressing
25 now this spring and summer.

1 The street reconstruction work that I
2
3 think relates to both of the funding is beginning
4 design now, and we're working closely with the
5 Department of Design and Construction who is doing
6 the design contracting and construction for that. We
7 should see construction start next spring for that
8 road repair for the Sandy affected areas. But
9 regarding reimbursement, we have completed about \$40
10 million worth of work and we've been reimbursed at
11 this point close to \$15 million, and we have now
12 these all down to get reimbursement for some of the
13 additional work. The work that has been reimbursed
14 at this point has been all the debris removal that we
15 conducted right after the storm, some of the
16 emergency response repairs that were done immediately
17 after the storm. And then since then we have
18 replaced parking meters, and a couple of other small
19 items that have been reimbursed in full at this
20 point. As we're progressing with the resurfacing and
21 traffic work, we'll be getting much more
22 reimbursement.

23 CHAIRPERSON FERRERAS: Have you seen any
24 challenges to any of the federal interactions with
25 being able to get reimbursed on repairs? Besides the

1
2 timeline on the actual reimbursements, have there
3 been challenges that may not fall into the federal
4 cash amount that the city is now burdened with
5 repairing, and you may not be getting reimbursed?

6 DEPUTY COMMISSIONER JARRIN: Yes, I'm
7 sorry to say there have been challenges with the
8 federal agencies. We're subject to three federal
9 entities: FEMA, FFS [sp?] and FTA who each pay for
10 different things that were damaged with Sandy, each
11 one has their own process for approval. Each agency
12 has had a team sent to really evaluate very strictly
13 with what they're willing to pay for, and we work
14 very closely with the Office of Management and Budget
15 and City Hall to work through those issues with them.
16 Some of the issues go beyond DOT vehicles that were
17 damaged. They were questioning whether they really
18 reimbursable or not. I think we won that fight with
19 them. So there have been a lot of discussions that
20 are ongoing, but very recently we resolved a number
21 of those issues, which is why we're able to move
22 forward now with the traffic signal work and the
23 resurfacing.

24 CHAIRPERSON FERRERAS: Okay. I know
25 we're putting together a federal agenda, so I just

wanted to have a better understanding on what we need to be advocating from our city's perspective so that we don't see these dollars still lingering 2016, 2017, 2018 because we're still dealing with the reimbursement issue.

COMMISSIONER TROTTEBERG: I think on that we would be happy actually to sit down and give you I think a pretty specific list of some things we think might help in our work with the federal government having come myself from USDOT, I can sort of see both sides of the pressures they're under. They're under a lot of scrutiny to make sure that they are documenting everything we do in a great amount of detail. But in a lot of ways, I think it's slowing things down. So we would be happy to give you more details on that. It would be very -- I think if you have that, it would be useful.

CHAIRPERSON FERRERAS: Okay, very good. I just -- I'm going to ask one question, and after all my numbers, all the numbers ask questions, circle back for a second round of questioning. I saw that in your testimony you spoke about \$19 million for a park -- for community plazas, which I'm really excited. But having done a plaza that I find

successful in my own district, Corona Plaza, one of the challenges that we had is that when talk about -- Although we highlight in particular in our brief in Union Square, it was kind of more established as a business sector.

When we talk about the outer boroughs, the other boroughs or other smaller communities, we have a challenge when we have -- we don't have necessarily the business improvement district or the non-profit partner that you require in order to do the maintenance after the work. So I'm very excited to see the investment from DOT -- from the Administration. However, I find that we have a challenge with non-profit organizations in some of our local communities. So how are you going to be addressing that obstacle that a lot of our communities face?

COMMISSIONER TROTTEBERG: You are correct. It is a real challenge, and I actually visited the Plaza in your district. It's very nice, but I agree there's a real difference obviously in some of the major plazas let's say in big commercial parts of Manhattan where you have bids that have a lot of resources versus some of the smaller community

plazas. And DOT the way we had approached this program was we thought it was a great opportunity to have a local partner that would take over and own the plaza, do the programming and do the upkeep.

I think we now need to go back and take a look at how that's working, and if there's some creative solutions we need to bring to the table. There are some non-profit organizations that are actually interested perhaps in being partners with some of these communities. And I think we're going to take a look at how we might work with them, and what kinds of resources they can bring to the table. We are aware that this is a challenge in some parts of the city.

CHAIRPERSON FERRERAS: I would recommend you looking at the Corona Plaza model, and working with the Horticultural Society, and working with the Queens Museum, and other organizations that have helped really. And do a wraparound service that's really required and necessary for the upkeep. I just don't -- I'm concerned with the Administration puts this money in for the capital improvement, and then we're just -- we just leave the formula the same. And if we're not changing it to reflect what we're

meaning these plazas to be, then it's a challenge.

And thank you, and I will do my second round of questions. We've been joined by Council Member Garodnick and Council Member Levin. First for questions is Council Member Vacca followed by -- Oh, I'm sorry. My questions will be by Chair Rodriguez?

CO-CHAIRPERSON RODRIGUEZ: Yes, I have a few questions and definitely before we have other colleagues who ask a question. One is about Vision Zero. First of all, I'd like to say thank you. You are amazing. So I have no doubt that --

COMMISSIONER TROTTEBERG: Thank you.

CO-CHAIRPERSON RODRIGUEZ: No, I think that when the Mayor grows idea and recruit you for this position. And we said before, I have never seen -- I have never seen many commissioners that have stayed up to the last minute when the family member that they have lost a loved one are giving the testimony. We usually get to see those commissioners leaving someone of the staff. And knowing from your busy schedule that you were -- have been so committed to hear this testimony, and going outside and building that coalition with everyone is so important.

I also would like to thank the Families for Safer Street. I know that it was very difficult. It was not an easy one for everyone that have been advocating for the 20 miles an hour to be able to compromise and bringing everyone, the administration, the Speaker, and Mayor de Blasio and his team, Melissa Mark-Viverito the Speaker and us, and the Families for Safer Street and say, Let's come altogether as New Yorkers. And let's go to Albany with one voice even though we've been advocating for 20 miles per hour for month a year, we are one voice advocating for 20 miles an hour. So thank you for the role you play as the Families for Safe Streets.

First I would like to start with the Vision Zero. The question is like can you please provide us a breakdown on you plan to spend the \$21.3 million allocated to Vision Zero, and how much will go towards education? And do you support the idea that to create a Vision Zero fund dedicated for grassroots education or initiative?

COMMISSIONER TROTTEBERG: Yeah, I'll actually answer the second question, and thank you, Mr. Chairman. I, too, want to thank Families for Safer Streets. They were I think showed some

1 leadership and spirit of compromising. And I think
2 that we're so happy that we're going to have a united
3 front between the administration, and the City
4 Council and our delegation up in Albany. And we're
5 really looking forward to making a push to lower New
6 York City's speed limit. I hope we'll meet with
7 success up there. I think we are certainly
8 supportive of the concept that you have of some kind
9 of an educational fund.
10

11 And, you know, we'd love to sit down and
12 talk to you about it. I know there are different
13 models of how that's worked working with different
14 city agencies, and thin that could be tremendously
15 beneficial. Because as we've always aid about Vision
16 Zero, it is -- there's a lot of culture change and
17 education that needs to occur, and it can't all come
18 from City Hall. We need to have community partners
19 all over the city that are helping us. So maybe we
20 can sit down with your team afterwards and really
21 start to flesh that out. We think it's a terrific
22 idea. I can give you for the total we had in our
23 Vision Zero proposal capital and expense money a big
24 chunk of that \$23 million is for the new speed
25 cameras that we're going to have in Albany, and the

governor, we're looking forward to him signing that
bill hopefully very soon.

And we're really looking forward to
deploying those cameras around the city. We really
think they're going to help save some lives.
Thirteen million on work with intersections and
marking. Some things I've traveled around the city
to town halls and neighborhoods. I've certainly
heard a lot about street markings. And obviously
we've had a tough winter, but we're really getting to
work in putting those back. Two million on speed
humps, which we used to put in neighborhood slow
zones, and around schools.

Eleven million on street lighting and
signals, which is another area I certainly hear a lot
about in my travels around the city. And then \$3
million on safety education, and that's going into
schools. That's our ad campaigns, and we are luckily
-- we are working with New York City and Company to
tap into some of the advertising space that the City
has allocated. Through our Cemusa contract we're
also going to be working with the MTA to get signs up
on buses and trains. So we're going to really try
and get as far as we can with that money to reach out

to people all over the city. And we're hoping obviously that some of the advocate groups out there will also help spread our message.

CO-CHAIRPERSON RODRIGUEZ: Thank you and related to Cemusa, as you say 22% of the space that's Cemusa had used in the bus shelters not only here in New York City, but through other work. Twenty-two percent is the bus space that is dedicated free to New York City as part of the contract, which is a good thing so that we can promote from Brazil, Beijing and other places New York City. So from those 22% that the City get not free, but the Cemusa provided free of charge because of the good contract they get. Do you have any idea what percent is in the budget? Twenty-two percent are we expecting to use for Vision Zero?

COMMISSIONER TROTTEBERG: I don't have that yet because we're working, as I say, with New York and Company, which kind of handles coordinating all the public service announcements, but we're in the midst of working that out, and we'll get back to you with a specific number when we finish those negotiations. But I think we're going to have a chance to run a pretty robust ad campaign.

CO-CHAIRPERSON RODRIGUEZ: Great, and what about under Section 19.152 in the New York State Administrative Code, Property owners are responsible for installing, repairing, and maintaining sidewalks adjoining their properties. Does DOT receive 100% reimbursement from property owners for these repairs? And if not, how of this bill that automatically goes uncollected annually?

COMMISSIONER TROTTERBERG: Yeah, you know, I will actually have Deputy Commissioners Jarrin jump into that. I will say this much. I think we're collecting. A lot of the sidewalk work we're doing right now, just so you know, sidewalk work that we don't bill for. That's involving city-owned properties. So let me -- I'll actually go through and give you the breakdown in the numbers. It's something we've actually spent a lot of time looking at recently.

DEPUTY COMMISSIONER JARRIN: Thank you Commissioner. The number this year we have assessed closed to \$6 million of work that the property owners --

CO-CHAIRPERSON RODRIGUEZ: How much?

DEPUTY COMMISSIONER JARRIN: Six million,
and we have collected \$5 million. So we're doing
fairly well as far as getting back about the same
dollar amount that we have assessed.

CO-CHAIRPERSON RODRIGUEZ: And what are
the consequences for those that they have not paid
back DOT?

DEPUTY COMMISSIONER JARRIN: The
Department of Finance has a process to follow through
with that, and I think that we'll have to get back
specifically on what they will be doing.

CO-CHAIRPERSON RODRIGUEZ: That's
important for us to know because especially during
the snowstorm many of the sidewalks got damaged. So
we want to be sure that the building owners they
really do the repair. If they don't they should have
some consequences with the City. I just want to say
before I hand it to my other colleagues, and my
colleagues ask questions, that one thing that I would
like to see in your leadership with the new
Administration with a new leader at DOT. I believe
that -- And you also heard this part, and I think
that we have great departments, but the experience

that we have in the press is that there were a lot of
no for many requests that we have in our district.

And I hope, and I know with your
leadership, it takes time for the staff to adjust to
changes that we make in the city. And as I praise
and congratulate for your level of inclusion that you
have with us. Also that we would like to see
happening in other City Council districts. Because
who would say that we would have a class on 42nd
Street in Times Square? And in the past when we went
for those requests in some area in our district,
there was a lot of argument why no. Many of them
because of traffic. So as you come in with a new
idea and new vision that the rest of the staff also
they are more into working together with us.

COMMISSIONER TROTTEBERG: Yeah and I --
thank you for that. I mean it's interesting. That's
something we've been debating internally. I think
one of the strengths of what DOT has been doing in
recent years is having a lot of inclusive processes
where we ask people to apply for neighborhood slow
zones, or for traffic lights. Then we have our own
internal processes about whether they're appropriate
given the crash rates in the areas or resource

constraints. So I think we're really trying to work through how we can have a more proactive approach. And they'll be less known, but we'll get good results give the resource constraints with us.

CO-CHAIRPERSON RODRIGUEZ: But for the record, Commissioner, that's not true. The level of inclusion that DOT in many cases did not work with council members in the past. And I say I think that I'm so happy that you're the Commissioner, but I also -- You know, we need that leadership also to transfer into like a change of culture on how DOT work in the past. In many cases they did not work. In many cases, DOT heard they are here, and they come out with all those excuses how a lot of things were happening in the Midtown area. And what we would like to see happening is that the same level of collaboration in the Midtown area.

And other parts in the bus community where many changes have happened, also to happen in the South Bronx, in Brooklyn, in Washington Heights. And those communities that usually are more easy for someone to go and say no. That the other community where you have 80% of your constituents having a bachelor degree and peers with a degree because they

1
2 know that their voices will be stronger. So, you
3 know, I would just like to see that level of
4 leadership of you also be sure that what had happened
5 in the past, was not happening in your
6 administration.

7 COMMISSIONER TROTTEBERG: Yeah, and I
8 think, look, as you know, I work for a Mayor who has
9 made a big commitment in his campaign, and as he's
10 taken the reigns as Mayor to making sure that all of
11 the things City agencies that we're charged to making
12 sure that we're working with every part of the City.
13 And obviously working with the leadership of the
14 Council and community boards, et cetera is a very
15 important piece of that.

16 CHAIRPERSON FERRERAS: Yes.

17 COMMISSIONER TROTTEBERG: So we
18 certainly commit to that.

19 CO-CHAIRPERSON RODRIGUEZ: Thank you.

20 CHAIRPERSON FERRERAS: Thank you,
21 Commissioner, and we will have Council Member Vacca
22 followed by Council Member Cornegy.

23 COUNCIL MEMBER VACCA: Thank you, Madam
24 Chair, Mr. Chair, and thank you, Commissioner. You
25 are a breath of fresh air, and I say that because I

1 have previous experiences. I welcome you, and I
2 thank you for all you've done. I had a couple of
3 questions. You did mention in your testimony part of
4 the budget \$552,000 for snow removal on overpasses.
5 I wanted to bring to your attention that for years,
6 there's always been conflict among City agencies
7 about who does what. To the best of my memory, there
8 was an attempt to resolve this. There was something
9 called the Leventhal Memo. This probably was 1987.
10 It was named after a former Deputy Mayor Nat
11 Leventhal. That memo is often weighed, and people in
12 different agencies interpret the memo differently
13 even though it was designed to be very clear. So I
14 do think, and perhaps you could lead that discussion,
15 or be part of that discussion that we need that memo
16 to be revisited. Because people in my district and
17 other districts need to be clear because too many
18 times -- because on too many occasions it still
19 happens is that we all about snow removal, and
20 different agencies tell us different things. So I'd
21 like to bring that to your attention.

22
23 COMMISSIONER TROTTEBERG: Yes, and let
24 me just comment on that. And certainly, I think this
25 winter unfortunately with so many snowstorms, it came

1 to light that there were certainly areas that no
2 question had fallen through the cracks. I mean in a
3 couple of instances one that the New York Times wrote
4 about up in the Bronx. It turned out quite honestly
5 no agency had that particular stretch on its books.
6 And that's not a good excuse, but it was just the
7 truth of the matter. And look, we were all
8 challenged this winter in keeping up. It is an area
9 that the Mayor has really actually tasked us
10 personally with focusing on. And so we have been
11 talking to Sanitation and MTA and Parks, and all of
12 our sister agencies. That we are sure that we can
13 figure out exactly who owns what, and be reading next
14 winter with a game plan that we can execute on. But
15 it's funny. I have heard about the legendary
16 Leventhal Memo, and there is a feeling that we need
17 to revisit it, and figure out whether we're all still
18 abiding by it.

20 COUNCIL MEMBER VACCA: Thank you, and you
21 spoke about speed bumps and allocating money for
22 speed bumps. I think you mentioned \$2 million, but
23 is that money above what was allocated this year? Is
24 that more money because I do have a concern about
25 speed bumps. My concern is that it takes too long to

1
2 install them from the day they're requested. It
3 takes too long to survey the location, install the
4 location. I can give you instances where it's taken
5 more than a year to a year and a half from the day
6 that the bump was requested to the day the bump was
7 installed. So I need to know from you is this
8 additional money for more speed bumps, and can you
9 also quicken up the time period from request to
10 installation?

11 COMMISSIONER TROTTEBERG: I have heard
12 the frustration, and I know it takes a long time, and
13 it certainly has been a resource question. And
14 there's no question right now we have a backlog and
15 that \$2 million is going to help us get through it.
16 But I do know that this is an area of big priority.
17 It's probably an area we're going to need to revisit,
18 because right now we have one crew that does them.
19 And it's true, they can't I think in a given year
20 keep up with the volume, and there's certainly I
21 think a growing interest in getting them all around
22 the city. So I think moving forward it's something
23 we need to work with you all on. This is clearly
24 becoming an area in which we're hearing more and more
25 from communities that they want them. And one thing

I've learned, too, is when you put them on a roadway, and then you later resurface the roadway, you have to take -- You know, you scrape them off and you have to rebuild those. So, as we also try and resurface the city streets, that sort of adds. That can add to the backlog sometimes.

COUNCIL MEMBER VACCA: Well, I first want to thank you for what you're doing in my district this year. The resurfacing schedule is beyond anything I've ever seen, and not in my 26 years with Board 10 and now here. So I thank you. We needed it. But I want to put the Bronx on your agenda for a second. We are the 99%. The Mayor talks about equity. My borough does not have rich people. I do not have hipsters. [laughter] I have -- my borough has been left behind for years. We are increasing ferry service. The previous administration increased ferry service for neighborhoods in close proximity to Manhattan, while those of us in the far reaches of the City including my borough were ignored. And I never understood that. EDC has traditionally stalled on this, and when you mentioned ferry service, I have to bring to your attention the fact that the Bronx Waterfront is basically unused. It is a resource

that's unused. We could get people to Manhattan very quickly from Co-op City from Bronx Neck [sic], from Soundview, all along the East Bronx. Yet, we have people with the longest commutes in the city living in my district. And we are just consigned to being omitted while people who already have good access, who live in the ring of Manhattan, not only have good access by train and by bus, but then they get ferry service, too.

So there is a two-city tale, and my borough represents that, and somebody has got to speak up and say something. Now, the Council, when we submitted our response to the Mayor the Council included ferry service, and I thank the Speaker. It was one of the items I brought to the attention to leadership, and she included it and I thank her. But what can we do at DOT and EDC to make sure that my borough has attention that has been long overdue?

COMMISSIONER TROTTEBERG: Well, let me say first of all, I hope you feel at least from DOT's point of view and in our day-to-day work we really are trying to pay attention to the Bronx. And I have spent a lot of time up there, I'm happy to say in the past few months. I'm really trying to visit the

different communities and hear what the needs are on the ground, and will continue to do so. We have started talking to EDC about ferry service citywide. This is -- I hear it from you, but I hear it all over the city. People really love it. The challenge of it is, as you know, it's a -- it tends to be very costly. It has to be heavily subsidized. There is not state funding for it or much federal funding. So if you start the service you've got to make sure you're going to have the ongoing resources. But I certainly hear what you're saying loud and clear, and I've heard it from others. And I know we need to spend some time with EDC really taking a careful look, and I recognize -- I now have someone here from your area who has a very long commute, and so I certainly know that the --

COUNCIL MEMBER VACCA: I'm going to talk to him later, too. Don't worry.

COMMISSIONER TROTTERBERG: Yeah, all right, I'm sure. So, look, we know it is a huge issue, something that the Mayor is committed to looking at the parts of the city where people have the longest commutes, and figuring out how we can

speed up their travel time so they can access the
jobs and opportunities of the center city.

COUNCIL MEMBER VACCA: And lastly, I do
remind you, and I know that we spoke previously about
making express service from the Bronx to Manhattan
truly express. Getting us out of the borough quicker
so people don't use their cars, and just give up out
of frustration. And we do have express buses, but we
need your help in trying to get them into the city
quicker. So I thank you, and I thank you for City
Island. I cannot thank you enough for being
collaborative, and for being more than responsive,
and helpful. So I thank you for that, and thank you,
Madam Chair.

CHAIRPERSON FERRERAS: Thank you Council
Member Vacca. Members, we're going to start the
clock. We're going to have a five-minute clock for
the first round; a three-minute clock for the second
round; and we will have Council Member Cornegy
followed by Council Member Menchaca.

COUNCIL MEMBER CORNEGY: Good morning
Commissioner, good morning Deputies. It's great to
see you here this morning. From a small business
perspective, some of the changes have hurt some small

businesses. So the increased sidewalks, the limited parking when you've done the Express Service in my district in particular. And so I wanted to know if you're interested in revisiting that. I don't know what rubric you used in measuring the unintended consequence on small business and micro businesses or some of the things you've done in the outer boroughs. Now in Manhattan, I noted it may not have the same impact, but in districts like mine where the Express Bus Service or Select Bus Service has been implemented and sidewalks for beautification have been increased, the size. It has limited parking, which has decreased the amount of traffic that generally goes to businesses. And it has limited the ability for the delivery trucks to do their job. So it's had an unintended consequence on small business. And I was just wondering if you are willing to revisit some of that, and if you could tell me what the, if you know, what the Rubrics that were used to measure the unintended consequences to small businesses of these great developments that have happened throughout the city?

COMMISSIONER TROTTERBERG: I mean, thank you for that question. We do try with all our

1 projects with Select Bus Service and others to go in
2 afterwards, and sort of continuously monitor and look
3 at how it's affecting the businesses in the area. We
4 try in a lot of those projects to actually, even if
5 we're taking parking out in the bus lane, to add
6 parking in other parts of the neighborhood. If you
7 think that there are areas where we need to revisit
8 in more detail, we'd be happy to do that. I mean we
9 want these projects to be tremendously successful for
10 local businesses, and if they aren't then we
11 certainly want to see what we can do to improve that.

13 COUNCIL MEMBER CORNEGY: So, I will tell
14 you guys, as the Chair of Small Business, I'm getting
15 those complaints -- challenges. I won't say
16 complaints. We're getting a lot of concern about the
17 challenges that are presented to small businesses.
18 So they want the beautification, and they want to be
19 a part of our city that's growing. But there are
20 negatives. There has been a negative impact in my
21 district and around the city from communities like
22 mine who have small business, and commercial
23 thoroughfares. So, you know, we'd like to integrate
24 these things in a way that makes sense to help grow
25 small business; not decrease the amount of pedestrian

traffic and those kinds of things that drives small
business.

COMMISSIONER TROTTERBERG: Well, you
know, this Administration really, as you know, we're
pro small business. But I think one of the nice
things in the Mayor's budget is he's trying to ease
up on some of the fines and other things that small
businesses in New York are struggling with. So we'd
be happy to sit down and meet with some business
groups, if that would be helpful. Obviously, if
there are concerns, I'd like to hear what they are,
and see how we could mitigate that.

COUNCIL MEMBER CORNEGY: I think most
people agree that the Administration has done a lot
for small business. This may just be an under -- And
I've articulated as an unintended consequence. So if
we could just revisit that, I'd greatly appreciate
it.

COMMISSIONER TROTTERBERG: We would be
happy to.

CHAIRPERSON FERRERAS: Thank you, Council
Member. We will now have Council Member Gibson
followed by Council Member Menchaca.

COUNCIL MEMBER GIBSON: Thank you very much, Madam Chairwoman, and thank your Mr. Chair and good morning. Welcome Commissioner, Deputy Commissioner, Assistant Commissioner. That has a nice ring to it, Jeff. But thank you so much for your presence today, and truly I go to the sentiments of my Bronx colleague in just saying that it's truly refreshing, Commissioner, to work with you. I can attest to all of the incredible work that you've already done, your commitment. And you really have been all over the place. I join with Transportation and all of the Vision Zero Town Halls. We have one later on this month in the Bronx, and certainly a lot of the individual workshops working with many of our colleges. So I guess I just had just three very quick questions, and many of the other issues have already been spoken out. With the Vision Zero implementation and the number of positions you're looking to acquire, do you specifically know what types of positions you're looking for? And also, the workshops that are currently going on, are you looking to continue those so that you continue to get feedback from community residents on further implementation of Vision Zero?

COMMISSIONER TROTTEBERG: First of all,
and thank you. As I was saying to you the other
night, you and I have been to all five boroughs
together --

COUNCIL MEMBER GIBSON: [interposing]
Yes, we have.

COMMISSIONER TROTTEBERG: --in Vision
Zero Town Halls, and it's been a fascinating
experience hearing from such a diverse set of
communities all over the city. I've really, really
enjoyed it. I'm going to actually -- I'll let the
Deputy Commissioner run through the breakdown on the
positions. And I would say I think what we're going
to do with this first round is the feedback that
we've gotten at the town halls and the workshops is
boil it down, and really look at where we think the
priorities are, and match them with our resources.
But I think then at some point fairly soon, we'll
want to start a fresh round of those. I mean I want
to make sure at some point we digest the first set of
information we've got and we put it into action. But
this is certainly going to be -- You know, we look
at Vision Zero as this is an ongoing initiative --

COUNCIL MEMBER GIBSON: [interposing]
Right.

COMMISSIONER TROTTEBERG: -- that we'll
be working on every single year, and public
engagement and outreach will always be a part of it.

DEPUTY COMMISSIONER JARRIN: Thank you,
Commissioner. Regarding the positions funded, newly
funded for Vision Zero it includes a mix of
positions. To answer your question, we do have a very
specific list of titles that we need to fill now with
this funding. It includes a number of different
types of positions for the speed hump crews. We need
the highway repair titles that do that work for
traffic signal retiming. We have engineer positions
the traffic engineer positions that conduct that
work. There are some planners, a few other titles
for the -- on the outreach side that are more of the
community coordinator title. So I mean we can give
you a more detailed schedule if you'd like.

COUNCIL MEMBER GIBSON: Okay, and I also
just want to emphasize as well. I know I am a part
and have worked with you, and I'm really excited
about the arterial slow zones, and the one that was
implemented on the Grand Course in the Bronx. And I

really have to encourage and emphasize the agency to really focus on education. While the signage has started to go up on the Grand Concourse, you really still don't notice it. There are different types of signage, and I know we have a certain model that we're using. But working within the schools, the community board, the local precincts and councils, we really have to embark on a major campaign for people to now understand that the speed limit on certain parts of our streets is no longer 30 but 25 instead. So I certainly encourage you, and certainly will work with you to do that as it relates to the Bronx.

COMMISSIONER TROTTEBERG: Thank you, and there is no question that education is a huge part of this, and certainly you're right on very big wide streets like the Grand Concourse, sometimes it is hard to make the signage big enough to pop out. We're going to be using some speed boards that we hope will attract motorists' attention. But we're obviously going to be working closer with NYPD to step up education and enforcement. We know this is going to be an evolution as people adjust to a slower speed limit around the city.

COUNCIL MEMBER GIBSON: Right, and in addition, I know within Vision Zero we have borough specific plans, and as Council Member Vacca talked about the lack of ferry service and other increased opportunities in terms of access. I would hope that is something that could be a part of the Bronx Borough plan because we recognize every borough has unique challenges and characteristics, and certainly out of those workshops we would get a lot of feedback on that. The other point I wanted to bring up, and you talked about it at the town hall at we had in Hunts Point.

Many of the requests that go to your agencies from community boards and elected officials about the different street enhancements, whether it's countdown, crosswalks, speed bumps, reducers, flashing yellow lights, all points stop signs. Many of those while the timeframe does take a long time, but all of them are always approved. Based on certain guidelines the agency has as well as federal guidelines that a lot of our constituents are not aware of.

You mentioned in the Bronx that what the agency will now look to do is to start to look in

1 advance at some of the requests that were coming in,
2 and how we can maybe go back. Or even before a
3 request comes in, maybe the agency can recognize a
4 dangerous intersection before you get the official
5 request. I think that would make a lot of New
6 Yorkers happy if they see the DOT is ahead of game,
7 and understands that this is a dangerous
8 intersection. God forbid there's ever an accident or
9 an injury at that location.
10

11 COMMISSIONER TROTTEBERG: And for the
12 record, we actually -- I guess we do a bit of both,
13 which is as we're taking in requests from community
14 boards, and local citizens and from your offices, we
15 are also pursuing proactively re-engineering a lot of
16 intersections around the city. And we've committed
17 to doing 50 of those this year. But I do think we're
18 in a cycle now that I'm working with the staff to see
19 if we can make easier. Where we're looking at the
20 crash data around the city, and trying to instead of
21 waiting for requests to come in, see if we can be
22 more transparent about here or where we think the
23 priority areas are in the city that we need to focus
24 on. Given the resources we have, and it may raise
25 the question, Well, if we had more resources where

would we go next? But I agree. I think we can perhaps find a better working model that will be less frustrating for everybody.

COUNCIL MEMBER GIBSON: Right. Well, I thank you again, and look forward to working with you, and I will see in the Bronx on May 22nd.

COMMISSIONER TROTTEBERG: I'm looking forward to it.

COUNCIL MEMBER GIBSON: Thank you.

CHAIRPERSON FERRERAS: Thank you, Council Member. We will now have Council Member Menchaca followed by Council Member Reynoso.

COUNCIL MEMBER MENCHACA: Thank you Chair Ferreras, and Chair Rodriguez, and welcome Commissioner and staff. I had such a great time yesterday on at the Hamilton Avenue. The plant looks great. The technology is green. We're going to save money, and we're going to recycle our asphalt, and do a lot more. So it's just really great to have you in the district the other day with the Mayor. The question that I had, and what I want to focus on today is just the kind of new funding that you've kind of outlined today focusing on the jobs and the positions for the maintenance and operations of the

1
2 additional 120 speed cameras. When we looked at it,
3 it looked like it was about one, maybe worker,
4 employee to three -- every three cameras. Can you
5 tell us a little bit about the work that they're
6 going to be doing per camera?

7 COMMISSIONER TROTTEBERG: Yeah, and I've
8 actually gotten to look at the -- been to Queens and
9 seen the operation. And first, the work of
10 installing and calibrating the cameras, it's
11 significant --

12 COUNCIL MEMBER MENCHACA: [interposing]
13 Yeah.

14 COMMISSIONER TROTTEBERG: -- and time
15 consuming, and it's a significant investment. And
16 then the work of monitoring the violations that come
17 in, and making sure -- Again, I want to emphasize we
18 do careful work. We want to make sure that the
19 cameras are properly calibrated, that the resolution
20 of the photos is accurate, that we're being fair and
21 accurate as we track people who are speeding
22 throughout the city. So it's fairly labor intensive
23 as all the violations come in to look at them, make
24 sure that we're doing accurate work. And then
25 process them with the Department of Finance. And

sometimes obviously adjudicate where there may be people who think that they didn't deserve the summons, the ticket, so to speak. So it is actually a fairly labor-intensive operation.

COUNCIL MEMBER MENCHACA: Thanks for explaining that. This is something that I think kind of came up as started out analyzing the budget. Another part of the budget is the capital dollars connected to the allocation specifically for sidewalk extensions, which really enhance the safety for pedestrians including our seniors, our New Yorkers with disabilities. And they reduce the walking distance, and provide better visibility for the oncoming traffic. It's something that in the district in Sunset Park that I hope we will continue to talk more about. And are they included in part of the capital project plans?

COMMISSIONER TROTTERBERG: No, I don't think so. I'm looking over here to Joe. We do have some capital funding for sidewalks. But I also just want to say I think it's an area that we at DOT have started to talk to DDC about. We do a lot of the sidewalk work with them, and I do think there are a lot of challenges there that I want to walk through.

So that honestly we can speed up the pace of our work
and perhaps lower the cost. And I don't know, Joe,
if you want to add to that.

DEPUTY COMMISSIONER JARRIN: Sure. I
could just mention that we have funding in the
Capital Budget for our school safety program, which
has a lot of the sidewalk extension work that you
referred to. I was just checking, and I have a few
sites in your district, in fact, that should be
starting soon with that funding. And so that is
definitely in the Capital Budget. We also have in
our Expense Budget as part of this new Vision Zero
money funding for in-house crews that also do
sidewalk extension work. And that's part of our
funding that we mentioned there for intersection
design is what that is actually accomplishing.

COUNCIL MEMBER MENCHACA: Great. Thank
you so much. That's the end of my questions.

CHAIRPERSON FERRERAS: Thank you very
much, Council Member Menchaca. We will have Council
Member Reynoso followed by Council Member Crowley.

COUNCIL MEMBER REYNOSO: Thank you,
Chair. I appreciate the time. I thank you,
Commissioner, and to the staff as well. I just want

1 to say that in Williamsburg we are tended to be known
2 for our bikes, and our bike lanes, and the
3 transportation access. So we are not starved as some
4 other parts of the city are. But because of it, we
5 also suffer a lot of fatalities, pedestrian
6 fatalities and bike riding fatalities and crashes.
7 More so than any other part of the city. So we deal
8 with the traffic crashes. So I want to just speak to
9 any pilots or any who really want to be treated as
10 the guinea pig for Vision Zero. Anything that you
11 think might work, apply it in Williamsburg. We'll
12 take it. We really want to make sure that everything
13 starts there, and I call it the Ground Zero for
14 Vision Zero. And I really want to see if you could -
15 - if there is a level of commitment that I can
16 receive from you in attempting to do that.

18 COMMISSIONER TROTTEMBERG: No, thank you,
19 and look we are keenly and sadly aware of the high
20 volume of fatalities that you have in your district.
21 And certainly when we're looking at where we're going
22 to some of our Vision Zero work, again because we are
23 trying to be data driven that is an area where we
24 obviously want to have some real intervention. And
25 look, we would be happy to. It's interesting. I was

1 just in Staten Island a couple of days ago where we
2 pledged that we would do some new experiments on the
3 roadway resurfacing front. And we'd be happy to do
4 the same with you all in Williamsburg on Vision Zero
5 front. I think we -- You again, we're trying to come
6 up. We have a great team at DOT that has a lot of
7 creative ideas, but that said, if you all have
8 looking at the New York Times we're also talking to
9 folks in Sweden, and we're looking anywhere we can
10 for creative ideas. We'd be happy to work with you
11 on that.

12
13 COUNCIL MEMBER REYNOSO: I appreciate
14 that. Speaking on the budget, the Truck Traffic
15 Study I see here, or the Truck Traffic Impact Study
16 where we put \$610,000 last year, is there any way that
17 we could get the outcome of that study, or has it
18 been released? Where can we access it?

19 COMMISSIONER TROTTEBERG: Yeah, a good
20 question. I'm wondering if you know. I think we're
21 going to have to check on that one. You certainly
22 should get the results of it as soon as it's ready.
23 I mean I would like to make it public. So let us get
24 back to you on that one.

COUNCIL MEMBER REYNOSO: Okay, thank you.

I also want to speak to street lines, the painting of the street lines, which some folks might not even know it's a thing we do or see. I know that the contract right now is in New Jersey. The contract to do the painting of the lines in the streets comes from a New Jersey based company. I believe its a \$2 million contract. I wanted to speak. There is a group or a business working in my district that said they bid on it for \$800,000. So I want to know why it would be outside of New York City, a contract given outside of New York City when the bid -- And they did it in the past as well. So they had experience, and they resubmitted the contractor. So I just want to speak to why it had to leave the city, and why it had an increase from \$800,000 to \$2 million. And my numbers might not be perfect, but I'm pretty sure that the New Jersey company is charging more to do it.

COMMISSIONER TROTTERBERG: I'll have to take a look at that. New York City has a pretty complex regime in terms of procurement. So we go through a pretty careful process when we put out some type of a contract to bid and taking bidders, and we

1
2 look at cost and value, et cetera. So let us take a
3 look at the particulars on that one, but in terms of
4 sort of how we award our contracts, it's a pretty
5 prescriptive process. It's not like I can swoop in
6 and pick people or not pick people that I like. It
7 has a lot of very careful safeguards built into it in
8 hopes of getting best value for the City. So let us
9 take a look at that one.

10 COUNCIL MEMBER REYNOSO: Please look at
11 it because I think we might have -- It could have
12 been one that fell through the cracks.

13 COMMISSIONER TROTTERBERG: Okay.

14 COUNCIL MEMBER REYNOSO: So we just need
15 to see. I also want to speak to in FY2014 there was
16 an additional \$552,000 inserted for snow removal on
17 overpasses, and it's not seen in the FY2015. Is that
18 -- does that money -- Well, how does snow get
19 removed for FY15, and did it get moved to another
20 agency or who is responsible, and why is it not there
21 for FY15?

22 COMMISSIONER TROTTERBERG: Yeah, again, I
23 think now because the agencies are going to sort of
24 sit down, and inform our game plan for what we're
25 going to do next winter. And I think one thing I

would point out, in the end I think you all know this past winter turned out to be such a difficult one. And the Mayor working with you all did provide the resources that the Department of Sanitation needed and that DOT needed for snow removal and for filling potholes that were the casualty of the winter. So moving forward we're going to sit down and figure out what are the potential scenarios for resources that we need. But I think I can safely say on behalf of the Mayor, we're going to try and make sure if we have another terrible winter the resources will be there to keep the streets and the overpasses clear.

COUNCIL MEMBER REYNOSO: Thank you.

Thank you, Chair.

CHAIRPERSON FERRERAS: Thank you, Council Member Reynoso. We'll have Council Member Crowley followed by Council Member Rose.

COUNCIL MEMBER CROWLEY: Good morning, Commissioner. I'd like to also thank you for the Vision Zero plan. I know that you've already had a number of lines changed just by comparing accidents, well crashes from this year to last year. And there's a significant number in decrease in fatalities. And I'm thrilled that this has been the

focus of the de Blasio Administration. Because I've been very frustrated the time that I've been in the Council, you know, for five years now.

The number one complaint that come into my office are DOT complaints, and they have to do with making our streets safe. And the majority of the letters that go out, go out to our Borough Commissioner with requests for modification, and nine out of ten times or even more than that we're met with there is nothing we can do. About six months ago I had an emergency meeting at a public school on Grand Avenue in Queens, which is next to two other public schools, a high school, an elementary school, and a middle school.

Because there was a serious accident on Grand Avenue where four kids were hit by a car that was out of control. And they were seriously injured. One later died. We're not sure if he died directly because of his injuries, but he had an asthma attack. But still to this day, I have yet to get a response from DOT after our emergency meeting. There are no changes that have been suggested about ways that we could modify Grand Avenue, but it's really frustrating.

Only a few blocks from there a woman was killed in January. So that is definitely a focus of mine. I thought I have hundreds of thousands that are unspent in the DOT budget because I want to make safe routes to school a major focus. But I funded one project that still is not complete early in like 2010, around that time. And that project is going to go out to them. But my question is like I appreciate the focus and that you are going to hire more people that are going to work on making the areas in and around schools safer.

But what is a realistic timeline that we could work with to make sure that we could implement some serious changes. I'll mention just one avenue that three schools are on, but almost every single one of the schools in my district, and I know many of my colleagues share the same feeling, there is so much we could do, too. How quickly could we start to see changes, and what is a reasonable timeframe? We met six months ago. I know it's a new administration, but what can we communicate to our constituents about the changes that are going to happen?

COMMISSIONER TROTTEBERG: First of all,
I'm going to make sure that Jeff follows up with your
office to see. I mean if there are some areas where
we were supposed to get back to you in terms of
requests you had, and we haven't let's make sure that
nothing is falling through the cracks. I think on
the answer of how quickly we can do things, of
course, I have to give the answer, Well, it depends.
There are certain types of projects that DOT can
actually get on the ground very quickly.

Let's take for example the Arterial Slow
Zone program. We're rolling that one out this
summer, half of the roots we're doing that in a few
months. For large complex capital projects that may
involve other city agencies, and perhaps even federal
funding those can take a long time, and I know it can
be very frustrating. One of the things that this
Administration is really going to try and do, and
it's a real priority of mine personally, is to see
how we can improve project delivery.

Because I hear you. I think some of the
projects in the city are taking a very long time,
particularly when many agencies and funding sources
are involved, and there are a lot of challenging

issues there. But I really think we need to work through them because your constituents aren't getting the projects that they're expecting. It makes them, as you say, it makes them unhappy, and we're not getting good value --

COUNCIL MEMBER CROWLEY: [interposing]
But they do get worried.

COMMISSIONER TROTTERBERG: -- for taxpayer dollars. So, we're keen to see if we can speed things up, but, you know, our --

COUNCIL MEMBER CROWLEY: And another example is like a bridge in my district 15 years ago we were told that it was in the capital budget, and things were going to happen, and the chair kept getting cut off. And it was supposed to start construction in this fiscal year, but it's been put off another. The plans we recently see are not in my opinion are not good, no did the community board approved of the plans because it takes away -- Underneath the bridge is the Long Island Railroad. It takes away the opportunity for that railroad ever to become a commuter rail again. Right now freight is moving on that. But the bridge actually has a gaping hole in it that, you know, just a barrier is

covering it so people don't walk in that area. Our president yesterday it's terrible. You don't need to be an engineer to know that something is not safe, but when you could see holes and look down at what's happening underneath, it's scary.

COMMISSIONER TROTTEBERG: Which bridge is it?

COUNCIL MEMBER CROWLEY: It's Fresh Pond Road and Metropolitan Avenue, and a lot of trucks pass that route. And you know, just -- My last question is the truck route map. We've been able to make changes on making sure that certain streets are not through streets for truck traffic, but the maps are not reflecting that. And those are changes that we made over two years ago, and we're going on three years. And when trucks are violating the law, we may get police officers to penalize them, and ticket them. But when they go to the judge, they often get the tickets dismissed because the maps don't reflect the changes. And so, if I can make a request to do whatever you can to speed up the process of developing new maps, it would be helpful to the truck traffic that is happening in Queens.

COMMISSIONER TROTTERBERG: I certainly
want to take a look at the maps, and I don't know if
Jarrin has something on the bridge.

DEPUTY COMMISSIONER JARRIN: Regarding
Fresh Pond Road, and it is one of our most important
projects for the coming year and we're working
through the design issues still, and we do still need
to get the State approval for the -- DDC's [sic]
approval before we can complete the designs. I know
there have been some delays on that project, but
we'll check it through.

COUNCIL MEMBER CROWLEY: [interposing] I
know it was a hot topic at the Community Board last
night just that they are not happy with the current
plan because it takes away two of the tracks that are
underneath it that are Long Island Railroad tracks.
And at one time that was a stop on the Long Island
Railroad. As more and more people are moving to
Ridgewood and Maspeth, the Community Board would like
to get that commuter train as well going in the
future. So they certainly don't want the current
plan to move forward.

COMMISSIONER TROTTERBERG: Well, let us
follow up with you on that because that sounds like

something pretty significant and we want to make sure
we learn more about it.

COUNCIL MEMBER CROWLEY: Thank you.

CHAIRPERSON FERRERAS: Thank you, and
Commissioner I know that almost or a significant
portion of your Capital Plan Budget is on bridge
repair. And in the past we've had the conversations
of ratings of good, poor. So as you are looking over
all of our city bridges, are we getting bridges that
are poor to fair, fair to good? What is your vision
in repairing our bridges, and what's taking priority?

COMMISSIONER TROTTEBERG: I mean we have
a --the State does bridge inspections, and has a
rating system. Look, our goal is to keep all bridge
in -- get them to good if we can. Right now actually
the -- our inventory is in very good condition, but
we have a number of bridges that are going to -- the
State is potentially in the next few years going to
downgrade to poor. We are trying to figure out how
we best prioritize bridges, looking at those that are
going to fall into a poor condition, as well as
looking at which bridges are most central to commerce
usage, et cetera. And I think as I mentioned in my
testimony, this is a huge area of importance and

focus for this Administration. And as part of our OMB exercise, we're going to go through this year on the ten-year capital plan; bridges and bridge conditions, and how we invest in bridges, and how we deliver bridge projects in a timely way is going to be a very important piece of what we're going to take a look at. It's a big challenge. I won't deny it.

CHAIRPERSON FERRERAS: I appreciate it, and if you would be able to share any type of breakdown that you have with the ratings, and what the priorities are with this committee, I would greatly appreciate it.

COMMISSIONER TROTTEBERG: Yeah, I think we've potentially brought -- we brought something on for you all in anticipation of this question.

CHAIRPERSON FERRERAS: Oh, that would be great. So, if you get that to me --

COMMISSIONER TROTTEBERG: [interposing]
Yeah.

CHAIRPERSON FERRERAS: --we can share that with the colleagues -- my colleagues on both committees. And now we will have Council Member Rose followed by Council Member Cumbo.

COUNCIL MEMBER ROSE: Thank you, Madam
Chair. And I'm going to dispense with any rambling
soliloquy, but I want to start with several thank
you. I want to thank you so much for coming to State
Island, meeting with the elected officials, and
working out some plans. Especially the fact that you
are going to give us a list of the mapped streets for
paving and that we will be able to have some input on
that. And I want to especially thank you for making
sure that the speed humps around schools would be an
investment that's going to be made. As the prime
sponsor, I found that that is very important to the
safety of our students.

And as the district that's going to have
the first waterfront pedestrian plaza, I wanted to
say thank you. And with that, having grown up on an
island all my life, ferry service is very important
to me. So in the Executive Plan, which includes
\$357.7 million including the \$333 million for the
reconstruction and replacement of ferry boats at the
Staten Island Ferry and Ferry Terminal facilities
improvements, do you have a timeline for the letting
of these contracts, or when the new votes will
actually begin be put into passenger service?

COMMISSIONER TROTTERBERG: Well, you know, I think I do have a timeline. Yeah, right now we're looking at the design, we're pressed for proposals, and I think we're hoping to register it in August of this year, is that correct? We think the design -- As you know, this is going to be a big project, and we're looking really to make safe, state-of-the-art, environmentally friendly very modern ferries. So that's actually going to take a year or two to complete, and then a couple more years after that before passenger service can start. So we're looking at timeline probably around 2019 when everything is said and done. It's a long timeline, but this is a big -- this is a big important project, as you know.

COUNCIL MEMBER ROSE: Do you think that there are going to be at least online in time to deal with the increased capacity that we're expecting with the North Shore Development Projects?

COMMISSIONER TROTTERBERG: Yeah, I sure hope they can help with that development. I think we'll have to see how quickly that happens, and how quickly we get through our design and procurement process, and work out all the funding issues. But,

1
2 look, we're keenly aware of how much new traffic that
3 development is going to generate, and how important
4 it is in your district and for all of Staten Island.
5 So we're very mindful of that as we get this process
6 underway.

7 COUNCIL MEMBER ROSE: And we are -- we
8 are also looking simultaneously at the training and
9 certification for the ferry captains and assistants
10 that will -- So that everything will be online at
11 the same time.

12 COMMISSIONER TROTTERBERG: That is
13 certainly our intention, yes. There are a lot of
14 moving parts to this, so to speak, but yeah that is
15 our -- That's how we're hoping this is all going to
16 work out.

17 COUNCIL MEMBER ROSE: And do the Staten
18 Island Ferry figures include the increase for the
19 24/7 30-minute ferry service? I want to thank you
20 that we went into the weekend 30-minute ferry
21 service, but does the budget include the 24/7?

22 COMMISSIONER TROTTERBERG: No, it
23 provides funds for us to study how we would do that,
24 what would be the most cost-effective way to do that.
25 The estimate right now is to provide that additional

1
2 service, would require extra crews, extra boats, and
3 potentially cost around \$8 million. So the budget
4 tasks us with looking more deeply into that and
5 seeing what could be the smartest ways to do that in
6 a way that's cost-effect. And obviously, we'll be
7 working closely with the Staten Island Delegation on
8 that.

9 COUNCIL MEMBER ROSE: Commissioner, is
10 there a timeline for this study? Because we've been
11 inundated with studies, and not seen results. So is
12 there a timeline for the completion of this study?

13 COMMISSIONER TROTTERBERG: You know, I
14 mean I can't give you the timeline yet because I'm
15 still waiting for the budget to pass. But as soon as
16 it does, we're already starting to talk internally
17 about how we would do the study, who would do it, and
18 what would be the timeline. But I don't want to --
19 let me give you a better answer to that when we've
20 had a little more time to refine exactly what the
21 process is going to look like.

22 COUNCIL MEMBER ROSE: Okay, so you're
23 going to give the answer to maybe the duration of the
24 study?

25 COMMISSIONER TROTTERBERG: Okay.

COUNCIL MEMBER ROSE: And the other -- my other obsession has been with countdown clocks, and accessible pedestrian signals. I think they're very important to Vision Zero, and the success and safety of our pedestrians. Could you tell me what your plan is? I know what the plan is for countdown clocks, but could you tell me why members have to allocate funds for these clocks? Why hasn't more money been allocated in the budget for countdown clocks seeing how important they are, and accessible pedestrian signals.

COMMISSIONER TROTTEBERG: Yeah, and I'm going to give a quick answer on that, but then I think turn it over also to Deputy Commissioner Jarrin. I mean I guess the best answer I can give you is the budget up until now, they are balancing a lot of different needs and priorities. And I think given all the things we hear about all over the city that people want from resurfacing roads to speed humps to what are we going to do about things like Select Bus Service. You name it. I mean obviously, we have a lot of competing needs, and a lot of important priorities. I know -- I think in terms of

we had some good news on pedestrian signals, did we
not on audible pedestrian signals?

[background conversation]

DEPUTY COMMISSIONER JARRIN: Well, for
pedestrian countdown signals, I know we're moving
forward with a -- we've got contracting pretty far
along now with the pedestrian countdown signals.
We've gotten bids in place, and we should be ready to
start that work fairly soon for the pedestrian
signals, which is a very key part of our Safety
Program. I know in particular -- You're asking I
think also about the bus countdown clocks, right?

COUNCIL MEMBER ROSE: Yes, and the
accessible pedestrian signals, are they audible for
people with handicaps?

DEPUTY COMMISSIONER JARRIN: Yes, we are
definitely planning to move forward with that program
as part of our signal contract already. So, I think
what -- if there was an interest from the Council to
participate in the funding for that, that would be
welcome. But we are moving forward with that program
regardless. We know it's an important program to
move forward with.

COUNCIL MEMBER ROSE: So it is a line
item in the budget?

DEPUTY COMMISSIONER JARRIN: For the
audible signals --

COUNCIL MEMBER ROSE: The audible --

DEPUTY COMMISSIONER JARRIN: -- it's
already part of our -- and accessible signals, it's
part of our baseline budget, yeah.

COUNCIL MEMBER ROSE: Thank you.

CHAIRPERSON FERRERAS: I just want to
urge my colleagues that everyone is in the queue, and
we have about six members left. We've been joined by
Council Member Greenfield. We are supposed to be
starting MTA in three minutes. So if you can make
your statement -- your questions a little more
concise so that we could get everybody through, I'd
greatly appreciate it. We're going to have Council
Member Cumbo followed by Council Member Johnson.

COUNCIL MEMBER CUMBO: Thank you, Madam
Chair, I won't take any offense to the fact that the
speed up always comes before my questions, but that's
fine. I'm getting the answer quickly. Commissioner
Trottenberg, I'm so happy to have you here, and as
Chair of the Women's Issues Committee it is so

exciting to see a dynamic woman in charge of this
dynamic agency. And you've got some dynamic deputies
on either side, which is pretty incredible.

And I also want to give kudos to you
because you have made me and my district feel so
absolutely special in terms of listening to what the
challenges were of the district and responding very
quickly. And that's a gift because you made all of
us seem quite so special when I thought it was just
me. I want to go right into my questions. I want to
just reiterate what Council Member Vacca spoke about,
the speed bumps, and their implementation are
critical to me and to my district.

It's probably the number one issue that
comes up in our district in terms of what people want
to see. I also wanted to talk about signage, and
wanted to know -- I didn't see it in the budget
specifically. It was brought up by Council Member
Vanessa Gibson in terms of is there a capital line
item for the signage to be implemented in any great
and meaningful way this year? And also wanting to
know what is the average cost of the implementation
of the slow zone, and what all comes in the package
of a slow zone.

COMMISSIONER TROTTERBERG: Let me -- maybe he can dig up the number on the signage. I will talk a bit about the slow zones. It turns out it costs a little more than you would think. The cost of installing speed humps in New York City at the moment is somewhere around \$12,000, which is high, and kind of looking into why and putting up the sign. So slow zones can cost I think 150, \$200,000 to implement. And again, as you read -- if you go to resurface the road, you have to -- you take off the speed humps and then you have to reinstall them.

The parameters of the slow zone, the neighborhood Slow Zone Program has been really to look at areas that are tied to crash thing. And I think one thing I'm discovering as we dig into it, is there are neighborhoods where there is a big desire to slow down traffic. That may not be the highest crash prone areas of the city. And I want to try and make sure that as neighborhoods come to us with things they want to do, that it's matching well with the particular program or request.

I think that's one of the other sources of frustration. I want to make sure that when neighborhoods come to us asking for things they

1
2 really want, that they're coming to us asking for
3 things that it makes sense for us to provide given
4 crash rates around the neighborhood and given
5 resource constraints. So I hear that from all of
6 you, and it's an area -- You know, it's not an area
7 we're going to fix overnight, but it's something that
8 we're really taking a look at.

9 COUNCIL MEMBER CUMBO: So does it come
10 with in many ways -- does it come with a certain
11 amount on average of speed bumps? Does it come with
12 a certain amount of cameras? Does it come with a
13 certain amount of street improvements, a certain
14 amount of all these different kinds of things? Is
15 there like a general package that comes with it so we
16 can articulate that to our districts?

17 COMMISSIONER TROTTERBERG: Yeah, I mean
18 we -- I think that the principle behind the slow zone
19 is just sort of an area of -- it's a square area --

20 COUNCIL MEMBER CUMBO: Of signage, right?

21 COMMISSIONER TROTTERBERG: -- of four to
22 five blocks depending. Some have been bigger than
23 that. You want to put in speed humps at appropriate
24 spots, put up the signage, paint the markings. And
25 one thing that I know can be a source of frustration

1
2 is if the route is one that's used by buses or
3 emergency vehicles, that can really be a problem for
4 putting in speed humps. For the slow zones we also
5 try and look at neighborhoods that you sort have a
6 defined area that makes sense to send a message to
7 drivers this is an area where you slow down.

8 And I think there's been some confusion
9 about how that works around the city. So moving
10 forward, we're going to try -- Again, I think of
11 doing a good job of working closely with communities
12 on what exactly are the problems they're trying to
13 solve. In some cases it may be with the neighborhood
14 Slow Zone Program makes sense, but I think in some
15 areas even though that's what people think is going
16 to make sense, it may not be the right solution.

17 COUNCIL MEMBER CUMBO: How many do you
18 anticipate will be implemented by the close of 2014?
19 How many slow zones will be completed?

20 COMMISSIONER TROTTERBERG: Well, the
21 program is doing eight slow zones a year. So that's
22 the other thing is I think there's a hope and an
23 expectation that we're doing them all over the city,
24 but we're doing eight a year, not that many. And I
25 think now we have selected through the end of FY15

1 the -- We've already selected those slow zones. So
2 starting some time next year, we're going to figure
3 out how the program works. And I would just say that
4 if it turns out that we meet with success in Albany
5 in terms of getting a change in the citywide speed
6 limit, that may very much change the way we're doing
7 some of these programs, the slow zones, or the
8 arterial slow zones. So if we meet with success up
9 there, that may also require DOT to take a fresh look
10 at some of these programs and adjust them as needed.

12 COUNCIL MEMBER RODRIGUEZ: [interposing]

13 Now we have Council Member --

14 COUNCIL MEMBER CUMBO: I just want to ask
15 just one more very quick question.

16 CO-CHAIRPERSON RODRIGUEZ: Sure.

17 COUNCIL MEMBER CUMBO: Will it also
18 include on Eastern Parkway and Schenectady, they have
19 put in a request for gates. Will gates in terms of
20 on the parkways, or some of them also be included in
21 the capital process as well.

22 COMMISSIONER TROTTERBERG: That's
23 interesting. The first I heard of gates.

24 COUNCIL MEMBER CUMBO: Do you understand
25 what I'm referring to?

COMMISSIONER TROTTERBERG: No.

COUNCIL MEMBER CUMBO: They're like gates
that you put on the major thoroughfares to block
people let's say coming out of the train station.
Let's say Eastern Parkway from crossing in the middle
of the block. They can no longer --

COMMISSIONER TROTTERBERG: [interposing]
Oh, you mean pedestrian gates?

COUNCIL MEMBER CUMBO: Yes, I do.

COMMISSIONER TROTTERBERG: Oh, okay.
Yeah, I think that when we look at different
intersections we consider a whole bunch of remedies,
and I think we've used gates in some places. I don't
know if you have any more on that.

DEPUTY COMMISSIONER JARRIN: I'm sorry.
We'll have to check. That's probably the plan for
Eastern Parkway, but I'm not sure. I think they're
reviewing a lot of options.

COUNCIL MEMBER CUMBO: Okay, thank you.

CO-CHAIRPERSON RODRIGUEZ: Thanks and we
will stay only with the five minutes because the MTA
is already here. So we're already running late.
Council Member Johnson following by -- with Karen

Rosenthal, and I'd like to recognize Council Member
Constantinides.

COUNCIL MEMBER JOHNSON: I'm going to go
fast. It's good to see you this morning. I have a
lot of questions. This marks the one-year
anniversary of Citi Bike, a hugely successful
program. Seven million trips or more than that.
You've been very frank about the financial situation
that Citi Bike is in with the operator. I know
you've said that they need to come up with a
solution, and the City doesn't want to it to go away
-- doesn't want to see it go away. We actually I
think want to see it expand. I would love to hear if
there's an update from DOT's end. What are the
options? What could the Council be doing in this
budget cycle, if anything, on Citi Bike to make sure
it continues to succeed?

COMMISSIONER TROTTERBERG: Yeah, thank
you, and by the way, 8.3 million trips. That's the
right number.

COUNCIL MEMBER JOHNSON: [interposing]
8.3 million?

COMMISSIONER TROTTERBERG: It has been a
huge successful.

COUNCIL MEMBER JOHNSON: The population
of New York.

COMMISSIONER TROTTERBERG: Yeah, I know.
It's been a remarkable success. People love it, and
we are very committed to make sure not only that the
operation continues, but that we strengthen it that
it provides a better service, and that we can expand
it to other parts of the city. You have heard me
talk about this topic before. I think there has been
some --there's been some news in the press about
this. We are in negotiations with Alta, the company
that has the City contract. They are looking at
getting investors. They're looking at improving
their operations, frankly having a stronger operation
here in the city, which I think is tremendously
important.

Alta is a company that's based in
Portland, Oregon, and their management is kind of
scattered around the United States. So we're looking
at all those things to try and strengthen the
operation, and I'm hoping -- I know there's been a
lot of interest in the Council, and members who are
potentially interested in investing some of their
funds in additional stations. I'm hoping that very

1
2 soon we can have a real -- a more substantive update
3 for you. But at the moment, we're still in a state
4 of ongoing negotiations. Although, I think I'm
5 hopeful that we're going to have some good news to
6 announce.

7 COUNCIL MEMBER JOHNSON: I would just add
8 that as those conversations occur, there are ways
9 they need to improve with certain bike stands, with
10 getting refills of bikes and stations that are used
11 frequently. So I hope that expectation is
12 communicated to them.

13 COMMISSIONER TROTTEBERG: Absolutely.
14 It is front and center to our discussions with them
15 that we need to have software fixes, improve the
16 rebalancing of the bikes, improve the service
17 overall. And there's recognition that needs to
18 happen. They're a start-up venture in New York City,
19 and I think it has been wildly successful, but the
20 challenges of operating in New York City are
21 significant, and Hurricane Sandy was an unexpected
22 blow to the company. I think they understand they're
23 going to need to up the game going forward.

24 COUNCIL MEMBER JOHNSON: Thank you.
25 People have mentioned speed humps. I hear the

1
2 message: We want them. The same with slow zones
3 especially around schools. I have a request into the
4 borough office on some of these issues in my
5 district. I look forward to working with you. I
6 have a very good relationship with the Borough
7 Commissioner Margaret Forgione, and I want to thank
8 her for her responsiveness.

9 I have a question on the contract that's
10 existed for a long time with regard to Cemusa the bus
11 shelters, the newsstands, the bike parking stands
12 that have existed on sidewalks. And then, there are
13 conversations that talk about the location of public
14 bathrooms in places. How do you feel that like the
15 company has done thus far? How has the revenue been
16 through the city? Are we seeing that the newsstands
17 are actually generating revenue in a real way? I'd
18 just like to hear an update overall this elusive
19 contract, given that it really did change the
20 streetscape in many ways with them coming into the
21 city.

22 COMMISSIONER TROTTEBERG: Yeah, I'm
23 going to -- I'll ask Joe to comment. My sense is
24 that the City is relatively pleased with the
25 contract, and the level of service has been good, and

1
2 the revenues have met our projections. One thing I'm
3 certainly interested in is getting the rest of the
4 bathrooms -- the public bathrooms that were in the
5 contract up and built, and have actually asked our
6 team at DOT to figure out how we expedite that. But
7 that is on us to mete that out.

8 COUNCIL MEMBER JOHNSON: We'll take one
9 in my district.

10 COMMISSIONER TROTTERBERG: Well, I think
11 we're as a -- Of course, we discovered like
12 everything in New York it turned out it was more
13 complicated to slate the bathrooms as we would have
14 hope. You need an ability to hook up to a water
15 system. But I am -- I think we really need to get
16 that done, and it's something we want to focus on. I
17 don't know if you have more comments on the contract.

18 DEPUTY COMMISSIONER JARRIN: No, just
19 what the Commissioner mentioned, and that we did --
20 we're happy we brought in the \$46.9 million in
21 revenue last year through the Cemusa Contract. We
22 expect to meet that again this year, if not exceed.
23 So that's where we are.

24 COUNCIL MEMBER JOHNSON: Great, and in my
25 final 30 seconds I just want to say I know there has

1
2 been -- and I know you coordinate quite frequently
3 with the MTA with New York City Transit on the type
4 of work that they're doing. In my district on the
5 West Side I think I have more Port Authority
6 facilities than maybe any other district. In the
7 city is the Mulholland Tunnel, the Lincoln Tunnel,
8 the Port Authority Bus Terminal. We're going to have
9 Hudson Yard. It's 17 million new square feet of
10 development, and expansion of jobs, New Moynihan
11 Station. All of these massive projects going on at
12 once. There is disruption as these go on, and I know
13 there's work that's done, but I think it would be
14 very helpful just to ensure that there is pretty
15 frequent smart coordination between DOT--

16 COMMISSIONER TROTTERBERG: [interposing]
17 With the Port Authority.

18 COUNCIL MEMBER JOHNSON: -- with the Port
19 Authority as well given how massive and important
20 these projects are, and the impact they have on the
21 local community.

22 CO-CHAIRPERSON RODRIGUEZ: Thank you.

23 COMMISSIONER TROTTERBERG: Thank you,
24 sir.

CO-CHAIRPERSON RODRIGUEZ: Now, before
Weprin has a question, Council Member Daniel
Garodnick [sic] has one question.

COUNCIL MEMBER GARODNICK: Thank you, Mr.
Chairman. Commissioner, just very quickly. I noted
that there is \$21.3 million in new funding for the
Vision Zero Initiative, and it reads that that is
all, those are new dollars that have not previously
been allocated within the DOT's budget. Is that
right?

COMMISSIONER TROTTEBERG: Correct, yes.

COUNCIL MEMBER GARODNICK: [interposing]
Okay.

COMMISSIONER TROTTEBERG: Actually, the
number is bigger than that. The number is -- is --

COUNCIL MEMBER GARODNICK: [interposing]
The total of the revenue budget is \$28.8 million, is
that -- ?

COMMISSIONER TROTTEBERG: Well, the
total is 52 divided between capital and expense
dollars?

COUNCIL MEMBER GARODNICK: Oh, I see,
okay. So I'm -- I think I'm looking down at the
expense dollars only.

COMMISSIONER TROTTERBERG: Yeah, you're
looking at the expense.

COUNCIL MEMBER MILLER: [interposing]
Okay, so we're talking about just the expense
dollars, 21 new for Vision Zero, 28 total. And my
one question: The \$7 million that are not in the
DOT's budget that are attributable towards Vision
Zero, where are they? And are those new dollars, or
have they been reallocated from another place -- yet
another place in the spectrum?

COMMISSIONER TROTTERBERG: I'm not sure I
know which -- Well, maybe Joe can jump in. Which
seven are you referring to.

COUNCIL MEMBER GARODNICK: Well, you
cited \$21 million in new funding in the DOT budget
for Vision Zero, but a total of \$28 million in the
entire Executive Budget for Vision Zero, is that not
correct?

DEPUTY COMMISSIONER JARRIN: I'm sorry --

COMMISSIONER TROTTERBERG: [interposing]
Maybe I just don't understand here.

DEPUTY COMMISSIONER JARRIN: -- what's
the number? I'm not sure what you're referring --
but I can tell you this, we have \$28 million of new

Vision Zero money in our budget if you add the speed
camera money in there. So that may be explaining
what --

COUNCIL MEMBER GARODNICK: [interposing]
And it's all in the DOT?

DEPUTY COMMISSIONER JARRIN: It's all in
the DOT.

COUNCIL MEMBER GARODNICK: Okay, thank
you.

[Pause]

COUNCIL MEMBER WEPRIN: I want to point
out that was three questions in the end, maybe more.
Commissioner, it's good to be here. I want to
welcome the Assistant Commissioner as well. It's
good to see you, Jeff. It must be a pleasure getting
away from your old boss. That's nice. I know he's
left, but I want to follow up on something the old
boss said, and do a little out-of-borough discussion.
Because I know there were some questions before about
Administrative Code 19-152 on Sidewalk Repairs, but
that's always been a sticking point with areas like
mine, Daneek Miller's, Jimmy Vacca's, the other
places.

1
2 The way the question was asked me sound
3 like, Oh, have these people paid back their fines?
4 Very often these people, and we get this complaint
5 all the time, are homeowners who through no fault of
6 their own all of a sudden their sidewalks come up
7 because the roots of trees have brought them up, city
8 trees, by the way, and we get this complaint a lot.
9 And they get hit with a violation and then have to
10 pay thousands of dollars to replace their sidewalk,
11 and they always go very -- get very angry about that.
12 And I was just curious because hearing it, I said,
13 This is something that needs to be dealt with.

14 I know DEP a couple of years ago did the
15 Water and Sewer Service Line Protection Program,
16 which is like an insurance policy where you pay a
17 certain amount of money in order to protect you in
18 case your water or sewer line breaks. And that's a
19 much more expensive outlay, and I thought it was a
20 great program, and most of my homeowners have gotten
21 a part of that program. I wonder if there's any --
22 anybody has looked at the idea of coming up with a
23 very small amount of money that homeowners could pay
24 in order to protect the sidewalk repairs.

COMMISSIONER TROTTEBERG: That's a good question. Certainly, you are right. We hear a lot from folks in Queens, and just for the record, if it's a City tree that's affecting the sidewalk the homeowner get a notice that there's a violation. But they don't have to pay. The City actually does do the repairs. That's said, I think I agree. I'm just starting to learn the intricacies of how the Sidewalk Program works. It is complicated. I think it's confusing for homeowners. There might be some smarter ways to do it. I mean in a lot of cases the City does the repairs, and bills them. Sometimes they do the repairs. Sometimes the repairs don't happen. So, look, I think we're open to if there's a smarter way to go for sure. We certainly would be interested in taking a look at that.

COUNCIL MEMBER WEPRIN: The Trees and Sidewalks Program is really underfunded, and what happens is that the sidewalk becomes a hazing and it could take years for the City to fix it under the old administration, of course, but years to fix it. And then homeowners sometimes do it themselves and get stuck with that cost. But anyway, be that as it may. Let me ask a couple other questions. I don't know if

1
2 it's come up today, but Citi Bike, I don't know what
3 the latest is on Citi Bike. We had read that they
4 were having problems financially and all that. I'm
5 just curious as far as where that program goes.

6 COMMISSIONER TROTTERBERG: [interposing]

7 Yeah, I just did a quick update on that. On the one
8 hand Citi Bike has been a tremendous success here in
9 the city, as I just noticed 8.3 million rides so far,
10 which is really an incredible number. As I testified
11 before, and some of you heard me speak about it,
12 certainly the operation has faced some financial
13 challenges over this winter. We are in discussions
14 with them right now about how they can get a capital
15 infusion, improve the operation, and hopefully
16 ultimately expand to other parts of the city.

17 We know there's a real interest in seeing
18 Citi Bike go into the other boroughs, go further up
19 into Manhattan. So I'm hoping that we can have news
20 on that very soon, but right now we are still in the
21 negotiation stages. But I think a lot of the
22 discussion is happening, and I'm really hoping we can
23 come back to you all with a good proposal.

24 COUNCIL MEMBER WEPRIN: Okay, just a
25 couple quick ones. Speed cameras, when they do go

in, how will the sites for those speed cameras be determined.

COMMISSIONER TROTTERBERG: Well, as you probably know, the legislation in Albany once the governor signs it has some pretty specific requirements for us about how we install the cameras. They need to be on roads adjacent to schools. They can only be implemented during school hours. So we will have a survey of all the possible sites in the city, and then it will be mainly data driven. We will be looking in areas where the crash data tells us we ought to install the cameras.

COUNCIL MEMBER WEPRIN: Will there be signage warning of the speed cameras or we're just going to leave them?

COMMISSIONER TROTTERBERG: Yeah, for the -- I know that's been a real concern that we have signage, and it's interesting again in talking to some of our counterparts in Sweden. They take a very different approach. They use a lot of cameras, and they put signs up. We're going to look at putting up more signs, but also perhaps using the signs to our benefit, which is having signs that might say "This

school maybe monitored by a speed camera" so that we
can get more bang for the buck.

COUNCIL MEMBER WEPRIN: Right.

COMMISSIONER TROTTEBERG: But we are
sensitive to that issue, and as I've said before, we
really want to use these cameras to slow people down.
If we slowed everyone down, and the City collected no
revenue, that would -- I would consider that a
victory.

COUNCIL MEMBER WEPRIN: Yeah, I think
that's a good compromise having signs that are dummy
signs, too. Only because it's a -- You want to be
able to not look like you're just doing it to raise
revenue, and to prove that, say, Hey, you've got to
slow down here, or there's a red light camera or
whatever it is. On the other hand, you don't want
people just slowing down, or just stopping at red
lights when they see the sign.

COMMISSIONER TROTTEBERG: Correct, and
that's exactly the dilemma. So we're looking at
creative ways, again to enhance the value of the
cameras that we've got to keep there, and not make
people feel that we're using them to nail them, so to
speak, which is not our intention.

COUNCIL MEMBER WEPRIN: Okay, I hear the bell. So I just want to -- I want to thank you all for the work that you've been doing on Vision Zero. The strength of those families that lost loved ones has been incredible, and has been an inspiration to me. And I look forward to working with you to try to save lives as well. Thank you.

CHAIRPERSON FERRERAS: Thank you, Council Member Weprin. Just a time check for the committee members. We are now about 17 minutes behind. So if you can take into consideration, and not use all five of the minutes, we would really appreciate it, I would really appreciate it. Council Member Rosenthal followed by Council Member Levin.

COUNCIL MEMBER ROSENTHAL: Thank you. This will be really quick. I have three quick questions. I appreciate that, and Council Member Ferreras and Council Member Rodriguez, thank you so much and to the Finance staff for helping us prepare for this hearing. Commissioner, it's great to see you, and thank you, as Carlos said just a moment ago, thank you for coming to my district the other day for part of the kickoff with Vision Zero. We have high hopes for that intersection, and I really appreciate

the effort that DOT has put in there. I have three quick sort of random questions. One is do you have just internally, and understand -- a number understanding of which bikes lanes are on residential streets, and which are on commercial streets? Do you have a sense of that breakdown there?

COMMISSIONER TROTTERBERG: I'm sure we have that inventory. I don't -- I can't say I have that number off the top of my head. I don't know if my colleagues do.

COUNCIL MEMBER ROSENTHAL: Yeah, if you would --

COMMISSIONER TROTTERBERG: It's something we'll probably have to get back to you on.

COUNCIL MEMBER ROSENTHAL: It would be interesting to see. I -- you know, we have just as Council Member Cornegy was talking about with the commercial -- the bike lanes around the commercial route streets, it's challenged in my district, too. And, you know, this is just for me, one of those situations where it always comes back to bite you. I pushed very hard for a bike lane on Columbus Avenue, which is a main commercial thoroughfare, and now I'm somewhat regretting that we didn't do it on West End

Avenue. So, it's something I'd be interested in sort
of watching for the next few years, and I wanted to
put that on your radar. Secondly, in terms of this -
-

COMMISSIONER TROTTERBERG: [interposing]
We will get you those numbers.

COUNCIL MEMBER ROSENTHAL: Great. In
terms of sidewalk repairs, which I know Council
Member Rodriguez talked about, would it be possible
for you to give us the information on sidewalk
repairs by district? I'm interested in going after
those properties in my district that have not done
the repairs, and where DOT has gone back and maybe
done the repairs themselves, and are now trying to
bill them. Or people have just not done the repairs,
and I'd like to get more active in going after those
property owners.

COMMISSIONER TROTTERBERG: Yeah, I think
that's a great idea, and as I was saying before,
we're really open to see what we can do on the
sidewalk fund. It is a big area of concern, and I
think all of us want to see if we can pick up the
pace and improve the safety and quality of the city
sidewalks while making sure we're treating homeowners

fairly and not scaring them with notices. So I think
there's a lot of room for improvement --

COUNCIL MEMBER ROSENTHAL: [interposing]
Great, and you think --

COMMISSIONER TROTTERBERG: -- and working
with all of you on that.

COUNCIL MEMBER ROSENTHAL: So you think
we could get that by district or just my district?

COMMISSIONER TROTTERBERG: Well, I don't
know. Let's see if we can get it by district --

COUNCIL MEMBER ROSENTHAL: Great.

COMMISSIONER TROTTERBERG: -- and then
see what we can do.

COUNCIL MEMBER ROSENTHAL: Thanks. I
appreciate that. And lastly, and this is a little
bit out of context. But for all the bridge repair
work that you're going to be doing coming up, which
is really terrific, I know this city has -- I think
DOT has a mix of bridge painters that are on staff,
and those that are contracted out because it can
often be seasonal work. Is this an opportunity with
the New Friends Community bring back more bridge
workers that DOT would hire directly?

COMMISSIONER TROTTERBERG: That's a good question. I don't know if maybe you could give an answer on that one.

DEPUTY COMMISSIONER JARRIN: I can tell you, Council Member, that there's always been a good mix between the two. The contract painters, though, I really focusing more on capital type painting that the in-house workforce, the Bridges Division has typically not conducted. So it's not exactly something that can be transferred as easily. I know we have had budget reductions to the in-house painters because that there's a seasonality to that work. In the winter there is not enough for them to do. I know there have been suggestions that we should have them do the capital work But the capital work is a very different type of painting. But I know this is a new issue that we can discuss, if you'd like.

COUNCIL MEMBER ROSENTHAL: So is the new work coming on going to be Bridge or Capital?

DEPUTY COMMISSIONER JARRIN: Well, it's -
-

COUNCIL MEMBER ROSENTHAL: I don't quite know what capital means.

DEPUTY COMMISSIONER JARRIN: Capital
painting means it's longer term protective coating.

COUNCIL MEMBER ROSENTHAL: Okay.

DEPUTY COMMISSIONER JARRIN: It's not
just paint. It's actually more involved. It's
removing old paint and showing that there is no
contamination. It's a much more involved project.
It's capitally funded in the capital budget for that
reason.

COUNCIL MEMBER ROSENTHAL: Sure. So the
new bridge work that's going to be done with the new
money?

DEPUTY COMMISSIONER JARRIN: Most of the
new money is actually specific to bridge painting.
It's actually for bridge reconstruction that we've
been newly funded over \$300 million to do major
rehabilitation and reconstruction on a number of
bridges. Some portion of that will be for protective
coating, but it's really premised more on major
rehab.

COUNCIL MEMBER ROSENTHAL: Would you
consider for the protective coating piece hiring more
bridge workers in-house?

DEPUTY COMMISSIONER JARRIN: That's what
-- I mean we would certainly consider whatever would
be appropriate. I think in this case that the actual
work we do for capital protective coating is not
something we conduct in-house. It's actually
something that we require contracts to perform. It's
much more involved and is done in collaboration with
other rehab work that is being done on the bridge.

COUNCIL MEMBER ROSENTHAL: That's
helpful. If you could get back to me on that because
I'm concerned. I think it was 120 FTEs going south.
So that's something like you said -- I'm sure I have
the number wrong. Thank you very much.

CHAIRPERSON FERRERAS: Thank you Council
Member. We've been joined by Council Members Lander
and Constantinides, and we'll have questioning from
Council Member Levin followed by Council Member
Miller.

COUNCIL MEMBER LEVIN: Thank you very
much, Madam Chair. Thank you Commissioner. I want
to add my voice to the chorus here of praise and
appreciation for the spirit in which you've taken the
helm over at DOT, and bringing us all around the
table. And being so responsible to concerns that we

1
2 have had, and for reacting quickly in unfortunately
3 doing things that we didn't think could be done
4 before. In particular around the Arterial Slow Zones
5 or arterial speed limit at McGuinness Boulevard and
6 Atlantic Avenue. That is going to have a major
7 impact, and I know my constituents feel that DOT is
8 being responsive.

9 I want to ask a couple questions with
10 regard to -- I know a couple questions have been
11 asked about this already, but with regard to Citi
12 Bike and expansion. In my district we're faced this
13 summer with the situation in Greenpoint where the
14 main mode of public transportation, which is the G-
15 Train at Greenpoint Avenue is going to be going
16 offline for a few months for repairs due to damage
17 during Sandy. So that's the one train station for
18 all of Northern Greenpoint, the northern half of
19 Greenpoint. In addition, right now that -- and
20 hopefully this will be fixed -- But that ferry
21 landing that had some structural problems over the
22 winter has yet to be repaired.

23 We'll hopeful that it will be repaired by
24 the time the G-Train Station goes down for repair,
25 but we're looking at the possibility of having no

1 transportation, public transportation options in most
2 of the neighborhood. Is there -- are we looking. I
3 know that's a neighborhood that's supposed to be in
4 the next phase of Citi Bike expansion. Are we
5 looking at -- are all options on the table right now
6 in terms of whether there could be public financing
7 for Citi Bike, and whether there could be matchers or
8 how we're working with private industry so that it's
9 -- I know that it's all branded Citi Bike at this
10 point.
11

12 COMMISSIONER TROTTEBERG: Yeah, I mean
13 look we know that this Greenpoint issue is a serious
14 one this summer. I mean the last that I had heard
15 the ferry dock was going to be finished before the G-
16 Train went down. I hope that's true. And we have
17 been talking about what we might be able to do, at
18 least improve bike service and availability in the
19 area. And that's something actually probably we
20 should sit down and talk about in more detail in
21 terms of where we are on Citi Bike. And how Council
22 Members might be able to pitch in because I know this
23 is a huge, huge issue in your district. And we can't
24 have your district with no transportation options
25 this summer.

COUNCIL MEMBER LEVIN: Right.

COMMISSIONER TROTTERBERG: That would not be a good outcome. So let us try and figure that out with you. I do know it's a pretty pressing issue.

COUNCIL MEMBER LEVIN: Right, right, okay because time is tight. So we probably have about a month to figure it out. But it would be great to -- From our end we'd be willing to play a role in that. But I think in looking towards how to expand the service and go into neighborhoods where it could be well utilized, where there is great demand for it, it would be great to have some public support for it.

COMMISSIONER TROTTERBERG: Yes.

COUNCIL MEMBER LEVIN: I wanted to, and this may have been addressed. You spoke about it in your testimony, and it may have been addressed in subsequent questions, but the situation with Design-Build capabilities for DOT, that's -- that requires a State law change. Where is that standing in terms of this session right now in Albany. Is the City up there making the case for such a law change? Does it have sponsors in the Senate and Assembly?

COMMISSIONER TROTTERBERG: Yeah, the City is certainly making the case, and we've had a bunch

1 of members from the New York Delegation that have
2 been interested in helping us with that. It was --
3 as you all may recall, it was originally in the
4 Governor's -- The Governor had last year gotten
5 Design-Build authority for the State, and that's how
6 they were able to do the Tappan Zee Bridge so
7 successfully so quickly. It was such a great
8 savings, and in the Governor's original Budget
9 Proposal he had extended that authority to
10 localities, which would have included New York City.
11 The debate became a little complicated how exactly to
12 do it, and it fell out in the final negotiations.
13 But it is still a high priority on the City's list,
14 and you all have been supportive, and we'd love to
15 continue working with you on it. We really think it
16 could save the City a lot of money, and speed up a
17 lot of their projects, which would be terrific.

19 COUNCIL MEMBER LEVIN: Strictly from a
20 budgetary perspective, how much money do we think
21 that that could save annually in the ballpark?

22 COMMISSIONER TROTTERBERG: When we took a
23 look at our Bridge Program, I think we estimated it
24 could save tens of millions of dollars is the number
25 we came up with. I can't put an exact dollar figure

on it because you'd have to see exactly how the bids came in, but it's interesting. But, it's interesting. Council Member Menchaca mentioned the Hamilton Asphalt Plant that we reopened yesterday. That was a project where DDC was able to use Design-Build. It was a \$25 million project that came in \$4 million under budget.

COUNCIL MEMBER LEVIN: Yeah.

COMMISSIONER TROTTERBERG: So there are real savings to be achieved.

COUNCIL MEMBER LEVIN: Right and time as well. Okay, thank you very much, Commissioner. I look forward to working with you.

CHAIRPERSON FERRERAS: Thank you Council Member Levin, Council Member Miller, followed by Council Member Greenfield.

COUNCIL MEMBER MILLER: Good morning, Chair and Co-Chair. Good morning Commissioner. Great to see you again. I see you brought your Cracker Jack staff with you today, the Assistant and Deputy Commissioner. Thanks for coming out and good afternoon almost. A couple of questions and there's a wide range. Obviously, the issues that we face in Queens and Southeast Queens are a lot different than

1
2 some of the other things that were discussed earlier,
3 but I do want to jump back some of the sidewalk/curb
4 issues that we talked about, some curb repair. In my
5 district, according to my Community Board some of the
6 -- the waiting list to have the curbs repaired are
7 almost a decade.

8 And I appreciate the investment in such
9 infrastructure, but there -- it has to be consistent
10 with some of the roadwork that's being done
11 considering the volume of floods that take place in
12 Southeast Queens in particular. They have repair
13 streets, and when they repaired the streets, they
14 elevate the side of the streets. And without those
15 curbs being in place, then that creates additional
16 flooding. So that's a problem that -- and hopefully
17 it's something that we can address, if you can speak
18 to that. If you would actually just --

19 COMMISSIONER TROTTEBERG: Yeah. No,
20 happy to and as you all may know, the new DDC
21 Commissioner just started a few weeks ago, and we've
22 already met with him a couple of times. And that is
23 high on our list. We coordinate a lot of our roadway
24 and sidewalk and sidewalk ramp work with them, and
25 we're going to look for ways to do a better job of

1
2 coordinating and speeding the projects up as well as
3 lowering their cost. The cost of these projects have
4 gone up and up over the years, and it's partially now
5 slowing down our ability I think to deliver as
6 quickly as we should.

7 COUNCIL MEMBER MILLER: Okay, so now that
8 we're on the agency coordination, there are a number
9 of projects that have been held up because they
10 require a DEP Drainage Study. I know we've had this
11 conversation. Where are with that study, and some of
12 these projects are like really --

13 COMMISSIONER TROTTERBERG: Again, as you
14 say another area of agency coordination, and we have
15 been sitting down with DEP, and starting to go
16 through some of the areas where things have really
17 slowed down. And that's one I'd really like to ask
18 Jeff to make sure we follow up with you. I think we
19 need to spend maybe a little time really sitting down
20 with you, and going through some of these projects in
21 your districts. And figuring out which ones in
22 particular maybe we can unstick them, so to speak.

23 COUNCIL MEMBER MILLER: Okay, so maybe we
24 can bypass those studies, and now that we have the
25 MTA in the room we can really jump on that one. And

1 that would be the service of our -- of mass transit
2 in the outer boroughs. And obviously you talked
3 about SBS. And when you look in a district that has
4 the longest commute into Manhattan anywhere in the
5 city, we have to be creative. Obviously, we have
6 constraints in this budget in terms of the City
7 didn't really allocate any funds for capital
8 improvement. So we're going to have to be creative.
9 So when we start talking about SBS and things of that
10 nature there, what are some of the things that we
11 have in mind?

12
13 Some of the other things in terms of
14 capital that we had suggested some back was our bus
15 hub, transportation hub in Flushing to kind of
16 eliminate some of the congestion over there. But to
17 go back to the interagency coordination, I know that
18 that's been a problem in the Main Street area, and
19 that in between the MTA and New Yorker Transit Bus
20 Operations and Planning and DOT, streets get changed
21 every other week, and no one knows what's going on.
22 And hopefully that's something we can coordinate.
23 And I raise that question because they're in the
24 room, and I hope that I can be the facilitator of
25 that.

COMMISSIONER TROTTEBERG: Well, if I
can, Council Member, we -- our budget does include
\$49 million in capital dollars for Select Bus Service
of the coming five years, and we are looking at what
the next set of projects will be. Certainly your
district is an area where we know Select Bus Service
is much needed. So we're going to be unfolding that
process working with the MTA and working with all of
you. But the Mayor has put money in the budget to
honor that commitment to create more Select Bus
Service where it's all over the city. Again, we're
keenly aware that your district is one where better
bus service is needed.

COUNCIL MEMBER MILLER: We'll appreciate
that. I'll kind of hold off on the rest of that in
capital to the MTA because I don't believe that the
infrastructure really exists in the district to allow
that to happen. But that's what I talk about being
creative. What do we do in the interim? But as long
as we can kind of focus on some of the flooding
issues, and how do we make these repairs, I think
that we're on the right track. I'm going to leave
you with this. In terms of the road repair that's
being done, and I know better than anyone there's

1
2 been a tremendous amount of road work done. How do
3 we determine is it a priority needs basis because I
4 have like our major throughway. Hillside Avenue is
5 an obstacle course with potholes and not being
6 repaired.

7 COMMISSIONER TROTTERBERG: Yeah, one
8 thing I would encourage you and all your colleagues
9 it takes a lot of work to coordinate the roadway
10 repair schedule, and our crews try and do it taking
11 into account being efficient in their movements. So
12 hitting a particular neighborhood, looking at when
13 they have to do roadway closures. How they
14 coordinate with bridges and other parts of the
15 infrastructure. If there are particular important
16 routes that you think we're not getting to in a
17 timely way, please let us know. And we try and come
18 up with our schedule for the season, but we really
19 welcome your input, too. If there are ways we need
20 to adjust the schedule, let's try and figure those
21 out.

22 COUNCIL MEMBER MILLER: Thank you so much
23 for coming out and thank you for your time.

24 CHAIRPERSON FERRERAS: Thank you Council
25 Member Miller. We're going to have Council Member

Greenfield followed by Council Member Chin. We've
been joined by Council Member Jimmy Van Bramer, and
Council Member Ignizio.

COUNCIL MEMBER GREENFIELD: Thank you,
Madam Chair. I'm actually told the MTA is waiting.
I'll try to hurry up despite the fact that I
routinely wait for their buses and trains. My
question actually, and I first want to refer you to a
story in the Daily News a few days ago regarding
utility companies ripping up the street without
permission. Something that I've been focused on for
quite a few years, and to me seems unbelievably
egregious. Over 2,000 streets in this city if you
ride your bicycle the wrong way down a street,
apparently you get arrested. But if you take a jack
hammer, and you rip up the City's property, you
simply get slapped with a fine. Well, I know you've
been trying to step up enforcement on this issue and
I appreciate it. What more can we do? Perhaps the
City should, in fact, and I'm happy to sponsor a
piece of legislation that would make it a criminal
violation for a company to simply come in and rip up
our streets.

COMMISSIONER TROTTEBERG: This is a good question and I'm dying to -- First, I want to thank you again for your leadership, and yesterday the Council's action on the 25 mile an hour speed limit. I really appreciate that, and I was just saying before you got here in my testimony, It's really going to help us in work up in Albany. And the Administration is so appreciate of your leadership there. That article it's interesting. It's sort of a good new/bad news story, which a bit of the good news is we have been in recent years with our inspection program been using better technology, iPads, mapping, et cetera.

So part of it is we are doing a better job of catching violations, and the violations fall into a couple of categories. One is cases where we've given a permit for the work, but the work took longer. And so, the permit expired. Another is, and I'm learning this is probably less true with the big utilities like Con Ed, but perhaps more true with smaller plumbing firms or whatever that they are the ones perhaps trying to get away with doing some of the work without a permit.

That said, I would love to sit down with you, and talk with you about how we do a better job here. It is a huge challenge in the city. There's a certain amount of this work that can happen as of right, and making sure that we are on top of it and that our roadways are restored to a good condition is very, very important. In this difficult pothole season I think we can all see roads where it was obvious that some kind of work was done, the road was cut into. The road was repaired, and now it's ripping up again. And I think getting on top of that and making sure that those who are digging into our streets are putting them back together, and having the proper permits is really, really important.

COUNCIL MEMBER GREENFIELD: Just one other quick question. Can you explain to me some of the challenges we have that we see between potholes and sink holes? I have a few of those in my district. I called DOT. DOT says it looks like a pothole, it acts like a pothole, but really it's a sinkhole. DEP says it's a pothole, and there is sort of like a lot of back and forth on this.

COMMISSIONER TROTTEBERG: Well, I'm sorry if you're getting back and forth. You

1 shouldn't be. I mean pothole -- I've learned this
2 myself this winter, and had to deal with all kinds of
3 holes in the road. Potholes are when basically a
4 piece of the surface of the road comes off, and they
5 are fairly common. Sink holes are really when
6 there's some kind of a subsurface condition. It can
7 often be a leak. That's why DOT gets involved, and
8 you really see a more major chunk of the roadbed
9 falling in, and I apologize. It actually should be
10 clear about which is which, and if you're having ones
11 where the two agencies are ping-ponging you, let us
12 try and help resolve that.

14 COUNCIL MEMBER GREENFIELD: Thank you,
15 Commissioner, and thanks for your Vision Zero
16 leadership. We're very grateful.

17 COMMISSIONER TROTTERBERG: Thank you for
18 yours.

19 CHAIRPERSON FERRERAS: Thank you Council
20 Member Greenfield. We'll have Council Member Chin
21 followed by Council Member Lander.

22 COUNCIL MEMBER CHIN: Thank you, Madam
23 Chair. Commissioner, it's always great to see you.
24 My question is on the Intercity Bus Permit Program.
25 I'm happy to see that there are some budget

1 allocated, but it's such a tiny little bit; \$16,000
2 for the remainder of this fiscal year, and only
3 \$65,000 for Fiscal Year 2015. Is there enough staff
4 to really monitor the program, and implement the
5 program? I started the program started about a year.
6 It's really time for us to really take a look to see
7 how it is working, whether there is enough monitoring
8 going on. Site, how do you identify a site whether
9 it's appropriate, and also are there too many permits
10 being given in a particular area? Especially in my
11 district, I mean right now it's really timely for us
12 to really visit how this permitting system is
13 working.
14

15 COMMISSIONER TROTTEBERG: Yeah, I think
16 we do think the resources are adequate. But that
17 said, I agree with you. There are a lot of
18 challenges to implementing this, and one thing we've
19 discovered there's a lot of complexities in terms of
20 state and federal law in this area. And one thing
21 I'd be happy to do with you, and perhaps some of your
22 colleagues in other parts of the city where this is a
23 big issue is sit down and give you a real update on
24 where we stand in terms of how we are implementing
25 this program. And how we think it's going to work

1
2 and get your feedback on it. I won't deny it. I
3 think it's -- this is going to be a complicated
4 implementation task.

5 COUNCIL MEMBER CHIN: I think that's
6 really necessary because now we're seeing some new
7 companies coming in, and the ones that we them to get
8 permits are not getting a permit. So we haven't
9 solved the program that this program was intending to
10 solve. And so, an area gets really inundated with
11 the bus stop. And so, we really need to have a
12 longer in-depth sum up of what's going on.

13 COMMISSIONER TROTTEBERG: I very much
14 agree. I do think this one is going to be
15 complicated, and it's going to be iterative. We're
16 going to try some things, and we may need to make
17 adjustments as we go forward. I know it is true the
18 volume of intercity buses that now want to come into
19 the city, it's growing by leaps and bounds. And it
20 presents a real challenge.

21 COUNCIL MEMBER CHIN: Thank you. So,
22 we'll follow up with you on that. And the second
23 question I have is on Bike Share. I mean, we
24 mentioned to your department about changing some of
25 the locations because we don't know what the funding

1
2 situation is. But there are some Bike Share stations
3 that's really not in the best locations, and then we
4 have other areas in the district that really wants
5 the Bike Share. So I think it's important to really
6 look at whether some are working or not, and see how
7 to do that. So if I can move the Bike Share in my
8 district from Elizabeth Street to the South Street
9 Seaport on the Front Street area, I think that would
10 really help. But we definitely need to revisit it in
11 terms of the siting of the Bike Share Program.

12 COMMISSIONER TROTTEBERG: Yeah, and I'm
13 happy to work with you on that. One thing I've
14 discovered in learning more about this program, it is
15 very difficult to figure out where to site these
16 stations in New York City, and what kind of manholes
17 and subway entrances and other things are below them.
18 But, yeah, we'd be happy to work with you on that.
19 Again, it's another area where I think we're
20 constantly trying to revisit our performance, and
21 make adjustments if we need to.

22 COUNCIL MEMBER CHIN: Good. Thank you.

23 CHAIRPERSON FERRERAS: And I just wanted
24 to add when we're talking about Bike Share programs,
25 it would be great -- it would be very helpful for us

1
2 as council members in areas where we know there are
3 bikes. It's very frustrating to see that I have a
4 community full of people using bikes, especially the
5 undocumented community. They don't necessary -- they
6 can't get licenses, so they travel on their bicycles
7 and we have no bike lanes. I have one bike lane on
8 34th Avenue that goes from nowhere to the parkway,
9 and that's it. Yet, the community is filled with
10 bicycles everywhere. Many going in all types of
11 directions, which we're trying to work with you on.
12 But I think it would be a great way for -- to see how
13 we can get that information to you, and plan out our
14 communities a little bit more effectively when it
15 comes to the biking community.

16 COMMISSIONER TROTTEBERG: We would love
17 to work with you on that, and planning good bike
18 connections throughout communities, and particularly
19 coming into communities that have not been well
20 served but have a big population that are using
21 bikes, it's a big priority for us. So let us make
22 sure we follow up with your office on that.

23 CHAIRPERSON FERRERAS: Thank you. We're
24 going to have Council Member Lander followed by and
25

the last question from our Majority Leader Van
Bramer.

COUNCIL MEMBER LANDER: Thank you to both
the Chairs. Thank you, Commissioner. Welcome to the
Deputy Commissioner, and thanks so much for hitting
the ground running. There is so many thing Vision
Zero has certainly done in many other ways as well.
It's truly wonderful and inspiring leadership. I was
excited to see the additional money for the BRT for
Select Bus Service both the additional expense money,
and the capital money in fulfillment of the Mayor's
commitment to 20 new BRT routes. As you know, I've
introduced a bill to require a real BRT plan, and my
question is less about the bill and more about how
are you thinking about making sure that it's not just
what individual routes. A lot of people want routes.
How do we make it a real network, thinking about
whether we can get the Brooklyn route for the bridge
into Manhattan? And how do we advance the whole BRT
network to make it better and really worldwide BRT
using this investment?

COMMISSIONER TROTTEMBERG: Yeah, and part
of that obviously is our partnership with the MTA.
One thing I think we like to remind people New York

1 City is not necessarily an easy comparison say to
2 what's been done in Mexico City or somewhere, which
3 is we have an enormous subway network obviously. So
4 you want to make sure as you're investing your
5 resources you want to complement this subway system,
6 and you don't need to build a BRT system where you've
7 got a major subway corridor that's serving the
8 community well. So that really takes a lot of
9 planning, and I really have to say I think we have a
10 terrific team at DOT, and a lot of great folks at
11 MTA. But as we're looking at this routes around the
12 city, we're thinking very deeply about how we connect
13 them to the larger bus network, to the subway
14 network. And I hear you. I think in the long run,
15 we have to continue to build out a connected system.
16 It is a resource question. That is part of it, but I
17 can tell you I know my own team at DOT. I am really
18 impressed by the thoughtful work they have done
19 around SBS and thinking about how really to connect
20 it to existing transportation system.

22 COUNCIL MEMBER LANDER: That's great to
23 hear. We could follow up on it whether by
24 legislation or because you just do it, the
25 development of a plan to make it really live out that

1
2 more comprehensive network vision I think is really
3 important. I was also very encouraged to see \$19
4 million new dollars for public plazas, and some
5 additional resources for benches and way finding.
6 The Council's budget response spoke to the
7 Neighborhood Plaza Partnership work to help make sure
8 those plazas can really serve all communities where
9 there aren't bids. Is there work underway to kind of
10 work with them and us to help us figure it out?
11 Maybe you already spoke to it.

12 COMMISSIONER TROTTERBERG: [interposing]
13 Yes, your chairwoman.

14 COUNCIL MEMBER LANDER: I came in late.

15 COMMISSIONER TROTTERBERG: Your
16 Chairwoman asked about that question. And, you know,
17 we recognize that it can be very different for a
18 community bid at Corona Plaza than what you're going
19 to have in Midtown Manhattan, and figuring out how we
20 can ensure that these plazas all over the city can
21 thrive and be great centers for community activity.
22 And have the resources they need to be maintained.
23 One thing we don't want is a plaza program where the
24 plazas aren't well maintained and they become filled
25 with garbage and criminal activity. So, we're

mindful that we want to set up plazas that are going
to be in a good state of operation in perpetuity.

COUNCIL MEMBER LANDER: That's great, and
we look forward to working together to help make that
happen. And my last comment -- I won't to ask a
question here -- is just on Bike Share. I took a
city bike this morning over the Brooklyn Bridge as
part of Bike to the Council Day. I was with Council
Members Menchaca and Reynoso, and we'll hear what the
Chair has to say about the breadth of interest in
improving the bike network and expanding Citi Bike.
We're not talking about something that's a luxury
good. We all want it, and as I've said before and
said at the Preliminary Budget Hearing, as you will
do when you're thinking about its future and
renegotiating that franchise agreement, I do think
it's a public transportation system. And that public
funding either from the Administration or from the
Council is an appropriate use of -- it's an
appropriate public investment. So I hope you'll keep
thinking about that as we move forward because that's
how I think it will be necessary to achieve expansion
to the scale that we want. Thank you very much,
Commissioner.

CHAIRPERSON FERRERAS: Thank you, Council
Member Lander. Majority Leader Van Bramer.

MAJORITY LEADER VAN BRAMER: Thank you
very much to both of our Chairs, and I apologize. I
missed your testimony, but we had the September 11th
Memorial Museum opening this morning that I was
privileged to attend. But I did read your testimony,
and I'm thrilled to see \$153 million for the
Queensboro Bridge. And I trust that that includes a
very, very significant rehab of the pedestrian and
bike paths on the bridge as well as the lighting.
We've had issues with both. So I don't know if
that's a level of detail that someone can speak to,
but --

COMMISSIONER TROTTEBERG: We'll check
and just having had the fun of riding over that
bridge and the Five Borough Bike Tour, yeah, we'll
make sure it's -- I think a big priority for us.

MAJORITY LEADER VAN BRAMER: As you
know, it is extensively used increasingly. So we
have -- the Queensville Plaza has really changed
markedly, and the protected bike lane there is very
well utilized as a lead into the bridge, and folks
coming back from Manhattan. So I just want to

1
2 encourage because we get a number of constituents
3 writing in about that. Way finding we have some
4 degree of way finding in Long Island City, which is
5 great. And I was wondering about your expansion
6 plans to other neighborhoods and whether or not
7 that's contained in the allocation that you have in
8 that.

9 COMMISSIONER TROTTEBERG: We did contain
10 some funding for way finding. I can't remember how
11 much. [sic]

12 DEPUTY COMMISSIONER JARRIN: Yes, we have
13 a phase two for Way Finding in the -- around I think
14 another \$8 million or so. It's all federally funded.
15 So it's subject to all applications that we submit
16 for the next phases. But the selection of the
17 neighborhoods is still being firmed up.

18 MAJORITY LEADER VAN BRAMER: Good. Come
19 east, and I want to also dovetail on Council Member
20 Lander. As you know, I'm a huge proponent and
21 supporter of Bike Share, and Western Queens is very,
22 very much anticipating that arrival. And I want to
23 continue working with you to make sure that that
24 happens as quickly as possible. And like Council
25 Member Lander, I am open to allocating funding as

1 well should we all agree that that is a viable path
2 forward. Vision Zero I just want to say thank you.
3 You've been simply terrific and hit the ground
4 running or biking literally. And I really have
5 appreciated the partnership with you on Northern
6 Boulevard. I know we have some more work to do on
7 Queens Boulevard, but thank you so much. And last, I
8 just want to ask because our friends from the MTA are
9 coming as well. Long Island City is a growing
10 community. We need expanded bus service long term.
11 So I'm hoping that the agency is looking at thinking
12 about funding in the future SBS, DOT, including Long
13 Island City desperately expanding a need of increased
14 bus service.

16 COMMISSIONER TROTTERBERG: I'll turn that
17 one over to the MTA. I will just say on Queens
18 Boulevard just so you know, TA reached out to me on
19 it as well. And what I had offered him, I'm happy to
20 have you or someone from your office come. We're
21 going to go walk. We're going to take our traffic
22 experts and take some of the advocates, and take a
23 look and sort of hear what our concerns are, and hear
24 what their concerns are. So I'm happy to --

MAJOIRITY LEADER VAN BRAMER:

[interposing] That's terrific. It does not surprise me that you are willing, ready, and able to do that. So I thank you for that and I look forward to joining you.

COMMISSIONER TROTTERBERG: Okay.

MAJOIRITY LEADER VAN BRAMER: Thank you very much.

CHAIRPERSON FERRERAS: Thank you very much. We are just going to have -- I have one more question, and my Co-Chair will also have wrap-up questions. My district is home to the artery that goes straight to La Guardia Airport, and as we are discussing the expansion with the Port Authority and a great deal of investment is going into the expansion of the airport with increased travelers. And I see more and more people getting off the 7-Train and onto the 272 to get up to the airport. And it's really a challenge, but also I'd like to get some plans and listen to as the airport grows, how we're going to address this major artery that goes straight to the airport?

COMMISSIONER TROTTERBERG: Again, I think that's another one where we're going to have to work

with a partnership not only with the MTA but with the Port Authority as well. We certainly know they have big plans with the airport, and we're going to need to get the land side of the transportation better synced up with that to accommodate all the growth. So it is certainly on our radar screen as an area we need to work together on.

CO-CHAIRPERSON RODRIGUEZ: Thank you, and before getting into my last questions, I want to include that the Chairman of Finance she is sitting right now, we need to be sure that the \$4 billion that the Mayor would provide to the Port Authority to renovate La Guardia also includes money for the streets that are around La Guardia Airport, too. That airport will increase the capacity to 70 million people. So it is great that we are bringing that airport to that standard, to that capacity. But we need to be sure also that in one voice as we did asking for the 25 mile per hour, we go together to the Governor and the Port Authority and say, It is not being responsible when the \$4 billion is only to renovate the airport. And there's no money included on how people will be moving from La Guardia to mass

transportation. So I hope that we can continue that conversation.

COMMISSIONER TROTTEBERG: Yes.

CO-CHAIRPERSON RODRIGUEZ: And in that direction, too, I also will need your support when it comes to the Bus Terminal 178 at the George Washington Bridge. The Port Authority also is making \$135 million renovation, and very irresponsible. A developer that's getting a good deal, a Port Authority that would make the renovations in a way that the community will lose a whole second floor open area, access to the A-Train that people have right now. And they have not put in one dollar from the beginning to do a traffic study. I think that even though we've been having this conversation, and as we have made, and that we are committed to find a solution. But the Port Authority they fail because when they met with the developer, they should include the money that is needed if it is a half a million dollars, if it's a million dollars for someone that is getting a good deal from the City, --

COMMISSIONER TROTTEBERG: [interposing]

For the study?

CO-CHAIRPERSON RODRIGUEZ: -- they should
have the money before they started construction.

COMMISSIONER TROTTEBERG: And I know we
did discuss this when we met with you up in your
office, and this is one we need to follow up with you
on. I hear your frustration, and I want to figure
out what we can do with the Port Authority to get
that study done. And make sure as they do the
station renovations, it's going to work for the
community.

CO-CHAIRPERSON RODRIGUEZ: Thank you.
So, first I would like to as the Chairman of Finance
you will follow always, but I think we would get
answers for all those questions that we have in
Transportation that we didn't have the time to ask.
But one I would like to get a report from you and
your team on the progress that the Department have
made on PlanNYC project. We have a 20, 25-year
project. So I think that it is important. Again,
for the amount of time, if you can send an updated
progress of that report, that would be very
important.

COMMISSIONER TROTTEBERG: Yeah, and we actually have that Progress Report for you, and I think we've made good progress.

CO-CHAIRPERSON RODRIGUEZ: So let me go onto the question, --

COMMISSIONER TROTTEBERG: [interposing] Oh, okay.

CO-CHAIRPERSON RODRIGUEZ: -- and if you want -- the three questions. If you have an answer for that great. If you can the -- if you can send the an already report [sic], it would be good, too. One, who from the DOT is responsible to coordinate with the NYPD the enforcement of buses that are part of the Intercity Bus Stop Permit Program?

COMMISSIONER TROTTEBERG: Yeah, that's actually on our part an agencywide effort that involves our commissioners, that involves our Law Department, that involves some of our operational folks. We have a lot of different parts of the agency that are trying to coordinate with on the legal elements, on the enforcement elements, and on the transportation elements.

CO-CHAIRPERSON RODRIGUEZ: Okay, and as you know, I want to connect it with Vision Zero. We

1
2 in New York City has a number of buses picking up
3 passengers, dropping passengers in our street without
4 having their permits. And as the State mandate, as
5 the State give the City, DOT is the one to regulate
6 the permits. We want to be sure that NYPD go after
7 any particular bus that is coming to New York City
8 without the proper permit that they should get from
9 the DOT. My other question is about with the Bike
10 Share Contract. Since this is a contract that you
11 inherit. So you did not participate on doing that
12 contract with CitiBank. Have you had time to go over
13 that contract, and did you feel that it was a good
14 contract for the City?

15 COMMISSIONER TROTTERBERG: Yeah, I have
16 had time to delve in pretty deeply on the details of
17 it, and I would say this: For a brand new start-up
18 venture, I think Citi Bike was very successful, and I
19 think the spirit of the contract was we're not going
20 to put City dollars in. We're going to try and have
21 performance requirements that we want the contractor
22 to meet, and that was the spirit under which the
23 contract was developed. I think moving forward, I'd
24 like to see the contract be something that's a little
25 simpler and streamlined while continuing to maintain

1 that we get a good service from Citi Bike. And we're
2 looking now again at what type of a duration we'd
3 have. How we would look at any potential revenue
4 questions. And I know that's an area of interest.
5 So far, the operation has not made money. It may at
6 some point. I'm sure whether it will or it won't and
7 the question is if it's either starting to become
8 profitable, or owing us parking revenue as well as
9 other things, what would we do with that? Would we
10 plow that back into expanding service? Which I think
11 would probably make sense. So there are a number of
12 those issues we're trying to work through. I really
13 want to try and make sure we get it right.

15 CO-CHAIRPERSON RODRIGUEZ: And I
16 appreciate that you're sending a copy of the
17 contract, but, you know, they really did not open the
18 book to the City Council before. And I believe that
19 the Citi Bike is a great one. I think that we should
20 continue expanding, but no doubt that they will -- I
21 hope that we can go over those details. I believe
22 that Citi Bank and Master Card, they got a great
23 deal. Putting in this one-shot deal \$40 million
24 where they have the right to be promoting their logo
25 through all the city on dirt [sic], they should be

more responsible. They should improve their line of contribution. And if they're not up to that increase, then we should be opening to the market and see who else in the private sector would like to be our partners in expanding Bike Share. And I hope also that we can go -- that we can work with a local rental bicycle that we have in different communities. I think that there actually that we have a community especially those areas where we don't have the Citi Bike Program, we should be working at those rental bicycles that we have in many of our other communities.

And my last question is about the Fiscal 2015 Executive Contract Budget, NWB 8%. The Fiscal 2015 Executive Budget includes \$200 million for 583 contracts for the Department. Of that amount, \$109 million of 54% is for maintenance and operation and construction. I would like to divide it into two questions. One, what was the Department's NWB percentage for all contracts for the calendar year 2012 and 2013, and what is your goal for the next fiscal year?

COMMISSIONER TROTTERBERG: Yeah, I'm actually going to turn that one over to Joe, and I

1
2 think we have a track record we're pretty proud of on
3 this score. It's been a big priority for the agency,
4 and will be for this administration.

5 DEPUTY COMMISSIONER JARRIN: Absolutely,
6 in 2013, we met a goal of 24% for subcontracting. As
7 you know, there are different goals established for
8 different levels of contracting. I think you were
9 referring specifically to the larger contracts, if
10 I'm not mistaken. Because we obviously for micro
11 purchases and purchases we have higher goals
12 established. We actually hit 26% for micro purchases
13 and small purchases; 17% for our P cards. And this
14 actually exceeded the goals that were established for
15 2013. Our goal for 2014 right now for subcontract is
16 at 9.14%, and we're well on our way to making that.
17 For small purchases, we're actually at 42%, which is
18 we're one of the leading agencies that do that now,
19 and we would lead [sic] when it comes to small
20 purchases, and we're very proud that now.

21 CO-CHAIRPERSON RODRIGUEZ: -- that
22 forward to be careful on how we work with that
23 particular sector of a minority of the NWB because
24 one thing that happened at the construction level,
25 and it's like an open secret. I would have no doubt

1
2 that it could happen in other areas, too. But
3 sometimes some companies are created by the same --
4 by a corporation that they are not necessarily
5 minority, woman or minority. And they get a few
6 minorities and they cure this company, and they raise
7 your asset base of minorities. So I want to be sure
8 that contracts dedicated to minorities really go to
9 those groups.

10 CHAIRPERSON FERRERAS: Thank you very
11 much, Commissioner. I really appreciate all of your
12 responses. As mentioned by the Co-Chair, we actually
13 had questions that were not answered. I would like
14 to forward them to you --

15 COMMISSIONER TROTTEBERG: That's fine.

16 CHAIRPERSON FERRERAS: -- and if you
17 could get those answers back to us expeditiously,
18 that would be great for us so that we can move
19 forward with our budget negotiating here.

20 COMMISSIONER TROTTEBERG: We would be
21 happy to do that. Thank you all.

22 CHAIRPERSON FERRERAS: Thank you. Okay,
23 we're going to very quickly transition to the MTA.

24 [Pause]

CHAIRPERSON FERRERAS: We will now resume the City Council's Hearing on the Mayor's Executive Budget for FY2015. We just heard from the Department of Transportation, and now the Finance Committee. We'll hear from the Metropolitan Transportation Authority. Before we do, I will open the mic up to my Co-Chair Council Member Ydanis Rodriguez. And thank you for being -- I'm sorry that we kind of ran over time. Thank you for being here. Council Member Greenfield who was here said he often waits for trains, so you kind of understand. All right, my Co-Chair.

CO-CHAIRPERSON RODRIGUEZ: Yes, thank you, Co-Chair, and the Chair of Finance, Julissa Ferreras. As I said before, we will hear from the MTA on other issues of importance, including the continuing efforts to recover from the Super Storm Sandy. The potential impact of the recently announced contract settlement with the TW -- the Authority's effort to identify inefficiencies and control our costs. The Authority's Calendar Year 2010 to 2014 Capital Plan and the efforts being made to secure funding for the next capital plan. The 2015-2019 Capital Plan regarding the upcoming capital

plan, we must be sure that the plan is fully funded upon option to avoid costs overrun, and delays in the construction process. With that, I turn it over to you.

DOUGLAS JOHNSON: Good morning, Chairwoman Ferreras, Chairman Rodriguez, and members of the City Council. I'm Douglas Johnson, the MTA's Budget Director. Thank you for holding this hearing and for inviting me to testify here today. I'm joined by Craig Stewart, MTA's Senior Director of Capital Programs; Aaron Stern, Director of New York City Transit Office of Management and Budget; and Lois Tandler on my far right, New York City Transit Vice President of Government and Community Relations.

As you may remember, I testified before this committee in March regarding the Mayor's Fiscal year 2014 Preliminary Budget as it relates the MTA's budget. I discussed the fact that the MTA's Operating Budget is \$13.5 billion, of which New York will provide \$885 million or about 6-1/2%. I outlined each of the recipient agencies explaining that New York City funds are used to support MTA and New York City Transit including Paratransit, MTA bus, MTA Staten Island Railway, and the maintenance of

1 commuter rail stations within New York City. I also
2 mentioned that the Mayor's 2014 budget proposed to
3 allocate \$100 million to the MTA's Capital Program.
4 To reiterate, the funds we get from New York City are
5 critically important to the MTA and very much
6 appreciated. Since that time, there's been one
7 critically important development in terms of our
8 budget. Thanks to Governor Cuomo's help, we are
9 working to reach a labor agreement with Transit
10 Networkers Union Local 100, by far our largest group
11 of unionized workers. There is not much I can say
12 publicly while the TWU contract waits for advocacy
13 from its members, but I can say this: The contract
14 offer, if ratified, will not require us to cut
15 service or raise fares higher than the rate of
16 inflation in 2015.

17
18 In closing, I want to remind the Council
19 that we'll present the 2015 to 2019 Capital Program
20 to our board in September for submission Capital
21 Program Review Board in Albany on October 1st. Some
22 of you may have heard that last week Governor Cuomo
23 directed us to create a transportation reinvention
24 convention in advance of the next program. This
25 panel of experts will focus on how climate change and

rapidly growth to affect our next program. And we
couldn't agree more with the Governor's directive.

We need to do more than keep our network
reliable through the Capital Program. We need to
prepare for a change in climate and adapt to changing
demographics and travel needs. Make no mistake,
protecting the MTA Network against future storms will
carry huge costs in time and resources. But as Sandy
proved, all too painfully, the cost of inaction was
simply unacceptable. The truth is a healthy capital
program is our best path forward, and our only path
forward. Beyond restoration, beyond long-term repair
all the way through a super storm ready network, a
super storm ready New York. Again, thank you for
inviting us here today. My colleagues and I will now
be happy to answer any questions you may have. Thank
you.

CHAIRPERSON FERRERAS: Thank you so much.
I just want for clarification purposes. You meant
2015 for the Mayor's Budget, right?

DOUGLAS JOHNSON: At the time --

CHAIRPERSON FERRERAS: [interposing] Or
you just --

DOUGLAS JOHNSON: -- At the time that we
came in March we were describing a 2014 budget.

CHAIRPERSON FERRERAS: Okay.

DOUGLAS JOHNSON: We haven't done a 2015
budget yet, but --

CHAIRPERSON FERRERAS: [interposing] Oh,
I see. Yeah, I got you, right.

DOUGLAS JOHNSON: -- our first 2015
budget--

CHAIRPERSON FERRERAS: [interposing] I
got it, yes.

DOUGLAS JOHNSON: -- was will come in
July.

CHAIRPERSON FERRERAS: Your calendar
year.

DOUGLAS JOHNSON: Uh-huh.

CHAIRPERSON FERRERAS: Okay, I just
wanted to get that on the record. Thank you. So I
want to discuss your Capital Plan. I know that the
Governor has requested you create this new
commission, but I wanted to have -- get the impact of
the additional borrowing on the operating budget. Do
you believe that you have the capacity to absorb any
additional borrowing for the next Capital Plan?

DOUGLAS JOHNSON: Right now, the debt service that we're capturing within our plan is the existing capital program. And we're also -- we're making KAGO [sp?] investments that will -- some of which will be converted to debt service and it's certainly within the capacity of our debt service. We don't really have a full funding for our 2015 to 2019 program. So I think it's probably too early to speculate exactly how much debt service would be required. We would have to manage that effectively.

CHAIRPERSON FERRERAS: And currently, what is your outstanding debt?

DOUGLAS JOHNSON: It's roughly \$2.3 billion a year. I'm sorry. That's the debt service.

CHAIRPERSON FERRERAS: Right.

DOUGLAS JOHNSON: The debt is roughly \$30 million.

CHAIRPERSON FERRERAS: 33?

DOUGLAS JOHNSON: Thirty -- low 30s. I don't know the exact number.

CHAIRPERSON FERRERAS: So we're close to the 36 cap?

DOUGLAS JOHNSON: I'd have to get back to you. I don't know the exact number.

CHAIRPERSON FERRERAS: Can you please?

I'd appreciate it. So I know that you said that you can't really make a clear estimate on next year's Financial Capital Plan. So at what point do we -- before it actually comes -- before you roll it out for the five years, is there a point where you can get -- have a closer guestimation as to what the plan will look like or cost?

CRAIG STEWART: We --

CHAIRPERSON FERRERAS: I'm sorry. Could you just say your name for the record?

CRAIG STEWART: My name is Craig Stewart. I'm the Senior Director of Capital Programs.

CHAIRPERSON FERRERAS: Okay, thank you.

CRAIG STEWART: We will be briefing our board in July about the preparation, and perhaps offering some targets in terms of the amount. But right now we don't have it.

CHAIRPERSON FERRERAS: Okay. The City's Proposed Budget includes an annual contribution of \$100 million to the MTA's Capital Program this calendar year. If this funding is reduced or not appropriated, what impact would that have on the Authority's budget?

MALE SPEAKER: [off mic]

CRAIG STEWART: That would have a significant cost to -- impact to our plan. I believe the overall State and City contribution makes up about 6% of the existing plan. So it would have a significant impact.

CHAIRPERSON FERRERAS: Okay, thank you.

And I just want to now focus in -- I'm in my Finance Chair hat, but I'm also a Council member of the local district. And I did a lot of work on negotiating the new Willets Point deal, and this would create an entirely new community, and a, you know, many predict a very successful mall. Increasing ridership on an already taxed system. For a full disclaimer, my father was a transit worker on the 7 line for 30 years. He just retired so I just want to put that out there. So the 7 line is very dear -- near and dear to the hearts to many council members across the three Council Districts. But we also see the challenges when you're trying to get on at 74th Street, and you can barely stand on the platform. To add now this new community, and not take into consideration -- And honestly, I lived on Roosevelt Avenue. The train rolls by every three minutes. So

1
2 I don't know how many -- how more often. So, it's
3 not about how often the train comes, it's coming
4 pretty often. But the issue that we have where I
5 feel that you don't -- We're not taking into
6 consideration the LIR. We have this Willets Point.
7 I don't know if that's the proper name of the stop
8 over at the USCA and Flushing Willets Community Park.
9 It's used only during game day, and both with the
10 Mets and the USTA where I believe this is an
11 opportunity to have our residents be able to use that
12 as a possible opportunity for your intercity program
13 adding more affordable rate clearly. But it would
14 help get some people off that 7 Line, which it's
15 completely taxed, and really a big challenge.

16 CRAIG STEWART: Yeah, we recognize that
17 we're over-subscribed on the Number 7 Line, and our
18 approach to it is to put in a signal system, the
19 communications-based signal system that's been
20 significantly underway. I think it's been under
21 construction for two or three years right now. And
22 that will add -- We'll be able to put many more
23 trains, and improve the throughput on that line
24 significantly. So we'll be able to get far more
25

1
2 trains, many close together in a safe operating
3 distance. So with those trains.

4 CHAIRPERSON FERRERAS: [interposing] And
5 I understand that. I personally don't -- and, of
6 course, you're the expert. But just being a resident
7 that lived on Roosevelt Avenue, the train comes by
8 all the time, and the train is packed all the time.
9 So I understand that you -- this signal program will
10 -- which I'm sure Majority Leader Van Bramer has his
11 own, and he'll add on. I don't want to -- with the
12 charges of you just stopping service in that whole --
13 that's a whole conversation that I know is going to
14 be had. But I really do believe that we should
15 immediately take a look into the opportunities of the
16 Long Island Railroad House.

17 LOIS TENDLER: I think that's a wonderful
18 idea, and we're happy to do that. We will reach out
19 to the railroad, and see whether there's any
20 synergies. I would just say to echo what Craig had
21 already said, the signal system is probably the
22 biggest constraint we have to running more service.
23 Of course, we need cars to put on the track, but the
24 signal system constrains how many cars we can run,
25 and as people now, for instance in Williamsburg, are

realizing the improvements from putting CBTC on the
airline, that's coming to the center. And it really
will -- I understand what you're saying about every
train being crowded. But if you have more trains
maybe they'll be less crowded. I mean that's the one
thing short of building new subways routes --

CHAIRPERSON FERRERAS: [interposing]
Right. But I know what will --

LOIS TENDLER: -- capacity.

CHAIRPERSON FERRERAS: -- increase - -
definitely guarantee there will be less people on the
train is if you probably parallel behind railroads.

LOIS TENDLER: We'll reach out to the
railroad and see what could be worked out.

CHAIRPERSON FERRERAS: I appreciate it,
and then I just want to talk about, before I turn it
over to my colleagues -- and then we'll come back for
more questioning -- is maintenance of the elevated
trains. It seems like it's a -- it's a very big
challenge, and I think I've said this before, and
you've heard me and I have to say it again. You
know, whenever it is opening day for the New York
Mets and the USTA, the train right in front of the
looks amazing every years. Where the people live,

not so much. There's chunks of rust. It's besides
the -- And I think you educated me last years with
what -- the grease that leaks off it.

LOIS TENDLER: Kerosene.

CHAIRPERSON FERRERAS: The kerosene that
actually does permanent damage to my car, let alone
all the residents' cars, and it just seems that we
can't get this right. And we need to have a more
effective plan on how we're painting the trains, and
how often we're doing the elevated trains because it
creates blight. We already have the elevated train
that creates a shadow in our communities. Having a
dirty elevated train, or a train that's rusting
really makes our communities, as much as we'd like to
make them better and create a positive business
environment underneath the elevated train, having the
elevated trains in these disrepairs is not fair. And
it's definitely a very big problem for us.

LOIS TENDLER: We've had this
conversation before. So I believe that most of the 7
Line structure, because that's what you're talking
about Council Member, painting the structure. Most
of the structure has been painted except for a piece,

which is in your district, but I understand that it
is a --

CHAIRPERSON FERRERAS: Well, I want to
get to my district pretty soon.

LOIS TENDLER: [interposing] Yeah, yeah,
yea.

CHAIRPERSON FERRERAS: I'm just saying.

LOIS TENDLER: So, we recognize it needs
to be done, and we hope to be able to do it in the
next plan. It's the next piece filling out the line.

CHAIRPERSON FERRERAS: Okay, I'm going to
hold you to it. Okay. We will have Co-Chair
Rodriguez have his questioning followed by Council
Member Miller.

CO-CHAIRPERSON RODRIGUEZ: Thank you. In
our plan, in our New York City 2025 Plan, when it
comes to transportation, we realize that by that time
2025, we're going to be adding an additional 550,000
new New Yorkers that they will use mass
transportation to go to work. How is MTA planning to
fulfill our plan to move some of those 550,000 new
people who will need mass transportation?

CRAIG STEWART: Okay. Again, part of our
approach to this is increasing our capacity to add

1 trains through the CBTC effort. Our new plan coming
2 out will have significant -- have several signal
3 projects that add capacity to lines. Also, we'll
4 continue with our extension of Second Avenue, and we
5 have several projects coming to completion right now.
6 Seven West should be done by the end of the year.
7 Also, the expansion of the CBTC Program should
8 significantly impact the capacity.

10 LOIS TENDLER: We have underway now --
11 we're doing preliminary work before CBTC. So we're
12 working on the Queens Boulevard Line and the Culver
13 [sp?] Line, and doing interlocking. So we're making
14 steps getting into CBTC. Each steps gives us a
15 little more reliable service for sure, and when we
16 actually go to CBTC there's a capacity for more
17 trains.

18 CO-CHAIRPERSON RODRIGUEZ: I would like
19 to see a more complete plan from the MTA connected
20 with our challenge on mobilizing that number that the
21 previous administration already has come out with
22 that data. Saying that in the New York City Plan
23 2025, 450,000 new New Yorkers will use mass
24 transportation to go to work. So I know that you're
25 doing a great job, and I know that you're responsible

1
2 for -- being in charge of one of the largest urban
3 transportation systems when we come to the MTA in the
4 budget.

5 So I have a lot of respect for you, but I
6 would like to -- Not right now, but I would like for
7 you to get something back when it comes to seeing if
8 we get -- put some funding together so that we can
9 have a more complete plan on adjusting our MTA Plan
10 with the 2025 NYC one. And in that direction, I have
11 issues and I hope that we as New Yorkers, we also can
12 advocate on it. As I said before, it's not being
13 responsible to increase the capacity of La Guardia
14 Airport to 17 million with \$4 billion of investment
15 coming from the State, and not plan on connecting La
16 Guardia with our train system.

17 I know that we have the buses. That's
18 not the solution. Okay, that's alleviated. But
19 having a few buses going from La Guardia to Harlem or
20 the other even not the be the solution for the number
21 that's so great for the Governor is putting to the
22 Port Authority, the \$4 billion. But what about after
23 those passengers get to La Guardia. And I think that
24 in the past they was conversation on connecting our
25 train with La Guardia.

1
2 I believe that we have, as New York City,
3 to be a voice. Go to the MTA -- I mean to the
4 leadership and say, We need to advocate to them. And
5 I know that sometimes we cannot get a thing by
6 ourselves. We need to get all the players to come,
7 too. But I believe it will be very beneficial for
8 the city if we have a 10, 15 year plan. I'm not
9 saying it is even for the year that are going to be
10 other council to connect La Guardia with the train
11 station. Is there any conversation going on in that
12 area or not?

13 LOIS TENDLER: No, as President Bianco
14 shared with you when we met up in your office,
15 Councilman, there was eight years ago an effort to
16 study rail to La Guardia, and that fell apart because
17 of a lot of community opposition. Mr. Bianco heard
18 what you asked for, and we're happy to participate in
19 any discussions that would further what your intent
20 is to get better mass transit service to La Guardia.

21 CHAIRPERSON FERRERAS: Okay, and I would
22 like that we continue following up, having more
23 conversation. I think that is important. This is a
24 city of people, men and women with vision, and I
25 think that sometimes we have to think about not only

1
2 doing -- having our role during the year that we can
3 serve, but also leaving some legacy for the future
4 generation. And I think that La Guardia have to be
5 connected with a train system here in New York City.

6 In the calendar year 2014, the City will
7 contribute \$95.3 million to the MTA for Operational
8 System and Maintenance of the Commuter Railroad
9 Station in the five boroughs. Please provide the
10 committee with a breakdown on how the \$95 million the
11 City provides for operation and maintenance of the
12 30-city Metronome [sp?], and Long Island Railway
13 Station that the city has spent, particularly how
14 much is budgeted for each station?

15 AARON STERN: Well, we don't have that
16 right now. We'd have to get back to you. We have
17 that information. Keep in mind that the way that the
18 station maintenance agreement works is that it's
19 based on an inflater index. So every five years or
20 so we take a look at those costs, and we adjust it
21 for inflation. But we would be able to get you that
22 information. It would just take a little detail
23 because like you said, it's a substantial number of
24 stations.

CO-CHAIRPERSON RODRIGUEZ: I'm going to
leave, and I will stop having more questions so that
my colleagues could ask, and I will be back.

CHAIRPERSON FERRERAS: Thank you, Chair
Rodriguez. We'll have Council Member Miller followed
by Council Member Johnson.

COUNCIL MEMBER MILLER: Good afternoon.

CHAIRPERSON FERRERAS: I'm sorry, just a
reminder. I'm sorry, just a reminder. Colleagues,
we're going to have a four-minute clock for
questions. Thank you.

COUNCIL MEMBER MILLER: Thank you, Madam
Chair. Thank you for coming out again. So, I first
want to follow up just as a matter of clarification
on the Number 7 Train. We talked about, and we used
the acronym and for most folks, they don't understand
what you're talking about. But we're talking about an
improved signal system that will improve the
efficiency of the train, which will allow for a
larger capacity?

LOIS TENDLER: Yes, CBCT is a
Communication-Based Train Control, and it allows
trains to travel safely, closer together, less
headway.

COUNCIL MEMBER MILLER: Okay, so you want
to decrease the headway?

LOIS TENDLER: Yes.

COUNCIL MEMBER MILLER: But you don't
plan to include more train costs?

LOIS TENDLER: Yes, it allows us -- once
it gives us the capacity to do that, we plan on
running more service.

COUNCIL MEMBER MILLER: Okay, because I
know in March the panel said that you could not add
more train cars to that line. So a lot has happened
in the last two months, huh?

CRAIG STEWART: That's actually -- it's
been happening for a good while now. The CBCT
contract is underway. New cars have been on order
for that line to expand many more cars. So it's
significantly underway.

LOIS TENDLER: You can't realize the
capacity improve until the system is done, and CBTC's
installation is going to be complete on the 7-Line in
2017.

COUNCIL MEMBER MILLER: Okay. So, I
don't know what we're calling it. We talk about the
growth in the City of New York. The majority of that

1
2 growth statistically has occurred and will continue
3 to occur in the other boroughs or the outside
4 boroughs. And a lot it seems to be the capital guys
5 have been spent on Second Avenue, an extension and
6 things of that nature there. We had a conversation
7 back in March. We talked about the bus service, New
8 York City Transit in my district in Queens and the
9 depots that represent -- that service those
10 communities, in particular the Jamaica Depot.

11 I know there was some -- recently some
12 land that had been purchased that had been -- they
13 had been trying to purchase for a number of years.
14 Now, what is the plan for over there, and what is the
15 real long-term plan, capital plan, if any, for a
16 facility there. A decade old survey said that that
17 facility was operating at 75% necessary -- of
18 capacity necessary to service that community, and had
19 not been addressed. What are you plans to address
20 that?

21 LOIS TENDLER: With the acquisition of
22 the properties adjacent to the depot, it's our
23 expectation that we're going to rebuild the depot
24 larger in place.

COUNCIL MEMBER MILLER: So that what
capital plan? Where are the dollars going to come
from? Because I'm not seeing it just yet.

LOIS TENDLER: [off mic]

CRAIG STEWART: We are planning to put it
in our Capital Program Proposal for 2015, 15 to 19.

COUNCIL MEMBER MILLER: Okay, you know,
I'm going to be all alone now. So the other thing is
Chairman Prendergast indicated that he did not
support the Lockbox legislation, which secures the
fine and dedicated funding. Does that remain the
case? Because obviously with the continued deficits
that you incur, and given the fact that these dollars
are specifically dedicated to MTA and mass transit,
why wouldn't we insist that we get those dollars?

AARON STERN: Again, that's a very
political question. All we do know is -- what we can
say though is there's been annual significant
increases in the level of state support. In fact, in
2014, the amount that the State authorized is
actually a little bit higher than what we had
budgeted. So the issue of the Lockbox it's kind of
that it's not really in the purview of what I do. I
can just tell you what revenues we budget and what we

get. So we weren't really disappointed in the amount that was appropriated to the MTA.

CRAIG STEWART: Okay, but, and I'm just going to leave you with this one. As we put it on the scale, all the monies that all the MTA surcharges and taxes that we pay that's dedicated to that -- In fact, that fund is rated every year. When you add it up and put it on the scale, are we losing money with the increase?

AARON STERN: No.

COUNCIL MEMBER MILLER: Do know that?

AARON STERN: What it is, is it's the State makes sure that -- that there's reserves large enough to ensure that the appropriation that they passed that there will, in fact, be enough funding to meet that appropriation. And they've done so in every instance. Obviously, if those reserves are being taken, theoretically that could at some point pose a problem, but it hasn't as of yet.

COUNCIL MEMBER MILLER: But at some point do the reserves exceed the amount of money that would be dedicated?

AARON STERN: [interposing] Well, what happens is --

COUNCIL MEMBER MILLER: Do we know that?

AARON STERN: Yeah, well, what the reserve is, is it's an educated guess on the part of the State just to make sure that should the actual revenues that are generated through economic activity fall short, the reserve would be there in order to ensure that the actual appropriation -- there's enough money to fund the actual appropriation. So those monies have come from the reserves.

COUNCIL MEMBER MILLER: [off mic]

AARON STERN: Yeah.

CHAIRPERSON FERRERAS: Thank you, Council Member Miller, who snuck away with more clock. Now, we'll have -- Oh, thank you. Council Member Johnson followed by Minority Leader Van Bramer.

COUNCIL MEMBER JOHNSON: I thank you for being here today. I wanted to ask about the extension of the 7 Train, which I'm very excited. I believe it's going to be opening toward the end of this year, the beginning of next year, which is very excited for the Far West Side of Manhattan and crucial for its success in the future. I know the MTA and the City made a huge amount of investment in making sure that it got done. I know that in the

Hudson Yard's Proposal, and the Far West Side rezoning that occurred, there was not money at the time for an additional station at 40th Street and Tenth Avenue.

I wanted to understand where the MTA was on that currently. I know that the land over there was kept intact so that a shell is beneath ground in case a station was funded in the future, how much money do you think it would cost? Are you relying on federal funds to make it happen? I would understand that it's not currently in the MTA's budget. But I'd love to know where you are on an additional station.

LOIS TENDLER: As you know, Councilman, the 7 extension was totally funded by the City, and that was the terms in which we took on the project. So, while Tenth Avenue Station presents a really good opportunity, somebody would have to fund it. At the moment, it's not in the MTA Capital Plan, nor do we plan it to be there. So the money would have to be identified. We, as you know, have competing priorities. So it's not quite on that list or our list.

COUNCIL MEMBER JOHNSON: But you're supportive, of course, of an additional station going there.

LOIS TENDLER: Yes.

COUNCIL MEMBER JOHNSON: Good. Yeah. I wanted to ask I think. I apologize if this was asked before I walked in about additional countdown clocks. I know psychologically they made a big difference for riders both on bus lines, and on the subways and understanding what future plans for rolling them out at all stations in the system?

LOIS TENDLER: Okay, so I'm just looking for some numbers. As you might -- New York City's subways are divided into two division, the A and the numbered trains. The B Division are the lettered trains. The whole numbers -- all the numbered trains with the exception of the 7 have countdown clocks, and that's because we made an investment called ATS and that allows it. The 7 Train will have countdown clocks concurrent with the implementation of CBTC in 2017. The B Division of the clocks we have not done ATS.

We're approaching the need for countdown clocks, and we recognize how much our customers

1 appreciate them. It's our intent to get them out
2 there as quickly as we can. The B Division is a
3 trickier proposition. So what we are doing is we're
4 -- So to answer the question it's three to five years
5 for it all to be done. As we get to the three to
6 five years, we're working on sort of implementations
7 that will give customers information. It might not
8 be the same information you get on the A Division
9 trains. So it might say, Next uptown train two
10 stations away --

11
12 COUNCIL MEMBER JOHNSON: [interposing]
13 Got it.

14 LOIS TENDLER: -- as opposed to two
15 minutes.

16 COUNCIL MEMBER JOHNSON: And I know I
17 only have a few moments left. Wi-Fi?

18 LOIS TENDLER: Wi-Fi is done by a
19 contractor. It's going to be done in seven phases.
20 That, too, I think is 2017.

21 COUNCIL MEMBER JOHNSON: It's not working
22 right now at 14th and 7th or 14th and 8th.

23 LOIS TENDLER: We will check into that
24 because that's the station that --
25

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON
TRANSPORTATION AND THE COMMITTEE ON SANITATION AND
SOLID WASTE MANAGEMENT

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COUNCIL MEMBER JOHNSON: I have a lot of
problems in the morning. [sic]

LOIS TENDLER: Okay.

COUNCIL MEMBER JOHNSON: Okay. It needs
the Wi-Fi working there.

LOIS TENDLER: Okay, we will report that.

COUNCIL MEMBER JOHNSON: And lastly, what
are the plans for potentially changing the Metro card
system and doing something different as other cities
have done like London and other places?

CRAIG STEWART: Yes, we do have plans in
this program as well as we expect as part of our
Capital Program Proposal implementing a new fare
payment system. It will be an open payment system is
what we're looking at. In other words, you'll be
able to pay with devices that you may have in your
packet, your credit card, your cell phone. We also
want to make sure that it's inter mobile that you can
go from the Long Island Railroad or --

COUNCIL MEMBER JOHNSON: What's the
timeline?

CRAIG STEWART: We're looking at having
it completed by 2019.

1
2 COUNCIL MEMBER JOHNSON: One very last
3 quick thing. When are we going to get the alarms
4 disabled on the doors so we don't have noise
5 pollution? The MTA made a commitment that they
6 weren't needed. What do we need to actually make
7 sure that we don't have the [MIMICS ALARM] eh-eh-eh
8 when people open the doors, which happens when every
9 train opens up.

10 LOIS TENDLER: I'm not aware that we've
11 made a commitment to. I mean we make them
12 everywhere. We are looking at there are pros and
13 cons and we understand where our customers come out.
14 We have disabled them at some stations?

15 COUNCIL MEMBER JOHNSON: How is that
16 decision made?

17 LOIS TENDLER: What?

18 COUNCIL MEMBER JOHNSON: How is that
19 decision made?

20 LOIS TENDLER: We have a case-by-case
21 basis. So now at the Agency we're looking at it as
22 an agencywide issue, and then it gets somewhere. We
23 have a policy.

24 COUNCIL MEMBER JOHNSON: Okay, thank you
25 very much.

CHAIRPERSON FERRERAS: Thank you Council
Member Johnson. We'll have Majority Leader Van
Bramer followed by Council Member Chin and then
Council Member Rose.

MAJORITY LEADER VAN BRAMER: Thank you
very much, Madam Chair. I want to start by saying
thank you the response to the Woodside derailment.
When I got out there, I was not surprised but pleased
to see Chair Prendergast, and President Bianco there
as well as some of you all who are here in the
audience. And your concern for the people, and the
professionalism of your staff was very much
appreciated. So I just want to say thank you
publicly to everyone for that. Having said that, do
you have an update on why that happened, and if not,
do you have a timeline for when you might be
reporting back on the investigation?

LOIS TENDLER: We still don't know why it
happened. It happened on May 2nd. We took out a
broken rail. That rail has been sent for forensic
analysis. We're checking out the rail itself, and
checking out like sort of the pieces of the puzzle
because it could be so many things. So while there
is a broken rail, we don't know definitively that

that was because of the derailment. And that's what the investigation is focused on fining out what happened.

MAJOIRITY LEADER VAN BRAMER: But that certainly seems to be the focus of the investigation is the broken rail?

LOIS TENDLER: It's one piece of the puzzle. It's the most concrete piece of the puzzle we had when it happened.

MAJOIRITY LEADER VAN BRAMER: Right, and I think speeding was ruled out, right, and other factors were pretty much ruled out at this point?

LOIS TENDLER: I think so, yes.

MAJOIRITY LEADER VAN BRAMER: Adam is shaking his head yes. Okay, so I look forward to following up with all of you on that very important piece. Two, the 7 Train, and -- which lots of folks have talked about which I'm grateful obviously Finance Chair Ferreras and I share equal concerns on different ends of the system where there's growth and development happening in Chair Ferreras' district, which is great. There's also great growth and development happening at the western most end of

Queens, and it is difficult to get on the 7 Train on
74th Street.

Try getting on a Birney Jackson. So, we
all care about this capacity versus growth question,
right. And obviously we have endured great pain in
Long Island City over the installation of CBTC. But
the question still remains even post CBTC, is your
increased growth going to meet the increased need?
Right. So you have some estimates, and I know you
actually shared them in the past about exactly how
many more people do you think you're going to be able
to move as a result of CBTC being installed and
finished?

But I wonder if you've compared that with
the projections of growth in terms of the population
all along the line like Council Member Koo's
district, Council Member Ferreras' district, Council
Member Johnson's district, my district. And, of
course, because 74th and Roosevelt Junction and
Willets they're all hubs, they're actually pulling
from other districts, as well. You all know this
very, very well. So that's sort of like the multi-
billion dollar question here, right? What's your

number crunching tell you post 2017, we get there, if
you're going to be able to meet the demand?

LOIS TENDLER: I'll have to get back to
you on that. I mean I believe we have studies. I
just don't know what they show.

MAJOIRITY LEADER VAN BRAMER: Okay, I
mean because I know you -- I forget the estimates of
it like 2,000 more as we work CBTC, you know, both
the frequency of the trains, which is going to
increase, right?

LOIS TENDLER: Uh-huh.

MAJOIRITY LEADER VAN BRAMER: As with
CBTC and the numbers, I think it's really, really
critical, and I think Chair Ferreras would agree with
me, right, to compare and contrast that with the
anticipated growth. Some of which we know. Some of
which we don't know, but it's really, really
important because the pain and the suffering that
Long Island City and others have had to endure with
the installation of this, which we know has gone on
longer than two or three years. But we'll continue
to press, and I know I don't have much more time but
this is so important to the future of not just my
district, but really all of Queens.

1
2 The 7 Train, as evidenced by the number
3 of people who have mentioned it, is the life blood of
4 so much of Queens. And I echo Chair Ferreras'
5 comments about the quality and the conditions of the
6 7 Trains and our elevated lines. But that answer
7 that you will provide us is so critically important.
8 And obviously I look forward to working with you to
9 mitigate some of the effects of the closures, and
10 will continue to press for that. But we have to get
11 hold of this. We have to plan for the future, and I
12 look forward to working with you on that. And maybe
13 if there's a second round I can approach East Side
14 access. But for now, I thank you, too, Chair.
15 Thanks a lot.

16 CHAIRPERSON FERRERAS: Thank you,
17 Majority Leader. Council Member Chin followed by
18 Council Member Rose followed by Council Member
19 Gibson.

20 COUNCIL MEMBER CHIN: Thank you, Chairs.
21 The first question is escalators. With capital
22 dollars being spent, are you looking at how to get
23 these escalator repairs quicker? Like one in my
24 district is four way. It took more than year. of
25

1
2 course, it was also an expansion, but at Delancey
3 Street we always have escalator problems there, too.

4 LOIS TENDLER: First off, what was going
5 on at East Broadway and also at Valorie. Actually,
6 they were escalator replacements. They weren't
7 repairs. They were brand new escalators, which were
8 installed. Those jobs were delayed mostly because of
9 Sandy because the response to Sandy require that we
10 pull of staff power to go deal with the after effects
11 of the storm. So a lot and general orders,
12 diversions we needed to do work were cancelled for
13 jobs like those escalators so we could get into other
14 parts of the system that needed to be pumped out. So
15 that's the major reason why those two jobs, because
16 they were the same contractor. There was a third
17 one. It was it was Whitehall, Valorie, and East
18 Broadway were all on the same contract. So they all
19 have brand new escalators now, and it took us longer
20 than we would have liked, but it had to do with --

21 COUNCIL MEMBER CHIN: [interposing] So
22 your sum up was that it took longer because you had
23 to pull staff away to deal with what did you say --

24 LOIS TENDLER: [interposing] Well, it
25 wasn't the staff. It was just like to the extent

1 that they needed general order. To the extent that
2 they needed us to take a train out because the -- We
3 plan train outages like months, and months in
4 advance, and if you have to cancel they all fit
5 together. So we don't want people to be totally
6 without transportation. So for instance, when the 7
7 Train comes out, we never take the E out because it's
8 an alternative service. So what happened was because
9 of the response needed for Sandy, general orders,
10 which would have been needed for those escalators got
11 cancelled in favor of general orders, which we needed
12 to do things like pump out the system and make --

14 COUNCIL MEMBER CHIN: [interposing] So
15 going forward, I guess the second question I have
16 relating to that is the flood prevention measurement.
17 I mean you guys know what happened in Sandy. So
18 going forward, how were you spending the capital
19 dollars to make sure this doesn't happen again
20 especially with a subway station right above and the
21 train -- our train is still not running to Brooklyn,
22 and South Ferry. So you good some of your
23 experience, and looking ahead, how are you doing
24 flood prevention measures?

1
2 CRAIG STEWART: We have a number of
3 resiliency projects that we're working on. They're -
4 - we have applied in a competitive grant program for
5 -- made available by the federal government of about
6 \$3 billion. We have a \$3.8 billion application in.
7 There are many approaches to this. Flood walls
8 covering of vent gratings, mechanisms and devices
9 that prevent water coming through the doorways, and
10 vent shafts. So we're looking at all of those
11 options, and we're evaluating them on a case-by-case
12 basis.

13 LOIS TENDLER: Also, Councilwoman, we're
14 actually moving. We've looked, and we're continuing
15 to look. We're moving ahead with some projects. So
16 one of our first projects are covers, and it's all
17 Lower Manhattan. We did different mechanisms to
18 cover an entrance to a subway in advance. So they're
19 being, if not piloted because we think this is the
20 way to go. We're rolling that out first in Lower
21 Manhattan. We shared with the Community Board a list
22 of locations and I'm happy to get that to you as
23 well.

24

25

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COUNCIL MEMBER CHIN: Yes, I would love
to follow up with you on that. Thank you. Thank you
Chair.

CHAIRPERSON FERRERAS: Thank you, Council
Member Chin. Council Member Rose followed by Council
Member Gibson.

COUNCIL MEMBER ROSE: Thank you, Chair.
I have a few questions. Could you give me an update
on the status of bus time and the countdown clocks?
And why I need to pay out of my money to have some on
my bus stops if I want them?

LOIS TENDLER: Okay, bus time is now
operational throughout the City. So no matter where
you live, you can find out where you bus is, and when
it's coming. We're talking about --

COUNCIL MEMBER ROSE: [interposing]
Countdown.

LOIS TENDLER: -- countdown clocks bus
stop

COUNCIL MEMBER ROSE: At buses.

LOIS TENDLER: Right. That's a program
that DOT has put together in response to lots of
interest in having it occur. When the bus shelter
franchise was negotiated, there was thought given to

1 having the ticker like an LED screen within the
2 shelter that would provide this information. When
3 that was done, though, we didn't have the capacity to
4 give them the information. That did not come to be a
5 requirement of the franchise. We approached Cemusa
6 who holds the franchise, and they wanted a ridiculous
7 amount of money for providing that space. We crossed
8 the information. It's going to be provided on a
9 pole, a street pole and DOT does street furniture.
10 In fact, DOT is actually responsible for all bus
11 stops. We facilitate, but the actual placement of
12 bus stop is done by DOT.

14 COUNCIL MEMBER ROSE: By you pay for the
15 installation of these --

16 LOIS TENDLER: [interposing] We pay for
17 the actual --

18 COUNCIL MEMBER ROSE: -- countdown
19 clocks?

20 LOIS TENDLER: That's right.

21 COUNCIL MEMBER ROSE: And how many have
22 you installed, and are you going to installed, and
23 are you going to install any?

24 LOIS TENDLER: We have not installed any.
25 All the bus clocks that exist have been installed by

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DOT. We're very supportive of the program. We think
it's great.

COUNCIL MEMBER ROSE: Okay. Could you
also bring me up to date on the status of the Bus
Rapid Transit on Staten Island?

LOIS TENDLER: As you know, we had a
process. We did alternatives analysis about
transportation options for the North Shore. That
analysis resulted in a recommendation of a bus way or
an SBS route. We amended -- we put money in the plan
for it if it would be considered a resiliency
project, and we don't.

COUNCIL MEMBER ROSE: So the lowest
amount we've been waiting for I can't even tell you
how many years because we thought we were going to
get light rail or some sort of rail. You decided
that we were going to get Bus Rapid Transit. So what
is the timeline? When does this become a reality?

CRAIG STEWART: It's a proposal for the
next plan.

COUNCIL MEMBER ROSE: A proposal for the
next plan?

CRAIG STEWART: Right.

COUNCIL MEMBER ROSE: When is the next
plan?

CRAIG STEWART: The next plan is '15 to
'19. It goes to Albany in October.

COUNCIL MEMBER ROSE: Could you tell me
the statistics that you have for the fare beater
arrests, and if any money was saved using this
process?

LOIS TENDLER: I don't have anything
here. I'm happy to send them to you.

COUNCIL MEMBER ROSE: Okay, and I
received a request that Metro Cards, Metro Card
machines that currently only provide receipts for
people that use debit or credit cards to purchase
cards at the Metro Card machines. Currently, there is
no system in place to provide receipts of people who
pay with cash. So if the Metro Card is lost or
damaged, there is no way for the transaction to be
tracked. Therefore, the card cannot be replaced. Do
you have any plan in mind to change the machines so
that people -- to provide receipts so that people
when they make Metro Card transactions can, you know,
don't lose their money?

1
2 CRAIG STEWART: Okay, we can look into
3 that, but as part of the new fare payment system that
4 we're developing right now, we will -- we can look
5 into new -- we'll be looking at new machines doing
6 different functions. We can certainly keep that as a
7 recommendation.

8 COUNCIL MEMBER ROSE: And it will ensure
9 that people will be able to recoup lost funds if they
10 are -- ?

11 CRAIG STEWART: Yes, we can consider
12 that, yes.

13 COUNCIL MEMBER ROSE: Thank you.

14 CHAIRPERSON FERRERAS: Thank you, Council
15 Member Rose. Thank you for bringing up that
16 question. My counsel and I are -- our brain is
17 going. [laughter] Council Member Gibson followed by
18 Council Member Cumbo.

19 COUNCIL MEMBER GIBSON: Thank you. Good
20 afternoon everyone. Thank you for coming today. I
21 will try to make my remarks as brief as possible, but
22 I guess my first question. I refrained from my
23 previous service as an Assembly Member, and the
24 wonderful and ever so popular MTA Payroll Mobility
25 Tax. And I know that over the past several years,

1
2 you have received quite a number of an increase in
3 that dedicated revenue stream. And what I'd like to
4 know in reference to the projected 4% toll and fare
5 increase from March of '15, as well as another 4%
6 plan for March of '17, do you think that with this
7 projected growth over the several years, that these
8 two projected increases are still necessary in '15
9 and '17. And as well as do you think that you will
10 continue to see this type of trend happening as you
11 work with the State Legislature?

12 AARON STERN: Everything you said is
13 factually correct. Our Financial Plan assumes the
14 revenue from the 2015 and 2014 fare and toll
15 increases with those revenues, and the robust
16 increases in PMT and other subsidies still we stay in
17 slight balance through 2016 with actually deficit
18 projections in 2017. That without, of course, is
19 without the labor settlements that you've, I'm sure
20 you're read about. So at this point we need all that
21 money.

22 COUNCIL MEMBER GIBSON: Okay.

23 AARON STERN: So it's not like that would
24 replace it. We've already -- our financial plan
25 assumes all of that -- all of those numbers.

1
2 COUNCIL MEMBER GIBSON: Right, and I
3 guess I emphasize that it's a little concerning
4 because many New Yorkers know and face the everyday
5 reality of mass transit. It's one of the largest
6 infrastructures we have, and it's an aging system.
7 The ridership continues to go up, and people don't
8 necessarily feel that their money is being used
9 because they're on crowded trains each and every day.
10 So that's the frustration that we hear everyday, and
11 it's our job to try to find some balance, and either
12 be able to justify this or talk about how with the
13 expected increase in ridership we can increase the
14 frequency of many of our trains and buses that has
15 already been mentioned.

16 AARON STERN: Well, the frequency again
17 is going to be a commission that is going to look at
18 MTA in a much broader spectrum. The 4% was actually
19 a reduction from prior plans. Prior plans had a 7.5%
20 reduction on down. The management of the MTA decided
21 that the people had paid a lot, and what can we do if
22 we had some increases in certain revenues. But what
23 could we do ourselves to try to help that. And we
24 came up with a plan called MTA Fare Reduction
25 Efficiencies, and we came up with yet a new -- I

1
2 don't know if you noticed but since 2009, MTA has
3 come up with savings that now annualize to about \$1.5
4 billion.

5 We said, Okay, what else can we do? So
6 we came up with yet another set of expense reduction
7 programs that started at \$50 million in 2014. It's
8 going to grow incrementally by \$50 million a year.
9 That extra money that we won't spend is in large part
10 responsible for our ability to reduce those fare and
11 toll increases from 7.5 to 4%, which we consider a 4%
12 a bi-annual is 2% a year, which is pretty darn close
13 to inflation. Given that a lot of our expenses that
14 we call uncontrollable expenses were pensions and
15 health and welfare are increasing much, much great.
16 So we're doing a balancing act trying to do the right
17 things for all our constituents. And we're totally
18 cognizant of what these fare increase mean. We think
19 the 4% is very reasonable, and we work very hard to
20 come with that.

21 COUNCIL MEMBER GIBSON: Okay, I have two
22 quick questions, and I'm going to get them out [bell]
23 as quickly as I can. I'm sorry. If it's okay, Madam
24 Chairwoman? Very quickly. So I like our Chairwoman
25 I represent Yankee Stadium in the entire four line in

1 the Bronx going up to the Burnside. So many of the
2 concerns the Chairwoman expressed, I also express as
3 well. But in terms of capital projections and
4 renovations, we have first of all the Bronx I
5 represent is a hill. So many of my residents have to
6 come out of the community and get to the train
7 station. The elevator and escalator requests that we
8 continue to put in, I know there are some federal
9 regulations. In your Capital Plan, are you looking
10 at making any more additions of elevators and
11 escalators -- Lois, you know very well Burnside
12 Avenue -- in the future?

14 LOIS TENDLER: Okay, there is no plan for
15 escalators because escalators don't satisfy ADA. So
16 in terms of elevators, our ongoing commitment was to
17 make 100 stations ADA accessible by 2020. We are on
18 target to meet that. We just opened our 81st
19 elevator, and we have five in construction; six in
20 design; and then nine we hope to get in the next
21 plan, which gets us to 100. We recognize, however,
22 that we just can't stop. We can't say we did 100 and
23 we're done. So we're in conversations now with the
24 affected community, the disabled community and the
25 other parties to see if we can fashion a proposal

from where do we go from here? So we know we need to do it, and I'm going to figure out what it is we need to do and then I'm going to figure out how to pay for it. Hopefully, with your help.

COUNCIL MEMBER GIBSON: Okay. We will talk. Thank you very much.

LOIS TENDLER: Thanks.

COUNCIL MEMBER GIBSON: Thank you, Madam Chairwoman.

CHAIRPERSON FERRERAS: Thank you very much. Council Member Cumbo and then we're going to have a second round that we're going to kick off with Council Member Johnson.

COUNCIL MEMBER CUMBO: Thank you Chair Ferreras. Thank you for the additional time. I wanted to thank you all for coming today. My questions are very brief, and they'll be a bit localized, and I apologize for that. In my district the B-151 Bus was very instrumental particularly for our senior community in transporting between Brooklyn and Manhattan. And as our communities continue to age, this bus and our ever-growing population in Brooklyn, New York becomes more and more in demand. I wanted to know were there conversations, ideas,

plans, implementation for this bus line that was cut in 2010 to be restored? And allowing for so many of our seniors the ability to travel back and forth? So that's my first question.

LOIS TENDLER: Okay, actually no. The B51 was a dupe, it went over the Manhattan Bridge. It went from Brooklyn Heights to City Hall. It was a bus that traveled in incredible traffic. It was incredibly unreliable, and took a vote on time to get there. It had a limited ridership. I understand that people who liked taking the bus like taking the bus. There are alternative subways for that trip. It had very low -- and I can get you the actual data from 2010. But the cost recovery ratio was really poor, and that's how we did the first cut. We looked at what was going to come off the table. So the B51 was not a route that we would be looking to restore.

COUNCIL MEMBER CUMBO: The challenge that I have with that is that so many of our transportation options in Brooklyn, New York are not accessible to our seniors. So if you look at Franklin Avenue where the shuttle is or the two, three, four, and five, there's no escalator or elevator there. If you look at the Clinton-

1
2 Washington Train Station, which is hugely popular,
3 it's got to be one of the most frequented train
4 stations in Brooklyn, New York. Certainly topping in
5 terms of residential areas, in terms of ridership.

6 But there's this overwhelming challenge
7 that in that community from the G-Line to the A and
8 the C-Line to many of the other lines within the
9 district in a fast growing borough. But particularly
10 in the 35th Council District, we either can't take
11 the bus to get to Manhattan, and the other elements
12 are too inaccessible, making it very difficult for
13 our seniors to travel in that way. And just last
14 year 60,000 people moved to the borough of Brooklyn.
15 So with all of this change, with all of this
16 development, with the growing infrastructure in terms
17 of our -- Excuse me, our growing aging population, I
18 would really request that MTA re-look at that policy
19 in terms of cutting that particular bus line.

20 LOIS TENDLER: We can look at it, sure.

21 COUNCIL MEMBER CUMBO: Are there any
22 other bus lines, or any other way for bus
23 transportation to go from Brooklyn to Manhattan that
24 would make that ride easier?

LOIS TENDLER: There is only -- I don't want to misspeak, but for express buses I believe there is one local bus in Brooklyn that goes over a bridge, and that's the B-39, and it travels between Marcy Avenue on the J and Delancey Essex. But that is the one bus that goes over.

COUNCIL MEMBER CUMBO: Let me ask you also another question. With the increase in the -- you have to pay an additional dollar for a Metro Card. How financially successful and viable has that been?

AARON STERN: That program has been very successful. It was anticipated that there would be a net gain of approximately \$20 million from the Green Fee. In fact, the --

COUNCIL MEMBER CUMBO: What do you call that fee?

AARON STERN: The Green -- the Green Fee. In other words, the intentions of the fee was to reduce waste and encourage people to reuse their cards. And the actual rate of reuse has exceeded our expectations, and now 90% of Metro Card transactions are refills. So nine out of ten times people are refilling their card and not buying a new card.

COUNCIL MEMBER CUMBO: What about the
financial gain from purchasing replacement cards?

AARON STERN: So, as I said, the -- it
was assumed that we would have a net improvement in
revenue of \$20 million. That assumption took into
consideration the revenue from the Green Fee, and
also the loss of expired card value. So the --
compared to the original projection on the revenue
side, we're slightly lower, about \$2 million lower
than we had anticipated. We haven't actually
determined the actual loss of revenue from the ECV.
That's being done right now. So we know we're close
to the \$20 million original forecast, but we don't
have an exact answer yet.

COUNCIL MEMBER CUMBO: Just one question
just to close. How much does it cost to run an
individual bus line on average per year?

AARON STERN: I don't have that with
that. I could get that back to you.

COUNCIL MEMBER CUMBO: Okay.

LOIS TENDLER: We'll get you the right
one.

COUNCIL MEMBER CUMBO: Thank you.

CHAIRPERSON FERRERAS: Council Member,
we're going to start the second round, which is a
total of an entire minute. Okay, two. Council
Member Johnson followed by Council Member Gibson.

COUNCIL MEMBER JOHNSON: I take my orders
here. Council Member Chin and I share a station,
West Fourth Street Station, which is sort of a
gateway to Greenwich Village major hub line where
multiple lines come together. It's a station that
needs serious capital improvements. It's actually a
bit -- Don't take this personally, but a bit of an
embarrassment actually how bad a condition that
station is in. 14th Street and 7th Avenue is
actually a pretty bad station as well. I know that
there's a capital plan. I would like to understand
what are the time schedules for real improvements for
those stations. 14th and 7th and West 4th.

LOIS TENDLER: Our Station Program is
focused on component repairs, and those component
repairs actually speak to structure elements not
aesthetic elements.

COUNCIL MEMBER JOHNSON: Tile work, paint

--

LOIS TENDLER: [interposing] Those are
all aesthetic.

COUNCIL MEMBER JOHNSON: -- leaks.

LOIS TENDLER: Leaks --

CRAIG STEWART: In our next proposal we
propose to address about 40 stations in terms of
renewal, and component repairs.

COUNCIL MEMBER JOHNSON: And are these
stations in those 40 stations?

CRAIG STEWART: I'd have to take a look
and get back to you.

COUNCIL MEMBER JOHNSON: That would be
helpful, too. Could you please send me that
information?

CRAIG STEWART: Sure.

COUNCIL MEMBER JOHNSON: Thank you. And
then the other question is between 14th Street and
6th Avenue, and 14th Street and 7th Avenue is a
tunnel that people use to get underground. There
used to be a tunnel from 14th Street and 7th Avenue
to 14th Street and 8th Avenue. That tunnel has been
closed for a very long time. I was wondering why
it's been closed. I know that decision was probably
made a long time ago, and if there's any possibility

1
2 to get it open, and it's an easy way to transfer. I
3 don't know if there are structural issues, but I have
4 always wondered what issue was there.

5 LOIS TENDLER: Actually, it pre-dates my
6 time with the Transit Authority, and I've been there
7 forever. But I would suspect it was closed per the
8 police. I mean we closed a lot of passage roads like
9 that in the '80s.

10 COUNCIL MEMBER JOHNSON: For what?

11 LOIS TENDLER: For security reasons we
12 closed a lot of passageways in the '80s, early '90s.
13 We could look at the passageway between 7th and 8th.
14 I'm not sure if it's amenable to being re-opened
15 because what we did in several places was build
16 communications, build rooms, build communications
17 rooms, which just have the station functions in
18 things like closed passageways. But the first that
19 would be -- I'll let you know whether or not it's
20 right to being reopened and what it would take to
21 reopen it. And then you have to have conversations
22 with the NYPD about how they feel about it.

23 COUNCIL MEMBER JOHNSON: Thank you. I
24 want to say thanks on the restoration of service on
25 the Far West Side bus ride coming from Columbus

Circle down to Greenwich Village, on increased services, which is coming on the L-Train in both directions at peak times. So thank you on that, and I know that when I asked previously you said it was a case-by-case basis and not to be obsessed with the noise from the doors. But --

CHAIRPERSON FERRERAS: Thank you, Council Member.

COUNCIL MEMBER JOHNSON: -- what is the -- I would like to understand why. I want to understand more about the doors. So let's have an offline conversation about noisy doors. Thank you.

CHAIRPERSON FERRERAS: Okay, offline. Thank you. Council Member Gibson will wrap us up so we can have TLC who is patient over there waiting --

COUNCIL MEMBER GIBSON: Okay.

CHAIRPERSON FERRERAS: -- come up.

COUNCIL MEMBER GIBSON: Oh, it's like closed. Great. I just have one quick question about our Paratransit Access-A-Ride. You indicated that you've achieved a savings of about \$280 million based on some of the diversity in terms of full ridership of low cost vouchers. So I guess my question is what's the role the diversion of ridership and some

1 lower cost vouchers has played in achieving these
2 savings of 280? And what has been the responsiveness
3 from some of our customers at Access-A-Ride that are
4 now getting one system versus another type of
5 service. And I guess I say that because I know some
6 have called and expressed concern because they're no
7 longer being picked up at their location, and dropped
8 of elsewhere, at train stations, et cetera. So I
9 just wanted to see what type of feedback you received
10 on some of the changes in this program?

12 AARON STERN: Okay, so basically the
13 current estimate is that we've achieved approximately
14 \$34 million of annual savings from the increase in
15 the percentage of trips accounted for by the voucher
16 and taxi service compared with the primary carrier
17 service. The percentage of trips accounted for by
18 vouchers and taxis increased from a little over 10%
19 when we started the initiative in 2010 to
20 approximately 30% today. The --

21 COUNCIL MEMBER GIBSON: What has the
22 response been?

23 LOIS TENDLER: I think Councilwoman,
24 you're sort of mixing up two separate initiatives.
25 One is diverting from our carriers to taxis

COUNCIL MEMBER GIBSON: Right.

LOIS TENDLER: -- and cab services. And it's been very positive. I will tell you that there's some people who really want to speak with a carrier, and then other customers who only want the voucher. But it's been a successful initiative. But you're talking about people getting dropped off was an initiative where we reviewed everybody's eligibility, and some people were conditionally eligible. So they couldn't walk more than two blocks, but if the bus stop was within two blocks, they were expected to make a trip on a bus. And that where the people were affected has not been so popular.

COUNCIL MEMBER GIBSON: Okay, thank you

CHAIRPERSON FERRERAS: Thank you, Council Member Gibson. We'll have Co-Chair Rodriguez before we wrap up today.

CO-CHAIRPERSON RODRIGUEZ: Thank you.

Two points of information. One is the Rail Yard [sic] 207 and I had a good conversation with Yanko [sp?] and the team. You know the Rail Yard, 207 Rail Yard is 35 acres. It's larger than the Hudson Yard. I believe that that can be a great potential for the

MTA to get revenue, and for the City to build a tech community with affordable housing. As we have said before, I hope that we can have conversation. I have mentioned to some of them -- to Yanko and others, but I think that it is time for us. I would like to see how open we are so that we can come out and bring some ideas and proposals. I will have a meeting also with Alisha Bling [sp?], from the Mayor's office to see how we can start a real conversation of building a tech community in rail yard that as in Hudson Yard we put in a platform that in the top we should be able to use that space. So this is something that I want to bring to your attention, and hopefully my question is can we follow up with some conversation?

LOIS TENDLER: Yes, as President Bianco told us we were looking forward to receiving a proposal from you so we can engage the appropriate people at the MTA.

CO-CHAIRPERSON RODRIGUEZ: Right. Thank you. The second thing is Port Authority, 177 George Washington Bridge. We've been losing access to the A-Train Station. Has the MTA participated in any conversation with the Port Authority expecting the

1
2 local access that the community will have at that
3 location?

4 LOIS TENDLER: We have. It is as you
5 know, Councilman, a Port Authority project to rebuild
6 that bus in terminal. It affects our services. It
7 cuts off a passageway from the 175th Street Station,
8 which led right into the terminal, and it also
9 required us to relocate a lot of that terminal.
10 We've been working with the Port Authority. We've
11 been working with your office and the Community Board
12 with deal with the short-term.

13 CO-CHAIRPERSON RODRIGUEZ: Yeah, and you
14 should know that the community is angry,
15 disappointed. Tomorrow we will have a large rally
16 with all the elected officials in Lower Manhattan and
17 New York for Change because what the Port Authority
18 has done is that they made our community lose a whole
19 open space on the second floor. But something that
20 is related to the MTA because the Mayor promised the
21 Port Authority. We will lose access to the 173 Train
22 Station. That is very important because right now
23 someone that get on 176th, they can exit at that
24 terminal. So someone coming from Jersey or moving
25 here or any New Yorker they will lose their access.

And for us, it's a big loss that we have, and we want to see how we can work together.

LOIS TENDLER: Okay, I'd be happy to.

CO-CHAIRPERSON RODRIGUEZ: Okay. Thank you. The next is about the next budget, in the next budget can we please consider funding a study on the feasibility of connecting La Guardia Airport to train?

LOIS TENDLER: I think that it would behoove all of us to review the study we did last time for this before we commit to funding a new study, and I --

CO-CHAIRPERSON RODRIGUEZ: [interposing]
Well, I hope that you can check with the rest of your team and see because the last study was about particular in one train station that the community thought it was not the best thing to do this. There's other options. It's not necessarily that particular train. At least I believe that a study cannot be taking -- It cannot take more than million dollars. And I hope that if we can put the money together with a contribution that the City make, that it's not only the \$800 that they only pay \$800 million. But also the \$2.8 billion that we

1
2 contribute at the state level with the Transit Tax
3 Revenue I believe that at least we should be
4 committed to allocate a small amount of money to do a
5 study on the flexibility of connecting La Guardia to
6 airport -- to La Guardia Airport Train System. Can
7 you check and get back us and let us know?

8 LOIS TENDLER: Sure, yes.

9 CO-CHAIRPERSON RODRIGUEZ: My last one is

10 --

11 [Pause]

12 CO-CHAIRPERSON RODRIGUEZ: -- the NWB
13 eight percentage.

14 LOIS TENDLER: I know that one.

15 CO-CHAIRPERSON RODRIGUEZ: Can you please
16 provide the committee with the NWB percentage from
17 the MTA contract --

18 LOIS TENDLER: [interposing] I can.

19 CO-CHAIRPERSON RODRIGUEZ: -- for the
20 current year 2013?

21 LOIS TENDLER: [interposing] Right now.
22 Just give me one second. There -- there -- we
23 operate in a state rules. So the Governor Cuomos's
24 mandate is 20%. In 2013, we exceeded that. We came
25

in at 22%, and this year we're running at -- you've
heard, year-to-date, three-quarters --

CO-CHAIRPERSON RODRIGUEZ: [interposing]
Can you provide us a link of all those NWB 8 that
they would benefit in those contracts?

LOIS TENDLER: I should be able to get
that for you, yes.

CO-CHAIRPERSON RODRIGUEZ: Thanks.

CHAIRPERSON FERRERAS: Thank you very
much, and I want to thank my colleagues for being
considerate in their questioning. Thank you for
coming to testify. There were questions, I know
shockingly that we did not get to you, or we forgot
to ask. I am going to forward them, and I would ask
that you respond to us expeditiously so that we can
have the proper budget negotiating conversation here
in the Council. Thank you very much for testifying.
We're going to take a two-minute break, and we'll
bring on TLC. Thank you.

[Pause]

CHAIRPERSON FERRERAS: [gavel] I am
Council Member Julissa Ferreras, Chair of the Finance
Committee. Will now resume the City Council's
hearing on the Mayor's Executive Budget at FY2015.

We just heard from the MTA, and now the Finance Committee and the Transportation Committee will hear from Chair -- from Taxi and Limousine Commission. Before we do, I will open the mic up to my Co-Chair Council Member Ydanis Rodriguez for his statement.

CO-CHAIRPERSON RODRIGUEZ: Thank you, Commissioner. As I mentioned or referred to DOT Commissioner, like Commissioner like Joshi is like as soon as she got this responsibility to be our new TLC Commissioner have been also another instrumental partner when it comes to Vision Zero, and I really appreciate it. We will hear from the Taxi and Limousine Commission. The Commission will update the Committee on the status of the Borough Taxis Initiative, and when we can expect to see the next step of 6,000 Green Cars on our roads.

They will disclose their ongoing effort to increase accessibility in taxi cabs, and implement programs to increase enforcement on the illegal street hails of services refusal citywide. The Commission will also update the committees on how it plans to contribute to the Vision Zero program and impact drivers' behavior within the industry to create safe streets for all. I would like to end by

proposing the new initiative, which is the one that I
also mentioned to the DOT to create and educate --

A Vision Zero Initiative, a funding
initiative focusing on providing funding for the
grassroots groups safe --the Coalition for Safe New
York. And whoever is just doing work already that
been -- that they've been helpful to our agenda. I
think that if we can get some funding committed from
all of us, the Administration and the Council, I
think that we will send them a clear message that
they will get our support to continue doing their
educational grassroots work.

CHAIRPERSON FERRERAS: Thank you Co-Chair
Rodriguez, and now you begin your testimony. Thank
you, Commissioner.

MEERA JOSHI: Thank you, and good
afternoon Chair Ferreras, Chair Rodriguez and members
of the City Council Committees on Finance and
Transportation. I'm Meera Joshi, Chair of the Taxi
and Limousine Commission. First, Chair Ferreras,
thank you and I look forward to working with you and
the Finance Committee to ensure that TLC is managed
in a fiscally prudent manner and that we're
appropriately resourced to help our licensees provide

1 the safe and reliable taxi and for-hire service
2 across all five boroughs of New York City. Chair
3 Rodriguez, thank you very much for your support of
4 Mayor de Blasio's Vision Zero Action Plan, and for
5 being such a strong voice at our Vision Zero Town
6 Hall events. I appreciate the open line of
7 communication, and I look forward to working together
8 on legislation in the future. And thank you both for
9 giving me the opportunity to speak on TLC's Budget
10 for Fiscal Year 2015.

12 The Budget for Fiscal Year 2015 is just
13 under \$63 million. Of that \$34.4 million is for
14 personal services and \$28.6 million is for other than
15 personal services. The Budget for Fiscal Year 2015
16 also includes \$1.1 million in new funding dedicated
17 to TLC's Vision Zero initiatives, including the
18 addition of 15 more positions. The Vision Zero funds
19 will allow us to create a Safety Squad, Safety PSAs
20 for the riding public, and educational and outreach
21 material for our licensees. Within these additional
22 funds -- with these additional funds in our budget,
23 we will have the means to fully and effectively
24 support Mayor de Blasio's Vision Zero initiatives.
25 The most effective way to keep our streets safe is to

1 take wholly unlicensed vehicles off the road. The
2 Tow Pound Contract that went into effect in April
3 2013 has drastically increased our ability to do this
4 work. Prior to the Tow Pound Contract, we only had a
5 limited amount of space to store vehicles and,
6 therefore, only a limited capacity to seize. Today,
7 there's no cap on the number of unlicensed vehicles
8 we can take off the road. So far, in this fiscal
9 year, the Commission has seized over 8,000 unlicensed
10 vehicles, a 3% increase over Fiscal --

12 MALE SPEAKER: 30.

13 MEERA JOSHI: -- a 30% increase. I was
14 going to say I knew we did better than that. A 30%
15 increase over Fiscal Year 2013, and we still have a
16 month and a half to go. We also continue to partner
17 with the Police Department to seize unlicensed van
18 operators. And together we've seized over 500
19 unlicensed vans this fiscal year. In addition, we've
20 ramped up our seizure efforts at JFK Airport now that
21 the TLC has a satellite office on the airport
22 grounds. In this fiscal year, TLC inspectors seized
23 over 2,000 unlicensed cars, and approximately 50
24 unlicensed vans at JFK alone.

Our drivers, unlike drivers who do not have TLC licenses, must pass background checks and drug tests in order to operate a TLC licensed vehicle. And TLC licensed vehicles are inspected several times a year and carry insurance well beyond the State's minimum. These are the protections that we believe all New Yorkers deserve, and thus our continued efforts to get unlicensed vehicles off the streets is a high priority.

Since November, 2013, TLC auctioned 400 wheelchair-accessible Medallions, which is expected to generate over \$400 million in revenue for the City over the next two fiscal years. The sale of these Medallions increased New York City's wheelchair-accessible Yellow Taxi fleet by approximately 170%. This increase, together with the potential auction of additional wheelchair-accessible Medallions, and our recently passed rules to make 50% of the Yellow Taxi fleet wheelchair-accessible by 2020, will ensure that persons who use wheelchairs will have greater access to the taxi system. This concludes my testimony for TLC's Budget for Fiscal Year 2015. And I'd like to thank you for the opportunity to testify, and for allowing me to share some of TLC's accomplishments

with you. At this time, I'd be happy to answer your questions.

CHAIRPERSON FERRERAS: Thank you very much, and I really appreciate your testimony today. I'm going to pass it over to my Co-Chair Rodriguez for questions.

CO-CHAIRPERSON RODRIGUEZ: Thank you, Chair Ferreras. Commissioner, why is your testimony that is not related to the street hail, especially on the overall plan? Can you ---?

MEERA JOSHI: I anticipated you would ask me that question. So I'm going to let you ask the question. I'll be happy to explain.

CO-CHAIRPERSON RODRIGUEZ: Great.

MEERA JOSHI: So under the Hail Law, the earliest time that the TLC can issue a new round of Street Hail Livery Licenses is June 12, 2014. Where we are right now is we've begun stakeholder engagement, which is a process by which where we need to speak to all of our stakeholders, including passengers, which is a group we don't hear enough from to get a good understanding of how the program has worked thus far. And we're also looking forward to your hearing, which I anticipate will be in June

1
2 to get additional feedback from the public, and from
3 licensees and different members of TLC's groups on
4 how the program is working thus far.

5 And another major contributor to our
6 engagement process is the disability advocates
7 because we also have to submit a plan to the State on
8 June 12, 2014 that explains to the State DOT our plan
9 to provide meaningful access to the disabled
10 community in all sorts of TLC licensed vehicles. So
11 that is Green taxis as well as Yellow taxis. Today,
12 we have about 5,000 Green taxis on the street. They
13 were issued in the first wave. A thousand additional
14 permits were sold. Those cars have yet to appear on
15 the street so we haven't quite finished copulating on
16 the street the first wave of Green taxis.

17 And the primary -- the largest group is
18 700 that are wheelchair-accessible taxis, which take
19 a longer time to get on the road. And we've give
20 several extensions because there's vehicle
21 availability issues in getting the wheelchair-
22 accessible vehicles ready. So we are going to use
23 the engagement process to inform our going forward
24 plans. But we truly look forward to your hearing,
25 and to all of the input that we're going to get on a

program was rolled out quickly, and seems to have lots of popularity and resonate in many boroughs. But we need to understand a little bit more about it to inform our going forward plan.

CO-CHAIRPERSON RODRIGUEZ: Great. And one idea that I've been thinking about is the importance of putting together like a live town hall meeting with taxi drivers, especially when it comes to Vision Zero. I think that even though I appreciate the contribution of many members of the industry, in our town hall meeting, and they've been present and contributing ideas. And taking also responsibility of being part of making New York City safer for everyone. But I hope that we can put something together. When working with the basis on the Black Car, we can bring them together in one occasion, and we'll make a big presentation about Vision Zero because I think that when --

As a father that I am and those of us that have children we know, that when we see those images and we get to be connected with the reality of those families that they have lost a loved one. It's like putting the human into this problem that affect all of us. So this is something that I hope that

when it come to Vision Zero, not necessarily the
Outer Borough Plan. With the Outer Borough Plan, I
agree with you. We will have a hearing in the
future, but going back to the Vision Zero, I just
want to see if we can agree to continue conversation
to pull a big - a large town hall meeting in New York
City with taxi drivers.

MEERA JOSHI: I think it's an excellent
idea, and I do agree with you that there are some
very strong and potent messages that we can convey,
especially through the individual stories of the
family members who have lost loved ones. And that
sort of short out powerful message is much stronger
than probably any long pamphlet we could distribute
about statistics and driving habits. So I --

CO-CHAIRPERSON RODRIGUEZ: [interposing]
Thank you.

MEERA JOSHI: -- completely agree with
you on that point.

CO-CHAIRPERSON RODRIGUEZ: Yeah. My next
question is about on the taxi cab Medallions. As you
know, in March 25, 2014, a Taxi Medallion Auction
conducted by the TLC brings the total numbers of
Medallions sold since last November to 1,200

Medallions. Given that only 400 Medallions can be sold prior to the City receiving an Approval of Disability Accessibility Plan from the State, can you describe to the Committee what is your next step for action? A step for action will be to ensure that you are able to sell the remaining 1,600 authorized Medallions?

MEERA JOSHI: Sure. The first step in the process is to engage with the disability advocates to discuss what exactly our ideas about meaningful access are. So what percentage of the various TLC licensed vehicles need to be accessible as well as what are the parameters or expanding or the dimensions of an accessible dispatch program. We've begun that process, and so we're discussing with the advocates different perspectives on how to get more accessibility within our fleets in all the different types of cars in our fleets.

The next step in that process is to present to City Council a draft disability access plan that incorporates the feedback that we've gotten from the disability advocates. And we expect to do that within the next weeks as the due date for the Disability Access Plan is June 12th. So in the not

too distant future, we'll be submitting to Council the draft Disability Access Plan. Council will then get back to us with comments and feedback, which we'll incorporate or not incorporate depending on what they are and our continued engagement with the advocates and other stakeholders. And then by June 12, 2014, we submit to the State Department of Transportation our Disability Access Plan. And the State then has 60 days to approve, modify, or reject the plan.

CO-CHAIRPERSON RODRIGUEZ: Okay. You know, like one concern that we hear from any taxi driver, especially the community that I know my best because I used to be a livery taxi driver. I used to be one for the Garvey Car Service and Bailey Car Service when I was at City Cab. So, I know how difficult it is for a driver also to get behind the work and work 60 hours, and make \$700, including working during the weekend. They would like to spend the time with their family and the children. So I bring more perspective, the one about a teacher, a Council Member, but I've also been a driver. A concern that we hear a lot is on how the team that do

enforcement on the TLC sometimes. Are they the same people who also play the role as a judge?

MEERA JOSHI: No. We have an enforcement, a group of field enforcement inspectors who are out in the streets doing various kinds of field enforcement, and the -- I can give you a quick overview. They do the field enforcement, and issue a summons based on activity they see in the field. Then, there's the second group that's within TLC, our Adjudications Group. Those are the prosecutors who would then bring that summons, the charges. They present that in a court, which is an administrative court, which falls under the auspices of the Administrative, the Office of Administrative Trials and Hearings, an agency that's completely separate than TLC. The judges that hear those case are employed by the Office of Administrative Trials and Hearings. They are not employed by the Taxi and Limousine Commission.

CO-CHAIRPERSON RODRIGUEZ: Okay. I just hope that especially when we are working on passing some legislation on Vision Zero that we will continue conversation. Especially since when we have the hearing on your nomination we also talked about the

importance to revise the policy that TLC has been using to give summons and tickets to the drivers. We believe that it is true that those related to safety should be strongly enforced. But we also believe that sometimes the drivers are right. When they say about being stopped and getting 10, 12 tickets. Sometimes, though, because in the past the city saw many sectors, including the small business and drivers as a source of revenue.

So sometimes we'll be knowing the Commission's goal about the whole vision of the city. So what I hope that we can continue conversation, and be able to look on what is the policy that have been used that we've been missing? And will there be any opportunity to revise how we should be emphasizing on safety when it comes to going after drivers and giving tickets?

MEERA JOSHI: Absolutely, and several of the violations that you sort of have referred to fall into TLC Rules, which is within the Commission's ability to amend those rules. And I think it is important to take a fresh look at those rules, and really make sure that the penalties that are related to safety are adequate enough to be a deterrent

1
2 against future conduct. But that penalties against
3 non-safety violations are not overly punitive,
4 because this a source of income. This is a source of
5 employment, and we don't want to create barriers in
6 places where there should not be barriers.

7 [Pause]

8 CO-CHAIRPERSON RODRIGUEZ: So, and the
9 driver defenses is a problem, right, where a driver
10 who gets ticket for the motor vehicle they take those
11 courses. They get some experience from whatever
12 infraction they make, and they get some of those
13 pointed being reduced. The concern is also that we
14 need to revise because they're saying that some of
15 those points aren't being reduced in the larger
16 numbers when those points are given from -- by the
17 motor vehicle comparing to those given by the TLC.

18 MEERA JOSHI: Could you just clarify for
19 me the question.

20 CO-CHAIRPERSON RODRIGUEZ: They say a
21 driver get 12 -- he or she get 12 points on his
22 license.

23 MEERA JOSHI: Yes, yes I'm familiar with
24 the --
25

1

2

CO-CHAIRPERSON RODRIGUEZ: [interposing]

3

And the motor vehicle it have a completely different

4

policy --

5

MEERA JOSHI: [interposing] Exactly.

6

CO-CHAIRPERSON RODRIGUEZ: -- and the

7

TLC.

8

MEERA JOSHI: [interposing] The critical

9

driver.

10

CO-CHAIRPERSON RODRIGUEZ: And how many

11

points do they get reduced after they take those

12

courses?

13

MEERA JOSHI: Exactly. So there's two

14

programs in the Ad Code, the Critical Driver and the

15

Persistent Violator. DMV sets the Critical Driver

16

points, and if you take the defensive driving, you

17

can get a reduction in those points depending on the

18

timing that that you -- when you take the course.

19

And then, there's another system, the Persistent

20

Violator, and if you take a refresher course, and

21

each point system is set by the TLC, you can get a

22

reduction in the Persistent Violator. But again,

23

dependent upon when you take the course. And both of

24

those are in the Ad Code. But is your question

25

whether the court -- whether the reduction is
effective?

CO-CHAIRPERSON RODRIGUEZ: No, the
question is why are the points given by the DMV, the
Department of Motor Vehicles? When the drivers take
those courses, they get more points reduced if those
points are given by the Department of Motor Vehicles
--

MEERA JOSHI: [interposing] Okay.

CO-CHAIRPERSON RODRIGUEZ: -- compared to
what the TLC gives. [sic]

MEERA JOSHI: [interposing] Than the TLC
gives them. Okay, so the TLC and the Critical Driver
is in the Ad Code. It's a two point reduction, and
your question is why does DMV reduce it more than the
Critical Driver? And that we're happy to discuss
further with you. That would be an Ad Code
amendment, I believe, to give that defensive driving
a greater point reduction than what's currently in
the Ad Code.

CO-CHAIRPERSON RODRIGUEZ: Good. I just
hope that, you know, with the Vision Zero that we
take the proactive educational efforts. [sic]

MEERA JOSHI: [interposing] Yeah, I mean the first line of defense is education incentives. Enforcement should be your last resort. But what we need to do is change driver behavior through education.

CO-CHAIRPERSON RODRIGUEZ: Thank you. My last question before calling on my other colleagues is about my concern with the environment. Is there anything that TLC is doing, working with the industry or the Black Car, Yellow Car, or Green Car to help control the emission of pollution from cars?

MEERA JOSHI: We have some ability to set rules around the types of cars we use, but we don't have the ability based on a line of Federal Court cases to sort of mandate that you use high or greater fuel-efficient cars, which would probably be the easiest way for us to control emissions. We do have an electric vehicle pilot, which has been somewhat successful. There is a -- it's dependent on the infrastructure that's available in New York. And that's -- if the infrastructure was more robust, our pilot would probably be more robust. And we'd be very open to be able to expand that. But where we are not is encouraging through our rules the ability

to use a clean energy vehicle. But we cannot mandate that.

COUNCIL MEMBER: [off mic]

MEERA JOSHI: Yeah. I mean it's true. On the yellow side we have a retirement schedule, which forces people to get new cars. And the hope is the newer cars are more fuel-efficient, and they release fewer pollutants.

CO-CHAIRPERSON RODRIGUEZ: What I would like to bring to your attention is a product that they are already in the markets right now. That a different city here, Brazil, Beijing they already have it, which they install like a filter. And by putting in a filter, they've been reducing their emissions that contaminate the environment.

MEERA JOSHI: Well, that's an excellent idea that we'd love to explore with you.

CO-CHAIRPERSON RODRIGUEZ: [interposing] So, if we can look what's going on in another city I hope that this something that probably working with everyone, Black Car, Yellow Car, everyone together I think that -- You know, I have a lot of concern. We have this article coming out in the New York Times about climate change is becoming worse. And I think

1
2 that everyone should be thinking about how can we be
3 contributing, and also so that we can have some
4 controls on it. [sic]

5 MEERA JOSHI: Yes. Now, we would
6 definitely be open to looking into anything that
7 would help control emissions in the city we all live
8 in and breathe in.

9 CO-CHAIRPERSON RODRIGUEZ: Thank you, and
10 by the way, there's a great initiative of the United
11 Nations led by a group of Japanese that they're going
12 -- they also are working with different industry. I
13 know that a group of they are coming from Japan to
14 the U.N. talking about the echo, how can drivers also
15 be more environmental friendly. So, I just hope
16 that, you know, that we can --

17 MEERA JOSHI: [interposing] Yeah, that
18 would be, yeah, a good source. I just want to -- I
19 was -- we missed in introducing our Chief Operating
20 Officer, Conan Freud, who's with me today.

21 CO-CHAIRPERSON RODRIGUEZ: Good. Council
22 Member Rose.

23 COUNCIL MEMBER ROSE: Thank you. Hi
24 Commissioner. I want to thank you so much for coming
25 to Staten Island, and not leaving us out of the

1
2 conversations and the dialogue. And I also want to
3 thank you for the inspection center there. And I
4 just wanted to ask you about the other -- the
5 additional funding of \$690,000 for nine positions for
6 -- to help absorb the increases in the licensing
7 applications.

8 COUNCIL MEMBER: [off mic]

9 COUNCIL MEMBER ROSE: Did Ydanis ask that
10 question?

11 CHAIRPERSON FERRERAS: No, he didn't.

12 COUNCIL MEMBER ROSE: No, he didn't. Can
13 you tell the Committee what improvements have been
14 made this year in inspection wait times, particularly
15 the time from the initial request for an appointment
16 for the time the inspection is completed? And given
17 the need to improve the average wait time for
18 inspection, do you consider that additional funding
19 would be adequate to accomplish this task?

20 MEERA JOSHI: So, if I understand the
21 question correctly, it is the time that you get -- go
22 to Long Island City, and you request to get an
23 appointment to go to Woodside. And on average that's
24 been about ten days. For our last -- the fourth
25 quarter of 2013, we actually for each category, the

Black Car, livery car were averaging under ten days, more like six, seven and eight days. So there's been some improvement in that area.

COUNCIL MEMBER ROSE: Between the ask and the actual appointment?

MEERA JOSHI: Right. That's come down a little bit off of ten days. We also in our budget got four positions for processing and licensing. So we hope that that helps to expedite the process. But we also have vacancies that we need to fill in inspections with inspectors to do the line inspections when the vehicles come in. And obviously, the more capacity we have in our inspection facility, then the easier it is for someone to schedule. What they do is they schedule for the next available time.

And right now, the average in some categories is seven days, but to bring that down we literally need more capacity through probably more manpower in our inspections facility. We have the lines to do that. It's just a matter of getting -- hiring the inspectors, and finding qualified people. They have to get police officer status because they write violations. They must be 21 years old. They

need DMV certification, and it's a combination that's
just not extremely easy to hire in.

COUNCIL MEMBER ROSE: Do you know how
many vacancies there are?

MEERA JOSHI: We have about 20, right?
About 20.

COUNCIL MEMBER ROSE: About 20 vacancies.

MEERA JOSHI: Yeah.

COUNCIL MEMBER ROSE: So, would the
addition -- the filling of the vacancies, and the
additional four, what's the total number of
inspectors you have. The four that I mentioned
earlier are in our licensing. So they're not
inspectors. But the total number of our inspections
inspectors would --

CONAN FREUD: Sixty today. About 80.

MEERA JOSHI: We would end up around 80.
We now have about 60.

COUNCIL MEMBER ROSE: Okay, thank you.
And in regard to the Five-Borough Taxi, the City
required that financial assistance up to \$15,000 be
granted, per grant be given individuals who purchased
the licenses, restricted to accessible vehicles to
either retrofit or purchase a wheelchair-accessible

vehicle. To date, how much has the Commission paid
out to individuals that purchased restricted licenses
--

COUNCIL MEMBER: [interposing] [off mic]

COUNCIL MEMBER ROSES: -- and licenses?

And will there be any restrictions as to who can
apply for Hail Licenses issued under the Inter-
Borough Taxi Program?

MEERA JOSHI: To date, we've approved 180
grants. So that's a total of \$2,668,000
approximately in funds. And your second question
was, Who can purchase the Hail?

COUNCIL MEMBER ROSE: Yeah, will there be
any restrictions on who can apply for a Hail License?

MEERA JOSHI: [interposing] Yes, the Hail
-- the State Hail Law, which also provides the grant
mechanism restricts purchasers, initial purchases as
well as people who purchase through transfer to FHV
licensees who are driving -- they either hold a
driver - FHV driver's license or an FHV vehicle
license.

COUNCIL MEMBER ROSE: Okay, I missed
something. They did -- restricted it?

MEERA JOSHI: Yes, it's restricted in the State law to one group, and that is holders of an FHV driver's license or an FHV vehicle license. And that restriction continues to future issuances.

COUNCIL MEMBER ROSE: Okay, does that leave out -- I'm not sure that I know what that category is. So does that leave out a large number of people who would potentially be interested?

MEERA JOSHI: There are lots of people that are interested in the licenses that are precluded from purchasing them because of this restriction. So I think the short answer is yes.

COUNCIL MEMBER ROSE: Okay, thank you so much. Thank you, Chair.

CO-CHAIRPERSON RODRIGUEZ: My last question is about the TLC -- the new office facility. The proposed budget includes \$36 million and the Department of Citywide Administrative Service Budget for the TLC new office facility. What are the details on the scope of this project, and what is the timeline for completing this budget?

MEERA JOSHI: The timeline is we'll start probably in 2017, and we don't expect to be completed until 2023.

CONAN FREUD: 2020.

MEERA JOSHI: 2020.

CONAN FREUD: Or 2021.

MEERA JOSHI: 2021. Basically, DDC did a review of the facility, and the facility is two parts. It's our inspection facility, which has lanes where the TLC licensed vehicles come everyday to be inspected as well as sort of an office facility, where our enforcement personnel turn out of everyday. It's the enforcement side that DDC reviewed and found that the foundation is not, to put it bluntly, it's not perfect. So the building needs to be torn down, and rebuilt. So the plan is that we will be able to start that rebuild in 2017.

CO-CHAIRPERSON RODRIGUEZ: [off mic] -- control more, and I know that the DDC Commissioner like one part of his vision is work harder to be sure that the product is delivered on time.

MEERA JOSHI: And we're very acute -- I think we'll be complaining customers because we have to move into swing space while this is going on, which will not ease our operations. It will be difficult for us. So we will definitely be sort of

the gad fly to make sure that we're on time once we
break ground and start the project.

CO-CHAIRPERSON RODRIGUEZ: Thank you.

MEERA JOSHI: You're welcome.

CHAIRPERSON FERRERAS: Thank you very
much, Commissioner. I have one quick question so we
can wrap up. My district is including of La Guardia
Airport, and we have some challenges with both the
Black Cars. Not necessarily the Yellows because the
Yellows seem to park on the property of La Guardia
Airport. However, the other cars, some of which are
from Connecticut, New Jersey, many of which are from
our local bases are parked throughout the community.
And it seems that we have an enforcement issue, but
also I don't know what the outreach that is done when
drivers are -- either renew their license or what
their culture is. But right now, it's a total
disrespect of the communities that surround La
Guardia Airport. They park, they're idling. It's
kind of just very not considerate of the residents in
our community. And I know that there is some type of
parking provided at La Guardia Airport, obviously not
being used by many of these car services.

MEERA JOSHI: And I can appreciate that there is, you know, anti-idling rules, but there's another, I think partnership that we need to leverage more in addressing problems that you've described is working with the NYPD to make sure that those cars that are parking beyond the limits are ticketed. And that that message gets sent out swiftly in order to keep them moving. There are the bases that right now that have a requirement for parking. So they should be utilizing that parking -- those parking facilities rather than --

CHAIRPERSON FERRERAS: [interposing] I thinks a whole other conversation about that --

MEERA JOSHI: [interposing] Yeah.

CHAIRPERSON FERRERAS: -- the base parking issue that we have, but the reality is that in many ways, and we have done some enforcement in the past with NYPD. It's often a one-short kind of enforcement.

MEERA JOSHI: [interposing] Yeah, it needs to be consistent so that there's --

CHAIRPERSON FERRERAS: [interposing]
It's not consistent.

MEERA JOSHI: -- you know, a real change of behavior in how they treat the cars, and also working with La Guardia to see if we can ameliorate the problem that way.

CHAIRPERSON FERRERAS: I would like to have follow up with you on --

MEERA JOSHI: [interposing] Definitely.

CHAIRPERSON FERRERAS: -- this specific issue. Thank you very much for coming to testify today.

MEERA JOSHI: You're welcome. Thank you.

CHAIRPERSON FERRERAS: We appreciate it, and we have -- Obviously, we have questions that were not asked today. My committee is going to follow up with you.

MEERA JOSHI: [interposing] Excellent.

CHAIRPERSON FERRERAS: We have some questions. If you can get them back to me so we can properly engage with the correct information while we negotiate on the budget.

MEERA JOSHI: That would be great. Thank you very much.

CHAIRPERSON FERRERAS: We appreciate your time. We will resume with the Department of

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON
TRANSPORTATION AND THE COMMITTEE ON SANITATION AND
SOLID WASTE MANAGEMENT

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Sanitation at 2:45. We are currently taking a -- I
guess 20-minute break. Thank you.

[Pause]

CHAIRPERSON FERRERAS: We will now resume
the Council's hearing on the Mayor's Executive Budget
for FY2015. The Finance Committee has joined the
Committee on Sanitation and Solid Waste Management.
Chaired by my colleague, Council Member Antonio
Reynoso to hear from Sanitation Commissioner Kathryn
Garcia. In the interest of time, I will turn the mic
over to my Co-Chair Council Member Reynoso.

CO-CHAIRPERSON REYNOSO: Thank you Madam
Ferrerias, and our Finance Chair. Good afternoon. I
am Council Member Reynoso, and this is a hearing on
the Fiscal Year 2015 Executive Budget for the
Department of Sanitation held jointly with the
Committee on Finance. Today, we will hear testimony
from the Department of Sanitation about it's \$1.5
billion Fiscal FY15 Expense Budget, and \$1.3 billion
Fiscal Year '14 to '18 Capital Commitment Plan and
general agency operations. The Committee looks
forward to hearing about such important issues as:
An update on the construction of the marine transfer
stations that are an integral part of the City's

Solid Waste Management Plan designed with goals to achieve borough equity in reducing truck miles driven. How the Waste Export Project and operations will change the Hamilton Avenue and North Shore marine transfer stations that are to come on line in Fiscal Year 2015. And Fiscal Year 2015 staffing of uniformed sanitation, who as this winter reminds us, are so critical in keeping our streets clear, and New Yorkers safe during snow events.

As a reminder, during the Executive Budget Hearing cycle, all public testimony is to be given at one hearing. This year, it will be held Friday, June 6th starting at 4:00 p.m. to allow for the people to come after traditional work hours. I would like to introduce my colleagues in the Council that have joined us today. We have Matteo from Staten Island. Hello, sir. Costa Constantinides from Queens; Council Member Ferreras and myself. The Committee will now hear testimony from the Commissioner Kathryn Garcia of the Department of Sanitation. Thank you.

COMMISSIONER KATHRYN GARCIA: Good afternoon, Chair Ferreras and Chair Reynoso and members of the City Council Committees on Finance and

Sanitation. I am Kathryn Garcia, Commissioner of the New York City Department of Sanitation. With me here today is Larry Cippolina, Deputy Commissioner for Administration and Financial Management. We appreciate this opportunity to testify on the Department's Expense and Capital portions of the Mayor's Fiscal Year 2015 Executive Budget.

The Fiscal Year 2015 Executive Budget allocates \$1.384 Billion in operating funds that allows the Department to deliver core essential services, along with necessary staffing to all of the City's 59 community districts, including:

Maintaining current collection schedules for refuse and recycling; pickups in every community; providing mechanicalized broom cleaning of curbside areas; managing approximately 10,800 tons of Department managed refuse we collect daily; and 10,000 tons of recyclables the Department collects each week. Plowing and salting over 6,000 linear miles of city roadways during winter snow and ice storms. Cleaning up debris from undeveloped vacant lots, and removing abandoned vehicles from the city's roadways; and repairing New York City's fleet of heavy and medium

duty and off-road vehicles and testing and applying
enhanced state-of-the art green fleet technologies.

Waste can be a resource, which is why the
Department will build on its ambitious recycling and
sustainability agenda consistent with our commitment
to increase recycling participation in this city. As
you know, we are currently in the process of
implementing a phased rollout of organic collection
pilot areas. I got my bin this week. The Mayor got
his bin this week. Through mid-June to reach 100,000
households serving approximately 240,000 city
residents living in single-family homes and small
residential buildings in the four boroughs. And
we'll implement a final small rollout this fall.

As I stated at the hearing last month,
DSNY's pilot is on the scale of a small city of in
the -- We also have 43 high-rise apartment buildings
currently enrolled in the pilot organic collection in
Manhattan and Brooklyn, and overall 100 more in the
enrollment process. And by the end of this year, we
will exceed 400 schools in portions of all five
boroughs. We anticipate the pilot providing a wealth
of information regarding how participation is
impacted by outreach and collection frequencies. The

pilot collection of residential and school organics will cost approximately \$10 million in the current fiscal year, of which \$2 million has been spent through January of 2014.

We view these costs as an investment in systematically changing the relationship of city residents with what they discard. We continue to expand outreach to apartment buildings for individuals to drop off unwanted used clothing and electronics through our Refashion NYC and E-Cycle NYC programs. As well as continuing to add public space recycling receptacles throughout all five boroughs. There are presently a total of 2,816 public space recycling receptacle citywide, exceeding Local Law 38's mandate of 1,000 sites by August of 2020. To leverage our investments in public space recycling, we continue our partnerships with BIDS and other commercial corridor organizations.

Additionally, this weekend we will complete the last of our five annual spring safe disposal events in each borough. Over the first four disposal events this year, the Department has collected over 460,000 pounds of potentially harmful household or hazardous products that could otherwise

1 have entered our curbside collection program.
2 Including approximately 2,000 pounds of medications
3 and pills; 180,000 pounds of electronics; and 280,000
4 pounds of other harmful household products, primarily
5 paint. But we get 20 pounds of mercury at one site,
6 which was pretty amazing.
7

8 Department outreach staff also continue
9 to provide education and assistance to apartment
10 building managers and superintendents to help them
11 achieve greater diversion of recyclables generated by
12 residents in their buildings. Our strategy is to use
13 our knowledge of the waste stream, and identify
14 recycling programs for the various materials. These
15 programs need to be easy and convenient for New
16 Yorkers. While we are making steady progress, we
17 still have lots more to do and will continue to
18 challenge ourselves to increase the recycling
19 diversion and participation rates in the city.

20 In the area of clean energy and
21 technology, 100% of our entire fleet either utilizes
22 electronically controlled clean diesel engines, and
23 99% of our fleet is equipped with the best available
24 diesel electric technology. Our fleet is among the
25 greenest in the entire United States utilizing

alternative fuel, hybrid population technology, CNG,
and Pure Electric. In recognition of its excellence
in performance, the Department was recently made a
recipient of the Federal EPA Northeast Diesel
Collaborative Breath Easy Leadership Award.

Since 2005, we have reduced our fleet's
overall particulate matter emissions by 90%, and cut
nitrous oxide emissions by 74%. In the current
fiscal year, the Department acquired and put into
service 18 new Pure Electric Nissan LEAFs, and 23 new
CNG Powered Nat Collection Trucks. Today, the
Department operates 42 electric vehicles, and 42
dedicated CNY refuse trucks. We also currently
operate 15 new diesel-powered production based hybrid
hydraulic collection trucks, and expect to take
delivery of 32 additional trucks in Fiscal 2015.

Also in the current fiscal year, we
installed 18 additional level-2 electric vehicle
chargers at our district facilities citywide. And
the department currently has 49 and anticipates
growing the number of EVs. We also operate 766 light
duty hybrid electric passenger vehicles, and have
plans to purchase a hundred new vehicles and 30
medium duty clean vehicles in 2015. As you know, we

continue to utilize the B20 seasonally during the
summer months, and B15 from November through March.

The Department is also testing the world's first
hybrid electric street sweepers. Six units are
currently under test by the Department today, and
seven second-generation hybrid sweepers will be
delivered to DSNY before the end of this year. This
second generation hybrid sweepers will also have the
potential to provide electric generator power to aid
in the even of power blackouts. Meaning, we can plug
the facility into the truck if we're in a blackout,
rather than having to maintain portable generators.

Improving the fuel efficiency of our
medium and heavy duty fleet continues to be an
important departmental that helps build on the
progress achieved to date, and dramatically reducing
air pollution across our communities and across the
region. Consistent with the Department's pioneering
efforts, we will continue to do our part to transform
New York into a leader of 21st Century green energy
innovation by proactively advancing the environmental
profile of the Department's fleet and achieving
important clean air and energy goals. We also look
forward to working with this committee, and the

Council to support our programmatic and legislative efforts to promote sustainable growth and greener communities across the city we proudly serve.

Turning now to our Capital Budget, the Department's Capital portion of the Fiscal Year 2015 Executive Budget is approximately \$398.6 million, of which \$240.5 million is for construction. \$138 million is for replacement equipment; and \$20 million is for technology. Funding for large-scale Department capital projects in Fiscal 2015 includes ongoing construction of the new Manhattan 1, 2, 5 Garage, which we expect to be completed by the end of the year. And if we have good weather for a period of seven to ten days, we'll make the move. Purchasing replacement collection trucks, mechanical brooms, salt spreaders, and other essential equipment.

Ongoing construction of the North Shore MTS and the Hamilton Avenue MTS both for which we expect to be completed in Fiscal 2015. Ongoing construction of the East 91st Street MTS, which we expect to be completed in Fiscal 16. Construction of the Southeast MTS, which we expect to be completed in Fiscal 17; and refurbishing of the West 59th Street

MTS and demolition of the Gansevoort MTS. As to the Gansevoort MTS and Recycling Education Center, this administration has been continuing to work with the State to secure the Memorandum of Understanding between the City and the State regarding additional funding for the Hudson River Park Trust.

In addition the Department finalized its 20-year service contract for the use of Waste Management Review Avenue Transfer Station in Mastiff for containerized and export by rail of the Queens Watershed formerly served by the Greenpoint MTS. Additionally, a 20-year agreement was finalized in 2012 with Port Authority of New York and New Jersey for the use of the Essex County Resource Recovery Facility for the receipt of a portion of Manhattan's waste. Also, as we continue to implement the long-term export component of the Solid Waste Management Plan, the Fiscal 2015 Expense Budget allocates \$350.1 million in export tipping fees for the Department's current interim and long-term export operations.

Last week, several member of the Council joined the Department's Deputy Commissioner for Solid Waste Management and me in touring some of the City's Marine Transfer facilities that currently receive, or

1 will soon begin to receive department managed waste
2 for disposal outside the city. As you know,
3 development of the Marine Base Transfer system is an
4 important component of the City's comprehensive Solid
5 Waste Management Plan that will result in a decrease
6 in truck traffic, more equitable waste transfer and
7 the creation of environmental and sound and state-of-
8 the art waste infrastructure. Which will ensure our
9 ability to meet the daily and emergency needs of the
10 city's residents. The City is committed to the fair
11 and equitable development of Waste Management
12 infrastructure, but ensures and promotes a
13 sustainable New York City in the years ahead.

15 Lastly, finding space for a critical
16 municipal facility is no easy task particularly in
17 Manhattan. The Department has put together a
18 responsible garage plan that addresses the Department
19 needs for Sanitation Districts 6, 6A, and 8 for the
20 foreseeable future, and agency staff has already met
21 with many different stakeholders. The proposed
22 multi-participant real estate transaction also
23 provides critical capital funding to make this a
24 reality. I know often we are not the first choice
25 amenity in neighborhoods, but it is absolutely

critical to meeting our core mission of providing collection, cleaning, and snow plowing to have operating facilities. We want to continue to engage with the many community stakeholders to develop a project, which meets the needs of the City, and allows the Department to be a good neighborhood. We do hope to begin design shortly, and start construction in 2017. We do look forward to working with you and the community and other stakeholders.

The Fiscal 2015 Executive Budget ensures funding for the Department to maintain the City's highest levels of street cleanliness. Through April of this current fiscal year, the scorecard rating for the city average 83.1%. Also during this time, no district had a rating that averaged less than 80% of their streets being acceptably clean. And this was after a particularly challenging winter of snow clearing and cleaning following up. Additionally, the Department's Snow Budget for Fiscal 15 is funded for \$16 million, which is an increase of \$21.9 million funded in the Fiscal 2014 Adopted Budget. Due to the past unusually severe winter snow season, our Fiscal 2014 Snow Budget is currently funded at \$132.1 million, including an additional \$39.7 million

provided in this Executive Budget. During the 2013-2014 winter snow season we had 56.25 inches of snow fall on the city, and overall, the Department has spent \$128.2 million to date for snow plowing, road de-icing operations and overtime to handle this season's ten snowstorms.

We will also hire approximately 450 new sanitation workers between July and October of this year. We'll undergo snow operations training hopefully before winter starts. But given the current way it's been acting I'm hoping for no snow in October. Snow fighting is a core agency mission and all of our workers are trained to perform the best they can under some of the toughest conditions imaginable. But they know that their performance is critical to keeping this city function 24 by 7. I'm confident that going into the next 2014-15 snow season, we will be adequately staffed with over 6,300 sanitation workers available for deployment.

In closing, I would like to thank you for this opportunity to testify today on the Department's portion of the Fiscal 2015 Executive Budget, and to highlight our initiatives to advance the Administration's commitment to promote sustainable

development, and minimize the City's environmental footprint. The Council and particularly these committees have always recognized the vital role the Department plays in keeping communities across the city clean, healthy, and safe. With your assistance and support, we will continue to maintain and improve the quality of life here in the City, and advance New York City as a global sustainability leader to come. And my staff and I will be happy to answer your questions.

CHAIRPERSON FERRERAS: Thank you very much, Commissioner Garcia, and congratulations. I don't think we've actually had the opportunity of meeting --

COMMISSIONER KATHRYN GARCIA:
[interposing] No.

CHAIRPERSON FERRERAS: -- but I'm sure we're going to be working closely together.

COMMISSIONER KATHRYN GARCIA: Yes.

CHAIRPERSON FERRERAS: So, we're going to have Council Members who are going to be on a five-minute clock for the first round and a three-minute clock following that

COMMISSIONER KATHRYN GARCIA: Okay.

CHAIRPERSON FERRERAS: And again, thank you. I know we were running a little bit past your time, but I appreciate you being here. I'm going to ask three questions, and then I'm going to open it up to my Co-Chair, and then we'll go into the Council Member's questions. I'd like to start out, and I know in your testimony you mentioned a little -- a small portion to Super Storm Sandy.

COMMISSIONER KATHRYN GARCIA:
[interposing] Uh-huh.

CHAIRPERSON FERRERAS: And I -- we held a hearing about reimbursements, and the challenges that the City is having, and I know that we're currently closely on reimbursements after Super Storm Sandy issues. We are currently working our Federal Agenda, and want every opportunity to be able to include in our conversations anything that can help us as the City expedites reimbursements. Specifically, the question is how much funding has FEMA obligated in public assistance funding, and how does that compare to what the Department we should be qualified for?

COMMISSIONER KATHRYN GARCIA: So I'm going to answer this, and I'm going to make sure that Larry corrects anything that I say.

CHAIRPERSON FERRERAS: Okay.

COMMISSIONER KATHRYN GARCIA: So we have approved worksheets for \$146.8 million of which \$123.5 has been obligated to date. We have actually received \$100 million in public assistance to date, and \$2.7 million is in the final approval process. Do you have anything to add?

DEPUTY COMMISSIONER CEPALINA: No.

COMMISSIONER KATHRYN GARCIA:

CHAIRPERSON FERRERAS: So you're actually getting reimbursed at a pretty good rate?

COMMISSIONER KATHRYN GARCIA: Yes.

CHAIRPERSON FERRERAS: Good. So maybe we should have you replicate this in other agencies because we're having a big of a issue there. In post-Sandy New York, what emergency equipment have garages been equipped with? And I was very excited to read in your presentation about the possibility of having the street sweepers be generators. I think that's fantastic.

COMMISSIONER KATHRYN GARCIA: Right, it's a really new technology that's coming out in the fleet world that's really exciting.

CHAIRPERSON FERRERAS: Yeah, that sounds like a wonderful opportunity that we can have. So just because I am not an expert on this, do the street sweepers still need to plug into the fire hydrants to have water added? They do need to still. They still need to have water added at least in the summer months. We don't actually add water when it's below freezing.

CHAIRPERSON FERRERAS: Okay, so in the summer months we still need to get the sweepers on the hydrants. Okay. I'm going to more specifically talk about something that impacts directly to my district, which is the North Shore Marine Transfer Station.

COMMISSIONER KATHRYN GARCIA: Certainly.

CHAIRPERSON FERRERAS: So I know that you mentioned that you mentioned that we are almost at completion.

COMMISSIONER KATHRYN GARCIA: Uh-huh.

CHAIRPERSON FERRERAS: When the watershed -- I need to have a better understanding of how were the SWMP watersheds determined. And specifically, how was it decided waste from the -- Potentially, what I've reviewed on the maps would have waste from

the Rockaways because Queens was divided from west to east as opposed to north --

COMMISSIONER KATHRYN GARCIA:

[interposing] To south.

CHAIRPERSON FERRERAS: -- to south, which would probably -- would determine that there would be less distance. So the SWMP is to address less traffic and less truck mileage in our city and in our communities. Obviously, coming from the Rockaways all the way up to East Elmhurst College Point is a lot further in distance. So if you can walk me through that process and why that makes sense the way that it is now. And also, how could we begin to address this if -- or do we have the opportunity to be able to reconsider where Far Rockaway would potentially be disposing of their garbage across Queens? And where is current -- where is Far Rockaway's garbage being disposed of now or waste being disposed of now?

COMMISSIONER KATHRYN GARCIA: So that when the SWMP was developed, and the transfer stations were identified, they were actually based off of the historical watersheds that used to be when you had fresh [sic] doors open. So when they used to

1 go to the marine sections back before Giuliani was
2 Mayor that is how we identified which portions of the
3 waste would go to which station. One of the things
4 about Far Rockaway is that part of the SWMP is a
5 commitment to boroughs caring for their own waste.
6 So you might say the southwest is going to be a lot
7 closer to Far Rockaway than the northern portion of
8 Queens, but the Rockaway's waste has always been
9 disposed of in transfer stations in Queens. And is
10 currently actually disposed of in a transfer station
11 in Jamaica.
12

13 CHAIRPERSON FERRERAS: In Jamaica?

14 COMMISSIONER KATHRYN GARCIA: Yes.

15 CHAIRPERSON FERRERAS: Right, but now we
16 would potentially have that transfer station be in
17 East Elmhurst College Point?

18 COMMISSIONER KATHRYN GARCIA: Uh-huh.

19 CHAIRPERSON FERRERAS: So -- ?

20 COMMISSIONER KATHRYN GARCIA: Well,
21 because we're building the facility. So these are
22 the interim contracts that we have in place now to
23 dispose of waste. We won't have those contracts in
24 the future because we will have the facility on the
25

North Shore. And so it's the North Shore Facility
and then there's the facility at Review Avenue.

CHAIRPERSON FERRERAS: Right. I'm just
trying to understand --

COMMISSIONER KATHRYN GARCIA:
[interposing] But it will be the pre-disposal. [sic]
CHAIRPERSON FERRERAS: -- there is no other facility.

COMMISSIONER KATHRYN GARCIA: There won't
be another facility for residential in Queens.

CHAIRPERSON FERRERAS: So that absolutely
makes no sense to us, right, --

COMMISSIONER KATHRYN GARCIA: Okay.

CHAIRPERSON FERRERAS: -- the residents
in the area because we're going to have more trucks
delivering to a community that currently already has
private card -- Not carding but we deal with the
tallies, [sic] and so on of the world over at Willets
Point and College Point. So we have that trip impact
besides the asphalt. And now adding additional
routes to that community is a bit of a challenge to
help grasp. But we can continue. You know, this is
very small in the bigger picture of our great budget,
and I have colleagues that are eager to answer. So

I'd love to continue this conversation with you.

Because it does concern me greatly.

Especially with the traffic impact that we will have in my community considering that we're building out a brand new community right next to that, which is Willets Point. We're expanding the airport with billions of dollars. We're doing a lot of expansion in a very small geographic area, and this trucking, and this amount of increase when SWMP was supposed to address the opposite, the very opposite of that impact, it would be challenging. So we would like to speak to you about that.

COMMISSIONER KATHRYN GARCIA: Certainly.

CHAIRPERSON FERRERAS: Thank you very much, and I will pass it over to Mr. Co-Chair, Chair Reynoso.

CO-CHAIRPERSON REYNOSO: Thank you. Thank you, Chair. I do actually want to know if we can -- If I can follow up on that question. Truck traffic is a big issue and a lot of folks focus on most the trash, and the fact that the transfer stations are in their districts. But it's about truck traffic and the reduction of truck traffic is a big portion of this, and specifically in communities

that are overburdened like South East Queens,
Northbrook, and South Bronx.

So, what I think what we have here is a
logistical issue where Far Rockaway, which is not
called "Far Rockaway" for nothing, right? To have
its trash go all the way over to Elmhurst seems to me
not to make sense if we're trying to reduce truck
traffic. We're actually increasing there, or could
be increasing it because what traditionally goes to
Hamilton, or it goes to --

COMMISSIONER KATHRYN GARCIA: No, no,
traditionally it -- traditionally it had gone to the
North Shore when the North Shore was operating
previously by DSNY. It's just been closed for a long
time. So, there's an interim contract for disposal
now, but we are also changing the long-haul trucking.
So you have to remember that we're going to be by
barge once it's delivered there to that portion of
Queens.

CO-CHAIRPERSON REYNOSO: Yeah, we should
follow up with that, too, that carryon, exactly what
that looks like. I wanted to ask a question
regarding. You actually upgraded to the new Smart
system, and whether or not that's progressing. And I

1 had a conversation on whether or not BIC or the
2 Business Integrity Commission and Sanitation can use
3 the same programming, or are they using the same
4 programming. Or there are different languages,
5 different programs, and is that going to be part of -
6 - Will we have a big issue with interagency
7 communication in this Council. We don't understand
8 why the left hand can't talk to the right sometimes.
9 So we're hoping that with this IT upgrade that it's
10 uniform to some degree. So I'm hoping you can answer
11 there.
12

13 COMMISSIONER KATHRYN GARCIA: They're two
14 answers that we'd be happy, of course, to share the
15 software. A lot of the software is designed to meet
16 our needs around staffing. It is very driven by the
17 staffing model, and who's on what truck. Because you
18 get paid different amounts based on what your job is
19 that day. So a of the DSNY piece of it wouldn't be
20 applicable for BIC. They don't need to know that, or
21 they don't have any employees that they're managing
22 for payroll reasons. But in terms of it, they would
23 want to use it for any other reporting pieces, we can
24 certainly share. I'm looking forward to meeting the
25 new BIC Commissioner. The Smart System is a very

large, and very complicated system. So it does all of the personnel management. It also is tracking all of the vehicles and the weighs of garbage, and all of those particular different metrics. It is somewhat delayed. We are working on a settlement negotiation with the System Integrator, who we asked to stop working in March. We anticipate, though, that we will have Phase I roll out in the spring of next year.

CO-CHAIRPERSON REYNOSO: Okay, do we know where the Phase I roll out is going to happen? Do you have the route?

COMMISSIONER KATHRYN GARCIA: The phase for Smart?

CO-CHAIRPERSON REYNOSO: Yeah

COMMISSIONER KATHRYN GARCIA: For computer system. It will roll out across the organization.

CO-CHAIRPERSON REYNOSO: All right, so we -- so it's a tracking system a certain degree. So I just want to get clarity on that?

COMMISSIONER KATHRYN GARCIA: We'd have to just show it to you because it's hard to describe exactly what it is. It really is a business

1
2 information system for us. So it allows you to say I
3 have an extra supervisor. You need a supervisor.
4 You drag and click and you move that person from one
5 district to the other district. Then you are able to
6 track where they are. We know whether or not we've
7 put you on a refuse truck or a recycling truck or
8 you're running baskets for the day. And all of that
9 happens by -- Right now it happens on a board with
10 people's names on paper. So this replaces all of
11 that paper.

12 CO-CHAIRPERSON REYNOSO: Something that
13 Council Member Ben Kallos would like actually, all of
14 the technology upgrades. And I also want to speak to
15 the Memorandum of Understanding that we had regarding
16 Gansevoort, and it seems that we entered into a
17 contract with the State or -- ?

18 COMMISSIONER KATHRYN GARCIA: We have not
19 signed the MOU. With the State we are still working
20 through the City's Legislative Affairs Office to
21 finish the negotiation on the Gansevoort MOU.

22 CO-CHAIRPERSON REYNOSO: Do we know who
23 in the Mayor's office is working on that? Do you who
24 would be the liaison to --?

COMMISSIONER KATHRYN GARCIA: I'm
assuming that the whole office I hope is working on
it at this point in time.

CO-CHAIRPERSON REYNOSO: Okay, we hope to
--

COMMISSIONER KATHRYN GARCIA: I hold the
top of the office accountable actually at this point
in time.

CO-CHAIRPERSON REYNOSO: We just -- it's
important.

COMMISSIONER KATHRYN GARCIA:
[interposing] Yes.

CO-CHAIRPERSON REYNOSO: We can't move
forward with it without getting that contract. I
know they have promised us a certain amount of
funding, and --

COMMISSIONER KATHRYN GARCIA: Yes,
they're supposed to put \$25 million in as are we.

CO-CHAIRPERSON REYNOSO: Exactly. So I
just want to make sure to make that point already
moving forward.

COMMISSIONER KATHRYN GARCIA: Okay.

CHAIRPERSON FERRERAS: Thank you, Chair.

We've been joined by Council Members Kallos, Crowley,

Miller, and Johnson. We, again, a reminder to my
colleagues, we're going to be a five-minute clock
with a three-minute follow up. We will have Council
Member Constantinides

COUNCIL MEMBER CONSTANTINIDES: Good
afternoon, Commissioner.

COMMISSIONER KATHRYN GARCIA: Hi, how are
you?

COUNCIL MEMBER CONSTANTINIDES: Great to
see you in person. Just wanted to quickly talk about
street littler baskets.

COMMISSIONER KATHRYN GARCIA: Uh-huh.

COUNCIL MEMBER CONSTANTINIDES: I know
your predecessor, Commissioner Doherty the last time
he was at the disciplinary hearing had indicated that
he felt there wasn't enough resources going there.
And that we could do better. We definitely as a city
need to do a little bit more. I know I felt this
way. We sent a letter to my colleagues in
government, Senator Gianaris. And we sent a letter
to Sanitation regarding street litter baskets that
one pickup a day was not sufficient in our community
that's been growing and thriving. And that the
overflowing baskets really presented us with a

challenge. We've help meet that challenge, and we've met with DOT and the Department of Sanitation, and Abe Cara Nova [sp?].

This community has been wonderful, but we're still not quite there yet. We've brought the Doe Fund to west neighborhoods, but through member items. So we're really trying to do more with the local street trash pickups. Because local business thoroughfares as we're trying to compete seeing that litter in the street, it just doesn't present our communities as putting our best foot forward. So I'm hoping that in this budget we're going to get -- we're going to sort of move forward. If not this budget, the next budget to kind of move forward to see that -- to meet that goal of us getting more than one a week -- or one day. Sorry.

COMMISSIONER KATHRYN GARCIA: So I mean we think that we are adequately funded. We think also the arrival of additional dual-bin trucks to service the public space recycling bins will also help. We are constantly trying to adjust and shift to make sure we don't have overflowing baskets. Because I completely agree with you that nobody wants to be walking around in a dirty city. And it's one

of the things that I focus on with my frontline staff. I'm not going to deny that if we had more funding, we'd be able to figure out how to use it to service more baskets. But we think that we can manage it currently.

COUNCIL MEMBER CONSTANTINIDES: Okay, but I know definitely in the story we're looking for me. We definitely need. I'm sure that that is a unique situation. But on the weekends especially as we have additional traffic, and we're trying to bring people into Queens for tourism, for other --

COMMISSIONER KATHRYN GARCIA: If I had more funding, we'd do more Sunday service. That would be probably where it would go.

COUNCIL MEMBER CONSTANTINIDES: And then also just quickly. It's not in my district, but it's close enough that it does affect it. I know it's not in this budget as well, but I'll ask one of my colleagues, Jimmy Van Bramer. Council Member Van Bramer would probably echo this. The garage on 21st Street right between 34th and 35th Avenue is a constant issue for the community. There are trucks that double park. They're not washed. The folks in the Ravenswood house, which is not my district, but

1
2 the Queensview -- residents of the Queensview Co-op,
3 and North Queensview Co-op, are consistently having
4 to deal with the smell, the double-parked trucks.
5 Are there any plans to expand that garage to help
6 alleviate some of those community concerns?

7 COMMISSIONER KATHRYN GARCIA: So I mean
8 if you go through our Capital Budget, there is not a
9 lot of funding for garages. There is really only
10 funding for the new one on the east side of
11 Manhattan, which is a profit from the sale of another
12 piece of property. My intention is to go back to OMB
13 in the next round of capital. I don't think we have
14 a good handle on everything we need for facilities.
15 And I want to make it so that we have a very cogent
16 plan. Because in part I know exactly what you're
17 talking about. It's not the only place where the
18 trucks don't fit.

19 They don't fit inside any more, and so
20 they end up being outside. And it's worse during
21 winter because they're bigger during winter with the
22 plows. But I'm having the same issue. If you drive
23 down 11th Avenue in Manhattan, there are white trucks
24 parked all the way up 11th Avenue, because we lost
25 where we used to park. And that's - we're getting

squeezed tighter and tighter in all of our facilities. So we're trying to figure out a very clear plan so we can prioritize across communities to make sure that we're not impacting them. Because we're -- we want to be good neighbors, and we also want to be able to operate.

COUNCIL MEMBER CONSTANTINIDES: I appreciate that. Thank you, Commissioner for all your good work.

CHAIRPERSON FERRERAS: Thank you, Council Member. We will have Council Member Kallos followed by Council Member Crowley.

COUNCIL MEMBER KALLOS: Good afternoon. Thank you Finance Chair Julissa Ferreras, and Chair of Sanitation Antonio Reynoso, and my fellow Committee members for allowing me to speak today, and get answers our city deserves. Welcome to Sanitation Commissioner Kathryn Garcia. Thank you for joining me last Friday and Pledge to Protect on a day-long tour of Transfer Stations in Staten Island, Brooklyn, Manhattan, and then Brooklyn again.

COMMISSIONER KATHRYN GARCIA: And a lot of the bequey [sp?].

COUNCIL MEMBER KALLOS: And a lot of the bequey [sp?]. Our new Administration has already done so much to fix damage done by the previous administration. We ended Stop and Frisk; overturned vetoes on paid sick leave; made good on promises to the universal Pre-K; new contracts for those who haven't had them for years; and a commitment to affordable housing over stadiums. Please continue to reverse poor policies from the previous administration. Please this Marine Transfer Station. This station is being placed between an Olympic training ground serving 30,000 children from all five boroughs and a housing development with 1,173 units within feet of six schools, 22,056 residents, and 6,755 residents of color.

These staggering numbers demonstrate a greater impact in one location than nearly all six of the other planned locations combined. Please stop this marine transfer station. Both of the Chairs of this hearing had asked you questions about the Solid Waste Management Plant, and I quote, have both said either, "It makes no sense" or "It doesn't make sense." The marine transfer stations violate borough equity by dumping Manhattan trash in Staten Island,

another borough, instead of New Jersey, another state that actually wants our trash. The marine transfer stations have become a billion dollar boondoggle that is already exceeding the cost overruns seen in the City's time scandal.

The marine transfer stations will force radioactive trash trucks to drive a children's park. Please stop the Marine Transfer Station.

Commissioner, I ask you to put your considerable talent to working with the Council and my community to stop this marine transfer stations, and focus on a modern 21st Century solution that improves recycling, and ends the cycle of waste to marine transfer, to landfill that these stations represent. We're the greatest city in the world, and we can do better than this.

In the interest of time, and the fact that I only have two minutes and 30 second left, I'm going to ask a whole series of questions, 18 in total, and if you can try to give ten-second answers or yes or no where that's directed. The first question is: Have you read the Talking Trash Report?

COMMISSIONER KATHRYN GARCIA: Yes.

COUNCIL MEMBER KALLOS: Will you -- do
you agree with the findings of the report?

COMMISSIONER KATHRYN GARCIA: I'm going
to answer that as a yes, no. It's a much longer
conversation. There are parts of it that I feel are
very --

COUNCIL MEMBER KALLOS: [interposing]
Have you provided a response to the findings that you
disagree with?

COMMISSIONER KATHRYN GARCIA: I have not
provided a written response, but to protect--

COUNCIL MEMBER KALLOS: [interposing]
Will you?

COMMISSIONER KATHRYN GARCIA: I actually
told Kelly yesterday that I would sit down with her
and go through the findings.

COUNCIL MEMBER KALLOS: So as a Council
Member, I'm asking that you provide --

COMMISSIONER KATHRYN GARCIA:
[interposing] I'm happy to provide a written
response.

COUNCIL MEMBER KALLOS: Thank you very
much. Where does Manhattan's residential waste
currently go?

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COMMISSIONER KATHRYN GARCIA: It
currently goes to New Jersey or to Yonkers.

COUNCIL MEMBER KALLOS: Does all of -- Is
New Jersey a borough?

COMMISSIONER KATHRYN GARCIA: New Jersey
is not a borough of the City of New York.

COUNCIL MEMBER KALLOS: Under the SWMP,
will Manhattan trash go from 91st Street to Staten
Island?

COMMISSIONER KATHRYN GARCIA: Yes, it
will go to the New Jersey -- into the New York
Container Terminal.

COUNCIL MEMBER KALLOS: Is Staten Island
a borough?

COMMISSIONER KATHRYN GARCIA: Staten
Island is borough.

COUNCIL MEMBER KALLOS: Is burdening on
borough, Staten Island, with another borough's,
Manhattan's trash, borough equity?

COMMISSIONER KATHRYN GARCIA: We think
that we are consistent with borough equity under this
plan. And they do not feel that since it stays
containerized the whole time it's on the island that
they have not raised issue with it.

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COUNCIL MEMBER KALLOS: You just told the
Chair of the Finance Committee that you could not
send something from Far Rockaway to another part of
Brooklyn even though the Sanitation Chair agreed that
it might be better to with less truck traffic because
of borough equity. Because hard and fast, you cannot
take trash from one borough to another because of
borough equity. So I find that this is a clear --
this clearly a violation of that term. In terms of
cost overruns, the estimated cost for 91st Street
Marine Transfer Station was \$43.9 million in Fiscal
Year 2002 to 29005?

COMMISSIONER KATHRYN GARCIA: Uh-huh.

COUNCIL MEMBER KALLOS: \$121.8 million
Fiscal Year 2008-2009 and \$181.6 million in Fiscal
Year 2013-2014. What is it now?

COMMISSIONER KATHRYN GARCIA: \$215.

COUNCIL MEMBER KALLOS: So that is a 489%
increase. So almost five times the original cost.

COMMISSIONER KATHRYN GARCIA: Right, but
you have to ask --

COUNCIL MEMBER KALLOS: [interposing] So
this is the same track as City Time that was added.
The only --

COMMISSIONER KATHRYN GARCIA: No, this is a very, very -- Actually that's -- this is a very different issue. City Time was registered contract at \$75 million that escalated by ten times. These were not registered contracts. These were preliminary designs, which did not get registered for many years. So you have escalation, and you have redesign that happens prior to bidding the contract. Many of the items that caused this cost overruns are to make it so we can be a good neighbor to the community. Such as having negative air pressure within the facility to hold odors in.

And so, that we have a facility that mitigates noise. And so we have a facility that has odor neutralizers. And so that we have a facility with rapid roll-up doors. So we are getting trucks in and out as quickly as possible. So that we can mitigate any trucks on the ramp so that there's no queuing on York Avenue. So these are all things that changed the design of the facility over time. Having a preliminary estimate before you've actually done design, is a very different situation than what happened during City Time, which was a criminal situation. So the comparison is not applicable.

CHAIRPERSON FERRERAS: Thank you, Council
Member Kallos, and we will have Crowley followed by
Council Member Miller.

COUNCIL MEMBER CROWLEY: Good afternoon.
I want to thank both of our Chairs. I know for the
Finance Chair, it's been a long day already, but I do
welcome you, Commissioner, here to the Chambers. I
have a number of questions. First I want to start
with street waste paper or waste baskets.

COMMISSIONER KATHRYN GARCIA: Okay.

COUNCIL MEMBER CROWLEY: I know that one
of my colleagues earlier asked about --
Constantinides -- about situations that are happening
in his district. For me, as it relates to sanitation
concerns, it's the number one complaint we receive as
it relates to our various different business
districts. Some of my colleagues in their
discretionary budget pay for private companies like
Ready, Willing, and Able. They're very expensive. I
want to really work with the Department to have the
City make sure that our business districts are clean.
Is there any plan in the budget for making that
happen?

Because those districts that pay for private maintenance are getting more shoppers, and it gives them an advantage when I believe that we should all have a level playing ground, and be able to keep all of our business districts as clean as possible. So the question is really the waste pickup on these busy streets unfortunately a lot of residential waste is going into these baskets. Some business districts are saying, We don't want any baskets because we believe it's attracting the garbage that the baskets can't contain. Is there any plan to look at improving the different -- the conditions that are happening in these business districts?

COMMISSIONER KATHRYN GARCIA: And we certainly would want to work with you on this. We try and look at each business district individually because sometimes taking away the basket actually reduces litter. I don't understand why households use the litter baskets. We're willing to come to their house and get it. We do not have additional funding for cleaning -- for basket pickup in this particular fiscal year. Obviously, as I stated before, if there was additional funding we would probably increase the number of Sunday pickups going

forward. But let's sit down and talk because we'd like to look at each business district individually to see whether or not we are meeting the needs of those business districts.

COUNCIL MEMBER CROWLEY: We're going to have a meeting in June. We have it on the calendar already.

COMMISSIONER KATHRYN GARCIA: Okay.

COUNCIL MEMBER CROWLEY: So I look forward to discussing that and other concerns as well. My second and last question has to do with the marine transfer stations. And I would like to know how much of our garbage is taken out through these transfer stations as it is compared to how much goes on rail and how much goes on trucks that go elsewhere out into the city. There's three different ways to take the garbage out of the city. What is the percentage that garbage goes into each of those categories.

COMMISSIONER KATHRYN GARCIA: So right at the moment the marine transfer stations are not yet operating. The North Shore and Hamilton Avenue are nearly complete.

COUNCIL MEMBER CROWLEY: Is there not
even one that's operating in our city?

COMMISSIONER KATHRYN GARCIA: 59th Street
is operating for paper recycling, and that goes to
Staten Island to Pratt where they convert it into
pizza boxes. The other long-term contracts that we
have, the one in Brooklyn and the one in the Bronx,
both go out by rail. So in the long term, the
disposal for household waste will be primarily rail
and barge, and those are both through container.
Staten Island currently has a transfer station going
by rail. So the long term is for all of New York
City's garbage to go by rail or transfer station
except for the portion on the west side of Manhattan,
which will be trucked to the Covanta Waste Energy
Facility in New Jersey.

COUNCIL MEMBER CROWLEY: Now, the rail
that leaves from Staten Island I believe goes down
south to Pennsylvania, but the rail that leaves from
the rest of the city has to go all the way Upstate
before it goes back down.

COMMISSIONER KATHRYN GARCIA: Uh-huh.

COUNCIL MEMBER CROWLEY: But when you're
building these different transfer stations, there has

to be long-term goals the Department is looking at
for the percentage of overall garbage moving through
marine transfer stations.

COMMISSIONER KATHRYN GARCIA: Right, and
so all of New York City, the residential garbage
except for the west side of Manhattan will leave the
city from the transfer station by barge or by rail or
barge to rail.

COUNCIL MEMBER CROWLEY: What I'm trying
to figure out is how much of the four boroughs
outside of Staten Island -- Because I see how that
goes down on rail, how much of our city will be using
rail to get the garbage Upstate before it goes down
to Pennsylvania.

COMMISSIONER KATHRYN GARCIA: This is how
much will go onto North Shore and --

COUNCIL MEMBER CROWLEY: Well, I'm
thinking once it goes on barge or gets passed through
a marine transfer station, it's just going south. I
mean it's going in the direction of wherever the
garbage ends up.

COMMISSIONER KATHRYN GARCIA: I'm going
to let Deputy Commission Dennis Diggins answer that

as to what the percentage was. You'll have to come
to the microphone.

[Pause]

DEPUTY COMMISSIONER DIGGINS: Good
afternoon. I'm Dennis Diggins, Deputy Commissioner
for Solid Waste Management, Department of Sanitation.
The marine transfer stations are going to be broken
up into two pairs, the north pair and the south pair.
The north pair being the North Shore Transfer Station
91st Street. The waste from two marine transfer
stations will be barged to the New York Container
Terminal and Staten Island, be translated down to
rail cars, and railed to either one of two waste
energy plants, one in Niagara up in Buffalo and one
in Chester, Pennsylvania, Delaware Valley Covanta
Transfer Station.

I'm sorry, Waste Energy -- Waste Energy
Facility. They also have a third back-up facility,
which is Lee County Landfill in South Carolina. The
transfer stations, Hamilton Avenue and Southwest, the
waste for that is scheduled to go, though the
contract has not been signed yet. But the waste for
those is developed to go to the Greenville yard
Intermodal facility. It will be offloaded, loaded

1
2 onto a rail car, and taken up to Seneca Meadows
3 Landfill in Waterloo, New York.

4 COUNCIL MEMBER CROWLEY: And so that's a
5 borough of the Bronx.

6 DEPUTY COMMISSIONER DIGGINS: That is --
7 not that's Brooklyn. That's Hamilton MTS and
8 Southwest MTS.

9 COUNCIL MEMBER CROWLEY: So that'll go --

10 CHAIRPERSON FERRERAS: Council Member
11 Crowley, if you can just wrap up your questions.
12 Your time is up.

13 COUNCIL MEMBER CROWLEY: I just want the
14 complete answer.

15 CHAIRPERSON FERRERAS: Yeah, I
16 understand.

17 COUNCIL MEMBER CROWLEY: So that will go
18 on the rail through Brooklyn, through Queens, through
19 the Bronx, Upstate New York

20 DEPUTY COMMISSIONER DIGGINS: No, no,
21 it's going to go by barge. Just the first step is
22 the North Shore. It's going to go by barge to Staten
23 Island to Intermodal Facility, the New York Container
24 Terminal. It's going to be loaded onto a rail car,
25 and then shipped through New Jersey. It will go over

the lift bridge into New Jersey, and up through the system, the CSX line up to either Buffalo, New York or south to Chester, Pennsylvania.

COUNCIL MEMBER CROWLEY: I know that sometime in early June I'm meeting with the Office of the Department of Sanitation. If you could just put all those plans together before hand, I would like to --

DEPUTY COMMISSIONER DIGGINS: Absolutely.

COUNCIL MEMBER CROWLEY: -- take a serious look at that.

DEPUTY COMMISSIONER DIGGINS: Absolutely.

CHAIRPERSON FERRERAS: Thank you Council Member Crowley. We will have Council Member Miller followed by Council Member Johnson.

COUNCIL MEMBER MILLER: Thank you, Madam Chair, and thank you Chairman Reynoso. Good afternoon Commissioner. Thank you for coming out. My line of question is I represent Southeast Queens, and that is a community of about 65% homeownership. It's also a community that handles 25% of the garbage here in the city, and that's kind of oxymoron. It shouldn't happen. In fact, a good portion of it sits right in the middle of truly residential district with a major

1
2 park right across the street, and its impact is
3 devastating to that community. So we should -- so my
4 line of questioning is about that. But as we started
5 talking about the North Shore and the marine
6 transfer, what impact would that have on alleviating
7 some of that garbage that is presently being handled
8 in the district there?

9 COMMISSIONER KATHRYN GARCIA: Are you
10 talking about the facility that is in Jamaica,
11 Queens?

12 COUNCIL MEMBER MILLER: That is correct.

13 COMMISSIONER KATHRYN GARCIA: Right. We
14 would be taking it instead to the North Shore
15 facility.

16 COUNCIL MEMBER MILLER: You will be
17 taking it to the North Shore facility?

18 COMMISSIONER KATHRYN GARCIA: Right.

19 COUNCIL MEMBER MILLER: What happens to
20 those stations that currently exist there?

21 COMMISSIONER KATHRYN GARCIA: Well,
22 they're private institutions. We would regulate
23 them, but we would no longer be sending New York City
24 residential waste to them. So that's what the future
25 looks like for your community.

COUNCIL MEMBER MILLER: So what would be the decrease in the amount of garbage that will come through the community then?

COMMISSIONER KATHRYN GARCIA: Well, we're not going to -- about 1,100 tons per day.

COUNCIL MEMBER MILLER: All right. Okay, I'll have to figure out that numbers.

COMMISSIONER KATHRYN GARCIA:
[interposing] So you're not happy, Councilman?

COUNCIL MEMBER MILLER: On what percentage wise, but that being said --

COMMISSIONER KATHRYN GARCIA: That's about ten percent of the city's refuse.

COUNCIL MEMBER MILLER: Okay, so, which is still pretty significant. So we talked about the investment in some of the infrastructure and the rail and so forth. Is it feasible, because we have a rail yard obviously right there at Jamaica that you bypass that you get all the additional truck traffic and the waste station totally by allowing those quarters [sic] there to kind of pack and rail, and --

COMMISSIONER KATHRYN GARCIA:
[interposing] Are you talking --

COUNCIL MEMBER MILLER: -- and disposing
of the garbage right there.

COMMISSIONER KATHRYN GARCIA: Are you
talking about commercial, or are you talking --

COUNCIL MEMBER MILLER: Commercial.

COMMISSIONER KATHRYN GARCIA: So we
regulate what their permit requirements are. We
don't regulate how they end up with their final
disposal situation. So are asking whether or not we
could look at --?

COUNCIL MEMBER MILLER: Whether or not
they have to go to --

COMMISSIONER KATHRYN GARCIA:
[interposing] So adding a restriction to their
permit. You can add a restriction to a permit that
they have to leave a facility by rail. I don't
believe that your facility has it, but I think that -
-

COUNCIL MEMBER MILLER: [interposing] No.

COMMISSIONER KATHRYN GARCIA: -- most of
the -- most of the --

COUNCIL MEMBER MILLER: [interposing] No.
My question is whether or not they would be obligate

for garbage to go to North Shore as opposed to being
on the rails right there and going out?

COMMISSIONER KATHRYN GARCIA: If it's New
York City residential, it will go to North Shore.

COUNCIL MEMBER MILLER: Okay, and --

CO-CHAIRPERSON REYNOSO: Can I just --
just for clarity to have -- Just so -- I think what
they're saying is do we eliminate truck traffic if
garbage goes from where it is to Jamaica to these
facilities, and then goes from there and where to
North Shore. Is there a reduction of truck traffic?

COMMISSIONER KATHRYN GARCIA: I don't --
I don't know if you can go there -- from Jamaica to
North Shore. I think that's not where the rail line
is. I don't believe there's a rail line between
Jamaica and North shore.

COUNCIL MEMBER: [off mic]

COMMISSIONER KATHRYN GARCIA: No, I
understand there's one in Jamaica headed out towards
the Island. It all goes through Manhattan. I don't
think goes to North Shore, though.

COUNCIL MEMBER: [off mic]

COUNCIL MEMBER MILLER: I understand that
there was an investment made, but it seems like we're

1
2 duplicating and crating more truck traffic where the
3 garbage is already there. Why not put it on a rail,
4 which is essentially a block away? Why send it --

5 COMMISSIONER KATHRYN GARCIA: So, why
6 don't we sit down and talk through how the whole
7 entire SWMP fits together because it is a complicated
8 plan with a lot of different pieces, and a lot of
9 different thinking it. But I think that it's
10 something that it would be nice to have more time to
11 discuss at length.

12 COUNCIL MEMBER MILLER: Yeah, because I
13 know that with some of those businesses there that it
14 was the conversation about them making the investment
15 necessary, which would allow them to do that. And
16 that it would be ultimately a significant savings for
17 the City in allowing them to do that, and we would
18 eliminate hauling garbage throughout the borough.

19 COMMISSIONER KATHRYN GARCIA: Right,
20 though the capital investment in North Shore has
21 already occurred, and we spent it all.

22 COUNCIL MEMBER MILLER: Well, that I get,
23 but there would be necessary investment that had to
24 be made by the Carters [sp?] in Jamaica in order for
25

them to do the railing and facilitate travel through

--

COMMISSIONER KATHRYN GARCIA:

[interposing] Okay, let's sit down and talk through
the whole plan and what your thinking is regarding
what you're envisioning around there.

COUNCIL MEMBER MILLER: Okay.

COMMISSIONER KATHRYN GARCIA: Okay?

COUNCIL MEMBER MILLER: Okay. Thank you.

CHAIRPERSON FERRERAS: Thank you Council
Member Miller, and actually Chair Reynoso and myself
we will probably -- we would want to suggest that
perhaps we can have a borough-by-borough conversation
on SWMP in particular.

COMMISSIONER KATHRYN GARCIA: I'm happy
to do that either with the whole Council or to do it
borough-by-borough, whatever --

CHAIRPERSON FERRERAS: Let's do it
borough by borough because --

COMMISSIONER KATHRYN GARCIA:
[interposing] Okay, whatever you prefer

CHAIRPERSON FERRERAS: -- some boroughs
are more challenging than others, and that way we can
-- So we -- there's within the borough, which is what

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SWMP is. The purpose of SWMP I think the
conversation could be mitigated a little bit better
if we do it borough by borough.

COMMISSIONER KATHRYN GARCIA: I also
think a map could help.

CHAIRPERSON FERRERAS: Okay, thank you.
We will have Council Member Kallos on the second
round. Again, we've been joined by council member --
I'm sorry. Council Member Johnson for the first
round. He does not look like Kallos, and then I'd
also like to acknowledge that we've been joined by
Council Member Cumbo. Thank you.

COUNCIL MEMBER JOHNSON: I thank you
Commissioner for being here today, and for your
testimony. A few questions. In the Capital Projects
part of your testimony you listed the ongoing
construction of the new district garage for 1, 2, and
5 in Manhattan.

COMMISSIONER KATHRYN GARCIA: Uh-huh.

COUNCIL MEMBER JOHNSON: That's the
Spring Street Sanitation garage.

COMMISSIONER KATHRYN GARCIA: That's the
Spring Street Garage, yes.

COUNCIL MEMBER JOHNSON: Which is located
in my district. There were considerable borough
efforts fighting it when it came up there.

COMMISSIONER KATHRYN GARCIA:
[interposing] Isn't it pretty now?

COUNCIL MEMBER JOHNSON: What did you
say?

COMMISSIONER KATHRYN GARCIA: Isn't it
pretty now?

COUNCIL MEMBER JOHNSON: It looks good.
I'm very impressed. I want to understand when you
believe that garage will be up and fully functional.

COMMISSIONER KATHRYN GARCIA: So we are
anticipating that it's completed by the end of the
year. The challenge we have is depending on the snow
season. I need seven to ten days of no snow to move
a whole garage. So if we're doing back-to-back
snowstorms, we're not going to move in until we're --
we have a clear window. So we're hopeful that we
have very clear skies at the end of the year, and we
can do that right away. But that's really what we're
looking at the moment.

COUNCIL MEMBER JOHNSON: So construction
is on track to be done by the end of the year?

COMMISSIONER KATHRYN GARCIA: As far as I know, construction is on track to be done by the end of the year.

COUNCIL MEMBER JOHNSON: And how many vehicles do you expect to be in that garage?

COMMISSIONER KATHRYN GARCIA: I don't actually have the exact number, but I can certainly get that for you.

COUNCIL MEMBER JOHNSON: Okay, great. Thank you. Chairman Reynoso mentioned the Gansevoort Peninsula and the marine transfer stations there. Again, there was considerable opposition when that took place asking that the facility actually remain in the park, but be further north, and not closer to the children's playground which it's at right now. I think there is -- You can never say never, but I think that the State may not come up with the money as part of the MOU for the Hudson River Park. I believe it's \$25 million from the City and \$25 million from the State.

It's been languishing for quite some time now. I think it will be helpful. I know that you talked about Legislative Affairs is working on this. But it would be helpful I think to actually sit down

1
2 and have a conversation about what we realistically
3 think is going to happen, and if the State is moving
4 on it. And if it looks like there's going to be
5 continued intransigents in moving it forward, we
6 should consider and talk about what other plans may
7 be needed. Because I do think we really need to do
8 our fair share, but it's going to told things up for
9 the park for everything if a concrete plan isn't
10 devised with a time on moving forward.

11 COMMISSIONER KATHRYN GARCIA: Right. No,
12 I don't disagree with you. We are planning to do
13 some design work on it. I've spoken to the DDC
14 Commissioner. He definitely wants to engage with the
15 community around how we do that design. So that it's
16 something that you think you will be happy with. So
17 we should certainly sit down, and any help you can
18 give me with the state will be appreciated.

19 COUNCIL MEMBER JOHNSON: Happy to do
20 that, I have only a few moments left, but soon the
21 facilities are going to be knocked down Gansevoort
22 Peninsula, and then all of those trucks are moved to
23 the Spring Street Sanitation garage. That's right?

24 COMMISSIONER KATHRYN GARCIA: That's
25 correct.

COUNCIL MEMBER JOHNSON: Right, and then
lastly, I just want to echo, and not for us to be a
broken record here today. My district covers
Greenwich Village, Chelsea, Hells Kitchen, Canal
Street to 63rd Street. We have the higher line.
We're adjacent to Times Square, the Theater District.
The number of overflowing garbage cans it literally
is the number one thing I hear about on a weekly
basis. So maybe we can talk about individual avenues
and blocks where it's a big problem.

COMMISSIONER KATHRYN GARCIA:
[interposing] Because you also have a lot of big.

COUNCIL MEMBER JOHNSON: Yes, and I'd
like to understand if the Council was able to,
through the budget, come up with additional funding,
how much funding would the department need to
actually increase service on individual bins on the
street? And you don't have to give me a number now,
but it would be helpful to understand the scope of
what a certain amount of money would go for in
helping to increase services in areas where there is
a problem with overflowing cans on the streets.

COMMISSIONER KATHRYN GARCIA: Okay.

COUNCIL MEMBER JOHNSON: Thank you very
much, Commissioner. I look forward to working
together.

COMMISSIONER KATHRYN GARCIA: Yes, I do,
too.

CHAIRPERSON FERRERAS: Thank you Council
Member Johnson, and we will now have Council Member
Cumbo.

COUNCIL MEMBER CUMBO: Thank you. Good
afternoon. Thank you for being here. I wanted to
ask you a question in terms of NYCHA development, and
please correct me in this. I believe that NYCHA
previously was paying for New York City Police
Department Services as well as Sanitation Services as
well out of their NYCHA budget. And so, wanted to
know now that NYCHA residents are no longer paying
for police services, are they also not paying for
sanitation services in that way. And can you also
talk about NYCHA's relationship with your agency?
And one of the other issues I'd like to discuss, too,
would also be recycling.

It's something that we've produced a lot
of policy papers about as well in terms of talking
about just on the campaign trail we saw from being in

1 a lot of the NYCHA developments that there were no
2 recycling bins. There was even a mattress left in
3 one of the Farragut houses. There was a mattress
4 left in the lobby that was lit on fire, scorching the
5 entire lobby. And so, there are all of these
6 different sorts of things that are happening because
7 there's not a recycling program available to the
8 NYCHA residents.

10 COMMISSIONER KATHRYN GARCIA: So, you
11 have a lot of questions in just one statement. So if
12 I mess one, just remind me. Yes, they are still
13 paying about \$750,000 for Sanitation Services. In
14 terms of working with NYCHA around recycling, I am
15 extremely interested in doing that. Grand houses is
16 the poster child of how well it can work, but that's
17 been the commitment of one very dedicated tenant to
18 making sure that the recycling is really happening
19 there. I have a meeting scheduled with the Chair of
20 NYCHA to start talking about that, and figuring out
21 how we can do a better job, and what the barriers are
22 for the tenants.

23 Because what I end up hearing a lot is
24 that the way that the facilities are designed, there
25 is only one chute in the hallway. There isn't

1 actually a room on the floor and, therefore, you
2 can't put recycling bins on the floor because they're
3 a fire hazard. So I want to work with NYCHA to see
4 what we can do in partnership, and try and figure out
5 how to get those rates up. I mean we know that this
6 could be actually a very valuable way stream if we
7 can end up diverting some of it to the recycling
8 facilities.
9

10 COUNCIL MEMBER CUMBO: And just wanted to
11 make sure because I understood that that number was
12 much higher than \$700,000 that NYCHA was paying out
13 of their federal funds.

14 DEPUTY COMMISSIONER CIPPOLINA: [off mic]

15 COMMISSIONER KATHRYN GARCIA: Apparently,
16 it used to be \$2 million a year.

17 COUNCIL MEMBER CUMBO: Apparently, it
18 used to be \$2 million, and it was reduced to
19 \$700,000?

20 COMMISSIONER KATHRYN GARCIA: \$750,000.

21 COUNCIL MEMBER CUMBO: \$750,000.

22 COMMISSIONER KATHRYN GARCIA: Because the
23 way we collect the refuse right now is we're
24 collecting it in containers, which is actually a one-
25 person job and is much less expensive for us.

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COUNCIL MEMBER CUMBO: Okay. All right,
thank you.

CHAIRPERSON FERRERAS: Thank you Council
Member Cumbo, and now we will begin the second
rounds, three minutes. Council Member Kallos.

COUNCIL MEMBER KALLOS: Thank you,
Commissioner for your brevity in the first line of
questioning. Absolutely. According to the
Independent Budget Office Report in 2012, the current
Waste Management cost of \$90 per ton while this
marine transfer station will increase the cost to
\$238 a ton, more that \$148 more per ton. And at the
last hearing, your previous Commissioner,
Commissioner Doherty admitted that it would, in fact,
be more expensive. Do you concur?

COMMISSIONER KATHRYN GARCIA: Yes.

COUNCIL MEMBER KALLOS: Will the
Department of Sanitation or the City ever offer
incentives to commercial haulers to use the 91st
Street Marine Transfer Station?

COMMISSIONER KATHRYN GARCIA: Offer
incentives like pay them to use it?

COUNCIL MEMBER KALLOS: Yep.

COMMISSIONER KATHRYN GARCIA: I don't think we'll be paying them to use it, no. Like asking them, like we'd give them money if they'd come to the center?

COUNCIL MEMBER KALLOS: You'd give them incentives, you'd give them a rebate based on what the actual cost is to the City --

COMMISSIONER KATHRYN GARCIA:
[interposing] What the cost will be? What we will charge them --

COUNCIL MEMBER KALLOS: -- where they're not paying full market rate.

COMMISSIONER KATHRYN GARCIA: -- to tip has not been determined.

COUNCIL MEMBER KALLOS: Will there be any discounts for commercial haulers in order to incentivize them to use 91st Street versus another commercial facility in the city?

COMMISSIONER KATHRYN GARCIA: I do not know what the other commercial facilities are charging them. We will determine what we will charge them when we get to that point.

COUNCIL MEMBER KALLOS: When is that point? Is 2016? Is it 2014? Is it 2018?

COMMISSIONER KATHRYN GARCIA: Well, we are quite -- we're not done yet. We are still building the facility. We believe that the facility is going to be done in 2016. We're going to operate all of our facilities for at least a year with just DSNY trucks to work out all the bugs about how the operations need to be managed. So we're several years away from having to make that determination.

COUNCIL MEMBER KALLOS: The costs have already gone up almost 500%, more than quint -- almost quintupling. At what point is it too much? If it hits \$400 million, is that too much?

COMMISSIONER KATHRYN GARCIA: Well, we've already --

COUNCIL MEMBER KALLOS: [interposing] Is it yes or no?

COMMISSIONER KATHRYN GARCIA: It's not a yes or no question. In fact, it's --

COUNCIL MEMBER KALLOS: I have three minutes to ask you all the questions I need to.

COMMISSIONER KATHRYN GARCIA: The premise of the question is so much more complicated than -- and how you think about money and what you've already

1
2 spent. So, I can't answer that as a yes or no
3 question.

4 COUNCIL MEMBER KALLOS: So does cost
5 matter?

6 COMMISSIONER KATHRYN GARCIA: Cost
7 absolutely matters, but it's one factor --

8 COUNCIL MEMBER KALLOS: [interposing] But
9 this costs more?

10 COMMISSIONER KATHRYN GARCIA: -- among
11 many. Among many factors, around equity, and around
12 fairness for all city residents because I think what
13 we're hearing today is that nobody like a transfer
14 station in their neighborhood. And so I think that's
15 the challenge.

16 COUNCIL MEMBER KALLOS: Do the DSNY
17 trucks carry radioactive materials, yes or no?

18 COMMISSIONER KATHRYN GARCIA: The DSNY --
19 the DSNY trucks pick up medical waste, and
20 occasionally we do have -- they have detectors at all
21 of our transfer stations, as do all transfer
22 stations.

23 COUNCIL MEMBER KALLOS: [interposing] Is
24 it safe for those radioactive materials to be around
25 children.

COMMISSIONER KATHRYN GARCIA: The
protocol it is safe. The Department of Health and
Mental Hygiene has actually determined that it is
safe to our employees who are driving the trucks. We
have a protocol.

COUNCIL MEMBER KALLOS: [interposing] Are
they small children? Are these small children? Are
you driving the trucks past these small children with
radioactive materials in them?

COMMISSIONER KATHRYN GARCIA: We are
driving the trucks that we drive [bell] through the
streets of New York every single day in the same way
that we have done for many, many years. These are
primary issues with low grade medical waste from
people who have cancer.

COUNCIL MEMBER KALLOS: Is there any
other marine transfer station site in the city where
you have to drive past six schools, 22,056 residents,
and 6,750 residents of color in order to get there
within the quarter mile radius? Do you have to drive
past this scene to put anything into one of your
marine transfer stations?

COMMISSIONER KATHRYN GARCIA: Well,
actually we probably will near Nelly Blythe in

Southwest because we have to turn the corner right by
the amusement park where I do believe that small
children actually play.

COUNCIL MEMBER KALLOS: I don't think
that's a good site either. I don't think anybody's
playground is a great site for a marine transfer
station.

COMMISSIONER KATHRYN GARCIA: I would
agree with you, but there are -- but there is no
place in the city where people feel that marine
transfer stations are actually something that they
are inviting me to build.

COUNCIL MEMBER KALLOS: We have
industrial zones for a reason.

CHAIRPERSON FERRERAS: Thank you. Thank
you to our Council Member Kallos, and now we will
have some more questioning from our Co-Chair. Thank
you.

COMMISSIONER KATHRYN GARCIA: Certainly.

CO-CHAIRPERSON REYNOSO: Thank you, and I
just want to state that in the industrial zones are
there for economic development and give great
opportunities to the City of New York. It just
happens to be that when the industrial zone were

1
2 built, or where they were situated because of that
3 planning it just happens to be that poor black and
4 brown kids, and families had to station there. No
5 one else would live there so we had to. So when it
6 comes to planning, I think it's a mess, to say the
7 least.

8 We have 16 bridge transfer stations that
9 are currently located in North Brooklyn, and we have
10 over 20,000 tons of capacity. I applaud and thank
11 the City of New York and the Department of Sanitation
12 to be willing to pay more money for environmental
13 justice. To bring justice to our community, and I do
14 applaud them. Very rarely does the City of New York
15 or I personally feel that the City of New York invest
16 in poor communities. This is an example where
17 they're willing to put their money where their mouth
18 is. So I am grateful for it.

19 I also want to talk about the expansion
20 or the increase of funding or money that it costs to
21 make this plan. I think it's deceptive to ask yes or
22 no questions to things that are very -- that are very
23 important to hear the entire answer to. And one of
24 them is it's \$47 million that originally was put
25 forth by the Department of Sanitation as to what the

entire budget was going to be. And it's a place
order. It's an attempt to begin a process that is
much more comprehensive. And in that time the money
that has been increased was to mitigate a lot of the
concerns that your residents are going to have to
deal with in the long term.

We're talking about noise. We're talking
about pollution. We're talking about pest control.
We're talking about air control. All of it is
extremely valuable, and you should also -- be
thankful that if the facility is going to be built, it
is going to be a state-of-the-art facility that is
going to mitigate circumstances -- mitigate pollution
and issues that your residents would be dealing with.
I also do want to say that you talk about kids in
your district, Council Member Kallos, and you talk
about the environment or the surroundings, 16 waste
transfer stations.

I have 170,000 people in my district just
as you do. You're going to handle 900 tons. I'm
handling 20,000 tons. So I would put you up against
my community any day in regards to what other
communities dealing with this many -- these many
issues. So I just want to let you know, both you and

the rest of the folks that are in this room that we have a lot of issues that we obviously have to talk about. And the Commissioner has been helpful in addressing a lot of those issues I think today by answering those questions. But I will not fault the City for willing to invest in environmental justice. So I just wanted to have that statement.

CHAIRPERSON FERRERAS: Thank you.

COUNCIL MEMBER: [off mic]

CHAIRPERSON FERRERAS: One second. I have questions. Thank you, Chair. I actually have questions on capital investments in the process.

CHAIRPERSON FERRERAS: Certainly.

CHAIRPERSON FERRERAS: Currently, there are 19 department sites where there is no separate dressing room or a bathroom for women. Please explain how the Department will address this issue. Are there funds allocated in the budget to build separate facilities for men and women?

COMMISSIONER KATHRYN GARCIA: So this is something that's very close to my heart. I'm not sure where the total 19 facilities -- I looked at the list and some of them I know we have female facilities. I actually don't know if we have male

1 facilities because I've been in the female
2 facilities. But we do have an issue with making sure
3 that we have enough facilities for women across the
4 organization. We've completed designs for five
5 facilities, and we do have funding, and anticipate
6 registering that contract within the next 30 days.
7

8 Many of the other facilities while they
9 may be garages, they're on a campus with another
10 garage that does have a facility. So it may require
11 them to walk within a campus, you know, how we
12 sometimes co-locate a 6, 6, 8 and 8 if there is some
13 places where we have co-location. But is something
14 we're rolling out plans to address these very
15 systematically. So we have the first five funded
16 anticipated to go forward, and we're forward with
17 finding long-term solutions for this issue.

18 CHAIRPERSON FERRERAS: And then
19 specifically, I know that Council Member Crowley had
20 mentioned that it is a challenge, especially now that
21 we're going through budget this process, where we
22 need to invest discretionary dollars for garbage
23 pickup. In the past, I had allotted monies of
24 discretionary dollars for garbage pickup. Towards
25 the end of the last -- Well, I would say, I think

1
2 within the last year with the past administration the
3 former Commissioner agreed to picking up some of the
4 responsibilities.

5 I'm talking about specifically the
6 Roosevelt Avenue Corridor, which at one time was
7 picked up six times a week, and now I believe we're
8 at 14 times a week. And I remember -- and it's
9 definitely needed, but I had to put in the
10 discretionary dollars for that. So I urge that when
11 you look at our districts and our communities that
12 you look at them with a fresh eye. And understanding
13 that in areas like this where there isn't a bill,
14 even though we're trying to get one a 37,000 or other
15 areas in our communities that are now becoming the
16 new hot spot.

17 Where traditionally we might not have had
18 the volume that we have not. But there also is a
19 consideration, and thoughtful look at our garbage and
20 the waste. And I also wanted to talk about the
21 enforcement, and the need for additional -- I don't
22 know if they're called officers, but additional
23 sanitation workers for enforcement. One of the
24 challenges I face in my community, and I know many of
25 my colleagues do is home waste dumped on the corners.

I know that there is an aggressive when you find
those -- I think there may be some criminal charges
that can be brought up. But if we don't have the
enforcement --

COMMISSIONER KATHRYN GARCIA:

[interposing] Right.

CHAIRPERSON FERRERAS: -- it doesn't

work.

COMMISSIONER KATHRYN GARCIA: There are a
couple of things there. One, please reach out to us
if you're having issues with street litter baskets.
We do try and be proactive around going out and
seeing what's happening in communities. But there
are some communities, particularly in Queens, that
are changing really, really fast. So I'm not going
to say that we always have the best information, and
so definitely let's keep working on that. In terms
of enforcement, we also have a program for you to
help us with illegal dumping where residents can send
us information that we can actually prosecute on.
We'll provide you with that information. To the
extent that you have sites, and you have any idea and
want us to stake something out, we can attempt to

that. You sort of have to be there when it happens,
which can make it very challenging.

CHAIRPERSON FERRERAS: Yes, I can imagine
so. I think we have some problem areas, and many of
the members here can probably work with you. I will
definitely follow up, and I would ask your team to
follow up with my office. But, there is, you know,
there are the problem areas. I'm sure we can do some
type of set up there. We'll have the people coming
on and on continuously.

[Pause]

CHAIRPERSON FERRERAS: Okay. And how we
will have another follow-up question by Council
Member Kallos, who will be on the three-minute clock.

COUNCIL MEMBER KALLOS: This is just to
respond to earlier comments. We can't invoke justice
for a zero sum equation. We left eye for an eye
behind in the Sinai Desert. Right now, Manhattan's
trash, as the Commissioner said, is going to New
Jersey. It's going to New Jersey, not Brooklyn. New
Jersey, and we can't be turning on each other as
council members when there are a number of council
members today who have said that the Solid Waste
Management Plan does not make sense.

And so we need to engage the problem, and we have to figure out how we can handle our trash better. And we have to work with our Commissioner to make sure that Manhattan trash isn't going to another borough. It's going to New Jersey where everyone seems to be fine with it going. And I don't want to send it to Staten Island, and I want everyone on the body to support me in saying, We're done dumping on Staten Island. But the last thing, I just want to object to is -- and I don't care if the number of answers to questions that weren't answered here but are going to be answered in meetings later behind closed doors.

I'm really, really about transparency. We just introduced an open FOIL bill. That can't happen. When people ask you ask you questions, it's an answer here or you get it in writing and it's public information. And this idea of meeting as boroughs because our interests are somehow unaligned, that's not okay. We need to be all noticed. We all need to be invited because we're in this city together. The Tale of Two Cities is a campaign slogan. We are one city, New York City, five boroughs unified together. And I think that with all

the things that have come up, and the fact that there are so many things that need follow up or meetings, we need another hearing on it. So this can happen in public in front of everybody here, and anybody watching online. Thank you.

CHAIRPERSON FERRERAS: Thank you. We've been joined by Council Member Rosenthal, and we'll have a follow-up question by Council Member Johnson before we wrap up for the day.

COUNCIL MEMBER JOHNSON: Thank you, Commissioner. I wanted to understand a bit more the Compost Plan for the city, how you're engaging local communities, the facilities that are going to be up and going. In my district, every weekend we actually have our local composting is done in Addington [sp?] Square. People come on 23rd and 8th Avenue now, and it's very, very, very popular. So I wanted to understand how the city was going to engage in that more.

COMMISSIONER KATHRYN GARCIA: So there are a couple of pieces to the Compost Program. Three's one, the New York City Compost Project, which is really more what I call the retail side. Where it's being at weekend markets. It's about all of

1
2 those sort of -- Where you're bringing the waste to
3 a central area. There is also the larger one, which
4 is the pilot program where we will be in 100,000
5 homes by the end of June. So that is mainly for
6 single family, and for small apartment buildings.

7 We're experimenting with how frequently
8 we're picking up in the different areas to find out
9 whether or not we get more or less participation.
10 When we're picking up in different frequencies, does
11 it matter to people? It's obviously a voluntary
12 program, which tends to skew it a little bit. But
13 they'll do the organics program when they feel like,
14 and when they don't feel like it they don't. We need
15 to make sure that that pilot gets an opportunity to
16 really roll out. In addition, we have engaged with
17 apartment buildings in Manhattan and Brooklyn, very
18 large apartment buildings.

19 And done lots of outreach with them, and
20 brought many into the program. We're primarily
21 adding them as we have trucks available from the
22 school routes. We now have -- we will by the end of
23 this year be in 400 schools. We're hoping to --
24 Well, we're hoping they that they get biodegradable
25 plates and trays and silverware soon. But we think

that we want to mesh all of the different ways that
you can compost together. So to be in the schools,
to have that same thing happening at home for the
children we think is very important.

COUNCIL MEMBER JOHNSON: Thank you. I
appreciate that. I'm glad that the Department is
actually doing stuff on this. I think a lot of New
Yorkers are excited about purchasing abating on this
program. I appreciate your testimony today. I would
just like to end by saying I would love to go on a
tour of the new Spring Street Sanitation garage.

COMMISSIONER KATHRYN GARCIA:
[interposing] Any time.

COUNCIL MEMBER JOHNSON: That would be
great if we could arrange that with your staff, as
well as having a follow-up meeting to discuss
Gansevoort Peninsula, the future of it looking at
what PDC wants to do, and what the timeline is on
that. So we can work together for a solution for the
marine transfer station there.

COMMISSIONER KATHRYN GARCIA: Absolutely.

COUNCIL MEMBER JOHNSON: Thank you very
much.

COMMISSIONER KATHRYN GARCIA: Thank you,
Commissioner. We're just going to have one more
council member, Council Member Rosenthal. This is
her first round. So she'll have five minutes.

COUNCIL MEMBER ROSENTHAL: Thank you very
much. Commissioner, it's nice to see you after
meeting you a while back and your announcement and
congratulations and welcome. I'm learning about
being a council member so I'm asking a question.

COMMISSIONER KATHRYN GARCIA: Okay.

COUNCIL MEMBER ROSENTHAL: The first
thing that just jumped out at me the composting in
the schools, and you were talking about the
biodegradable plates and trays. Who pays for that,
the Department of Education, the Parent Association?

COMMISSIONER KATHRYN GARCIA: Well, these
would Department of Education contracts. I know that
they've let many of the contracts. I don't believe
they're registered them yet. I think they were
hoping to have them in place prior to the start of
the school year, but it looks somewhat delayed due to
procurement issues.

COUNCIL MEMBER ROSENTHAL: I'm sure of
contracts. We can work on that with you.

COMMISSIONER KATHRYN GARCIA: If you can
fix it, I'd be happy.

COUNCIL MEMBER ROSENTHAL: Yeah. But I
can see the link, and that's sort of one of the
things holding it back?

COMMISSIONER KATHRYN GARCIA: Well, it
just means that we end up with more contamination.
Sometimes the kids are very good, and sometimes
they're not. So it's just more challenging to
separate, and get that really good product.

COUNCIL MEMBER ROSENTHAL: So, the other
real thought was when the pilot was fixed, and one of
our problems was as you upped, the Sanitation
Department upped the composting truck it means that
we lost a rung of recycling. Have you been able to -
- has the Department been able to address that or
think about that?

COMMISSIONER KATHRYN GARCIA: We're
definitely thinking about what the -- because the
last thing I want to do is -- It's one bucket of
what's disposed of, and it's how we cut it up. It's
it organics, metal, glass and plastic, paper, and
then the rest is refuse. We know that for the
schools in particular we're having some -- They're

1 only getting metal, glass, and plastic once a week,
2 but for them that's milk cartons, which tend to be
3 more challenging to store. So we're really trying to
4 re-evaluate what -- how best to meet that obligation.
5 We're thinking that when we have the dual-bin trucks,
6 we need play with what we're picking up on what day,
7 and figure out what's the optima. We don't actually
8 I think know the answer. And so we're trying to work
9 with the schools to figure out what works the best.

11 COUNCIL MEMBER ROSENTHAL: So I
12 appreciate your answer a lot, and I realize you've
13 been on the job a minute. So I appreciate how well
14 you understand what the issue is. This has been a
15 problem for the whole school year, though, and we're
16 pretty much at the end of it. So is this something
17 that you think will be addressed by the end of this
18 school year, or are we going to wait until next
19 school year?

20 COMMISSIONER KATHRYN GARCIA: Changing
21 routes is extremely intensive. So I'm not going to
22 guarantee that we're done by the end of this school
23 year because my children think that the school year
24 is almost immediately over. But there is still a
25 little time left. I think that we will have a --

COUNCIL MEMBER ROSENTHAL: [interposing]
We have until the end of June.

COMMISSIONER KATHRYN GARCIA: I know but
they -- they're feeling spring. I think that we can
probably look to have something better in place by
the fall because I -- the next few weeks I think to
make a change right now when we're going into the
summer school, we'd probably be -- we'd be rushing
it. We will try and do it as quickly as possible,
but rats are not the easiest thing to change quickly.

COUNCIL MEMBER ROSENTHAL: Yeah, I
appreciate that, but as you say the storage is
causing a big rat problem around the schools. So I'd
love help on that.

COMMISSIONER KATHRYN GARCIA: Okay.

COUNCIL MEMBER ROSENTHAL: And then just
lastly, your processing for organic waste I love it
when you talk about, you know, all the waste, and how
you're going to dispose of things. Could talk about
timelines?

COMMISSIONER KATHRYN GARCIA: So what?

COUNCIL MEMBER ROSENTHAL: And whether or
not you need more money to do this?

COMMISSIONER KATHRYN GARCIA: You know,
it's so hard to have OMB in the room and say that --.

COUNCIL MEMBER ROSENTHAL: [interposing]
I know. That's why I asked.

COMMISSIONER KATHRYN GARCIA: And say,
Oh, I'd love more money. I'm trying not to get in
trouble. They have to sign off on everything.

COUNCIL MEMBER ROSENTHAL: I used to be
one of those OMB people who would sit there and go,
Don't say it, don't say it, don't say it.

COMMISSIONER KATHRYN GARCIA: Yeah, but
that's why they're here. So we have the compost
facility that's on Staten Island, which is real very,
very well run, and produces some beautiful material.
We also are transferring it through the City's
Organic Transfer Stations to some other facilities
across the region. And then we have been using the
DEP Newtown Creek Digesters, and making natural gas
out of it.

COUNCIL MEMBER ROSENTHAL: You are?

COMMISSIONER KATHRYN GARCIA: But it's
really a very small portion of what they are
producing on any given day. But we're looking to do
more of this.

COUNCIL MEMBER ROSENTHAL: I know could you could the universities have them as well. You might want to consider including. Like I know Columbia has one. You might want to consider putting them in other digesters as well. God, I love your technology, and your wordage in Sanitation. It's really good. Anyway, keep going. Sorry. And the siting task force, and you contemplating putting that back together.

COMMISSIONER KATHRYN GARCIA: I mean we would be open to putting it back together, but I think that the challenge that we have is that the task force also had never found any place to site anything. You know, any solid waste facility will have to go through ULA [sp?], and, therefore, there's a lot of opportunity for the Council to be involved. So we never found that it ended up being effective tool for us. But if it's something the Council feels would be very useful, we can look to recreating it.

COUNCIL MEMBER ROSENTHAL: Thank you very much.

CHAIRPERSON FERRERAS: Thank you very much, Madam Commissioner. I appreciate you coming

out today. We are going to -- I'm going to push it
over to my Co-Chair, and then I'll wrap up.

COMMISSIONER KATHRYN GARCIA: Okay.

CO-CHAIRPERSON REYNOSO: This will be the
last question. I just want to make sure that we get
it on the record so it didn't cause some rumors. Has
certain types of construction work been stopped
during certain hours at the East 91st Street MTS?

COMMISSIONER KATHRYN GARCIA: So the East
91st Street MTS all the water work has been
continuing. They operate basically 7:00 to 6:00. We
did stop for a moment to figure out if we could save
some of the trees along the ramp. We have determined
with the Parks Department that we can't, and we will
imminently be taking those down. We do intend to
stop demolition during their summer camp period, but
we will still be moving construction equipment in and
out, and we will still be continuing water work.
This is really not dissimilar from other capital
projects across the city where you try and coordinate
with the community. You know that there have been
occasions back in my former life where we
accommodated Fashion Week or the Big Apple Circus, or
Fordham University is loading on that period. We

don't view this as being significantly different than
that.

CO-CHAIRPERSON REYNOSO: Thank you.

COMMISSIONER KATHRYN GARCIA: Thank you.

CHAIRPERSON FERRERAS: Okay. Again,
thank you, Commissioner for coming to testify today.

We have additional questions that were not asked. So
I'm going to forward them to you in a letter, and I
hope that you can respond to this quickly. So it can
be part of our budget negotiating as we move forward.

COMMISSIONER KATHRYN GARCIA: Absolutely.

CHAIRPERSON FERRERAS: Thank you.

COMMISSIONER KATHRYN GARCIA: Thank you.

CHAIRPERSON FERRERAS: This concludes our
hearing for today. The Finance Committee will resume
Executive Budget Hearings for FY15 tomorrow at 10
a.m. in this room. We will hear from the City
University of New York, the Department of Youth and
Community Development, and the Department of Consumer
Affairs. As a reminder, the public will be allowed
to testify on the last day of budget hearings on June
6th beginning at approximately 4:00 p.m. For members
of the public who wish to testify on June 6th, but
cannot make the hearing, you can fax your testimony

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to my Counsel Tanisha Edwards, and she will make it a
part of the official record. Her fax number is
212.788.7061. Again, 212.788.7061. Thank you.

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C E R T I F I C A T E

World Wide Dictation certifies that the foregoing transcript is a true and accurate record of the proceedings. We further certify that there is no relation to any of the parties to this action by blood or marriage, and that there is interest in the outcome of this matter.



Date May 24, 2014