

**Testimony of MTA Chairman and CEO Thomas F. Prendergast
to the New York City Council's Committees on Transportation and Finance
June 1, 2015, 1:30 p.m.**

Good afternoon, chairs Rodriguez, Ferreras, and other members of the Council. I'm Tom Prendergast, chairman and CEO of the MTA. I know you've asked us here to discuss the mayor's 2015 Executive Budget, but I wanted to be here—needed to be here—to “sound the alarm”, if you will, about a crisis facing the MTA and our city: the severely underfunded 2015 to 2019 MTA Capital Program. Because just about everything you want to talk about today—safety, service, technology, train capacity and delays, Countdown Clocks, the Second Avenue Subway, you name it—it all starts with the Capital Program.

The Capital Program, as you all know, is a series of five-year investments—beginning in 1982—that allow us to renew, enhance, and expand our 5,000 square-mile network. Over the past 30 years, we've invested more than \$115 billion through the Program—in all the vital transit infrastructure that keeps New York moving. These investments brought our system back from the brink of disaster, revitalized our region, and enabled improvements that brought customers back to the system in droves.

For the clearest picture of our ridership growth, let me tell you what I've seen with my own eyes. In 1994, when I was senior vice president of New York City subways, we carried 3.5 million customers a day. We ran advertising campaigns begging people to ride the subway. Now, fast forward two decades, when in the last four months of last year, we carried more than 6 million customers on 29 separate days. Since 2006, we've added as many customers as the Washington Metro carries every day. And since 1999, we've added as many customers as the Chicago subway system, too. And we've done it all without adding their stations or tracks or trains—just hundreds of thousands more customers.

Record ridership is good news overall for our economy and our city. But it also means our network is stretched almost to capacity. Subways are more crowded than ever, and commutes are more difficult. A minor delay on one subway at rush hour can have a massive ripple effect—leading to overcrowding on the platform, doors being held open at every station, and spiraling delays for every train that follows. If that happened on a regular basis, the impact would be severe—for millions of customers, their employers, and our region's economy.

We can avoid this fate by funding the system that keeps New York moving, but that is going to take a concerted effort from all three levels of government. At the federal level, Congress must address the need to fund transportation infrastructure, including public transit. At the state level, we are continuing to press for funding from Albany, and as soon as I leave here I am heading back to the state capital to continue meetings with the Legislature and the Governor's office on how to fund the MTA Capital Program. The City has a role to play too, which is why I'm here making this case to you. New York City government supplies about seven percent of our total operating funds and two percent of our capital funding.

I believe the city can and should do more to support its transit network. And now is the time to stand up and do something. It's easy to ask for more service on a subway or bus route. It's easy to wait for someone else to act. It's harder to step up and provide more funding. And I'm not just saying this to you. I'm saying it to every group I meet with, every stakeholder I can find—developers, contractors, businesses, and the state and federal government.

If you agree that the MTA is indispensable to our city, you must accept that our underfunded Capital Program is our collective problem to solve. It's not exclusively a State, City, or MTA problem. We

collectively have to reach into our pockets. And frankly, I think we're doing that at the MTA. For starters, we've already cut more than a billion dollars out of our operating budget every year. That's more than a billion dollars saved, every year. A billion dollars every year for which we don't have to turn to government at any level—or to our customers.

We did it by eliminating more than 3,500 positions, renegotiating contracts with our suppliers, consolidating administrative and operating functions, and moving and consolidating our headquarters to monetize the three buildings that comprised our former headquarters—to name just a few initiatives. The list goes on and on and the cost-cutting continues to this day, which is why by 2018, we will be cutting \$1.7 billion out of our annual operating budget.

Besides allowing us to keep fare increases to a minimum and invest \$129 million a year into service since 2012, these savings have helped us make a “down payment” on our new Capital Program. In other words, before asking you, or the city, or Congress, or Albany to fund the Program, we've identified ways to contribute funding from our own efficiencies and creative thinking. We've put a total of \$290 million a year into a “pay-as-you-go” account that could generate up to \$5.4 billion for projects included in the 2015 to 2019 Program. That's a lot of money, but still well short of our extensive capital needs.

When you consider what our city gets in return for the funds it invests in the MTA, you could say it's getting quite a bargain. All of you know why: Transit is the engine that powers New York. It's fundamental to the economic well-being of our city. It's the very foundation of our economy. It's what allows New York City to have about four times the job and population density of the next largest U.S. city. It enables the most valuable real estate market in the country. With regional ridership at 8.7 million a day, it opens up countless job opportunities for millions. It is, quite simply, the fuel that powers our \$1.4 trillion regional economy, second in the world only to Tokyo, and comprising 11 percent of our nation's GDP.

Without a healthy Capital Program, any discussion about service is beside the point. Without a healthy Capital Program, we won't be able to replace signal systems dating back to the 1930s—systems that could jeopardize the reliability of our network if they remain much longer. Without a healthy Capital Program, we won't be able to accommodate our city's current population—much less plan for the customers of the future. Crowding and capacity-related delays will only increase. In short, without a healthy Capital Program, the MTA is in deep trouble. And that means deep trouble for New York City, too, and the millions who depend on the system to get to work, to school, to the doctor—everywhere they need to go.

To wrap up, let me just say that we're committed to working with the City administration, the City Council, and all the region's stakeholders—in every way possible—to fill the gap in our Capital Program. Once again, thank you for inviting us here today. My colleagues and I will now answer any questions you may have.



Monday, June 1, 2015

Testimony of FDNY Commissioner Daniel A. Nigro

NYC Council Executive Budget Hearing for Fiscal Year 2016

Good morning Council Member Ferreras-Copeland, Council Member Crowley, and all the Council Members present. Thank you for the opportunity to speak with you today about the Executive Budget for Fiscal Year 2016 for the FDNY. I am joined this morning by Chief of Department James Leonard, Chief of Staff Robert Sweeney, and Assistant Commissioner for Budget and Finance Steve Rush.

I would first like to take a moment to recognize two major tragedies that have impacted our city this year: the Midwood fire where the lives of seven children were lost and the East Village building explosion where two lives were lost. These tragedies are a reminder to us all that even as fire deaths continue to decline in New York City, we must remain vigilant about Fire and Life Safety Education. With the support of our men and women in uniform, the FDNY's Fire Safety Education unit gave almost 9,000 presentations to more than 600,000 New Yorkers in 2014, including the distribution of thousands of batteries and smoke alarms. They've continued at this pace in 2015 – and in the aftermath of these latest tragedies. I hope that the Council and all city agencies will continue to partner with the FDNY in ensuring that a message about fire and life safety is delivered to the communities across the city.

As the city grows every day, we must continue preparing ourselves for any and all emergencies, to better serve the increasing number of people who call the city home, and those who visit. The intricacies of emergency response in an ever-growing, modern, urban area have kept the FDNY busier than ever: from answering thousands of gas and unknown odor calls; mobilizing a HazMat plan for the Ebola Virus outbreak; providing firefighting, search, and recovery at the East Village explosion site; responding to millions of emergency medical calls; rescuing hundreds of civilians from thousands of structural fires; and hiring hundreds of EMTs and firefighters so that the department has a robust and diverse force to respond to these challenges. The Executive Budget for Fiscal Year 2016 reflects this reality, and we applaud the Mayor for providing much needed support to the FDNY as it meets these many and varied challenges.

Some of the support I've mentioned includes:

- Funding for a Women's Outreach Coordinator, to coordinate our many initiatives to recruit women from throughout the city and encourage them to become one of the Bravest.
- Funding for a Veteran's Coordinator, so we can continue our work with Commissioner Sutton to bring these brave men and women into our department – a relationship we both benefit from.
- \$5 million in funding to replace bunker gear and support vehicles, which are crucial elements to maintaining our level of service and the safety of our members, now and for years to come.
- Funding for four special enforcement inspectors in Fire Prevention, to continue to expand their important prevention work, as well as additional vehicles for current inspectors.
- \$11.3 million dollars to add 45 additional BLS tours - primarily to the Bronx, Queens, and Staten Island - in our efforts to reduce response times citywide. These 45 tours will be in place by July 1st of this year.
- \$6.7 million to add 149 new Emergency Medical Dispatch personnel, including four EMS Decision Dispatcher posts. These dispatchers oversee the distribution of resources at a borough level, ensuring all FDNY resources are being utilized efficiently. The hiring and training of these dispatchers is already underway, and has already caused the efficiency of the system to increase – even as call volume has gone up. This is just one of the recommendations that came out of our efforts, along with the Mayor's Office, DoITT, and NYPD, to continue improving our 911 call system, and it is already yielding positive results.
- Finally, we received 24 additional Lieutenant positions for EMS. These Lieutenant positions have allowed for an important operational change that EMS has been seeking for many years. The end result is that the entire Bureau of EMS is now following the station based model of deployment which will improve our administrative effectiveness and ensure greater flexibility among supervisors, and greater management oversight in

all aspects of EMS operations. We've been looking to make this change for many years, and are very pleased that the Mayor has supported it.

As I mentioned when I was last here, this allocation for emergency medical response is truly historic, as it is the most support any Mayor has given to the FDNY for medical response since the FDNY and NYC EMS merged in 1996. However, this is only the beginning of our efforts to ensure emergency response keeps up with our growing city. We will implement and evaluate these new resources, and will request additional resources if we determine they are needed.

Lastly, this year marks the 150th anniversary of the FDNY. We recently celebrated our 150th birthday – to the day – by opening our firehouses and EMS stations to the public. Thousands of New Yorkers stopped by our firehouses and EMS stations that day, including many members of the City Council. This Mayor and Council have set new precedents by taking the closing of firehouses off the table, and we thank you for your support. We will continue to hold open houses throughout the summer so New Yorkers can meet their local first responders. While we are most well-known as an emergency response agency, the FDNY offers a wealth of vital services for New Yorkers – from Fire Safety Education, to CPR training, to well-paying jobs that can become life-long careers. We will continue celebrating our 150th year by sharing all that the FDNY has to offer with each and every New Yorker. The men and women of the FDNY look forward to continuing to provide exceptional service to all New Yorkers in every neighborhood, as well as the millions who visit the City every year.

We thank this Committee and the entire City Council for their ongoing support for our mission. My colleagues and I would be happy to take your questions at this time.

Testimony of Meera Joshi

NYC Taxi & Limousine Commission Commissioner/Chair

EXECUTIVE BUDGET for FISCAL YEAR 2016

City Council Committees on Transportation and Finance

June 1, 2015

Good afternoon Chair Rodriguez, Chair Ferreras-Copeland, members of the City Council, and the Transportation and Finance Committees. I am Meera Joshi, Chair of the New York City Taxi and Limousine Commission. Thank you for the invitation to speak on our agency's 2016 Executive Budget and how it supports our priorities and core mission.

It's self-evident and worth repeating that the for-hire industry in New York City is in the midst of incredible change. Ideas from just five years ago are now part of New Yorkers' everyday experience. Green taxis abound, accessible taxis – green and yellow—have reached an historically high number and although there is still much room for improvement, they are picking up passengers who use wheelchairs with a greater frequency than ever before. We have the largest accessible taxi fleet in the nation and it will continue to grow as we move toward 50 percent accessibility. On the for-hire vehicle side, advances in technology have created income opportunities for drivers, raised customer service and expectations, and brought about an explosion of new cars.

To put this in perspective numbers are helpful. In June of 2013 we had zero green taxis on the road. One year later we had over 5,000 green taxis making 44,000 trips per day. And now, two years later, we have over 6,700 green taxis on the road making 55,000 trips per day. As the number of yellow and green taxis has grown, so has the number of wheelchair accessible taxis. In 2012, accessible taxis made up less than two percent of the fleet. Today they make up 8.5% of the combined fleet, and that's 573 accessible yellow taxis and 1,178 accessible green taxis.

And in the for-hire market, as of June 1st, we license over 62,000 vehicles compared to 38,000 in fiscal 2011, and over 82,000 drivers compared to 57,000 in fiscal 2011. The growth is the most dramatic in the black car sector, which grew from approximately 8,000 vehicles in 2011 to 26,200 vehicles today, an increase of over 200%. There are no signs of this growth slowing down. Each month of fiscal 2015 we issued approximately 2,000 new for-hire *vehicle* licenses and 2,600 new for-hire *driver* licenses, an increase of 124% and 167% respectively since fiscal 2011. During this time of change, though, the TLC has adapted without sacrificing our commitment to customer service, accessibility, safety and accountability.

To meet the needs of our growing licensee population, we made improvements to our licensing process and there is still work to be done. In 2014 we instituted a Qmatic queuing system at our Long Island City facility with the goal of decreasing the amount of time anyone has to wait on line so drivers can get out

of our office and back on the road as quickly as possible. We are also moving away from paper applications and files by encouraging people to make payments as well as complete renewals and the initial license process on line. In the back office, we are scanning files so they can be easily retrieved. We also instituted a new application tracking database which allows us to quickly identify and resolve bottlenecks in order to expedite application processing. We have already seen a marked difference in the amount of time it takes the TLC to process drivers' licenses. Looking forward, our goal is to update the way we communicate with applicants by alerting them of crucial dates and missing documents by text message or email instead of snail mail.

On accessibility, to more easily connect the growing fleet of accessible vehicles with the passengers who need them, last month we issued a request for proposals for a citywide accessible dispatch program. Today our Manhattan-only service gets about 200 trip requests a day and we are eager to expand this program in service areas and in volume. We are also partnering with the MTA and have taken the first small steps towards what we hope to be a broader collaborative effort to streamline Access-A-Ride service and create savings for both the MTA and the City.

On safety, we continue to take the view that a multipronged approach will achieve our ultimate goal of zero traffic fatalities. We must vigorously and fairly enforce, while simultaneously educating drivers on road safety and incentivizing them to practice it. Our street safety teams have issued nearly 12,000 safety-related summonses since July 2014, an increase of 106% over the same period during the prior year. Since formation about a year ago, our LIDAR squad has conducted over 78 operations, and issued 394 speeding summonses. Using crash analytics provided by DOT we are consistently reevaluating deployment of this squad so we are certain to have a presence at the places most notorious for speeding. We continue to suspend and revoke the licenses of drivers who accrue critical driver and persistent violator points, and now as a result of Local Law 30 of 2014, a combination of both. To protect the public against illegal operations, we have seized over 4,700 unlicensed vehicles in the last 11 months, and with the valuable assistance of the NYPD, 365 of these seizures were illegal commuter vans. At the airports, which are hot beds of illegal activity as hustlers prey on unknowing tourists, together with the Port Authority Police, we began a new initiative arresting hustlers inside the arrivals terminals. Since inception last November our joint efforts have resulted in over 34 arrests, sending a strong deterrent message.

In terms of safety education, we hope to bring on line our expanded education efforts by the end of this calendar year so that all 135,000 plus TLC drivers will get the benefit of safety training. Part of that training will be a 15 minute video we produced with the invaluable support of Families for Safe Streets, Transportation Alternatives and the Department of Transportation, capturing tragic candid accounts from five families, each of whom needlessly lost a family member to a traffic fatality. And our small and incredibly efficient external affairs team hosted nearly 100 outreach events since May of last year to educate drivers, fleets, and base owners about the importance of safe driving. To recognize those drivers with stellar records, in September we plan to host our second safe driver awards ceremony.

Maintaining accountability, as smartphone app-based dispatching drives an overall increase in passenger trip volume, has required the TLC to reassess its rules. At the end of last year we passed rules requiring the submission of trip records to equalize accountability among sectors, and we are in the midst of the first trip records collection period. There is still lots of work to be done to streamline the process of collecting records from 900 different bases of varying size, but the public value overwhelmingly dictates that resources must be expended to ensure this work is done, and as quickly as possible. So yes, our analysts and MIS personnel are busy. More recently, we proposed rules, many of which increase accountability for dispatch by app, requiring additional price transparency, itemized receipts, and required disclosure to the public that serious complaints should be filed with the TLC since it has the sole authority to suspend and revoke a driver's license

We could not move forward on any of these priorities without a sufficient budget. With \$38.8 million in personal services (PS) and \$29.5 million in other than personal services (OTPS), the Executive Budget of \$68.3 million for fiscal 2016 supports the critical priorities of customer service, accessibility, safety and accountability.

Funds have been dedicated in this budget to continue improvements at our Long Island City Licensing facility, with \$1.1 million dedicated next fiscal year. In October 2015 we plan to move our location to a more state-of-the art facility to meet the demand for our services. In November, we were authorized for 10 additional staff to support our applicant licensing and renewal units to improve processing times for applications. We believe on-boarding of this staff is already starting to show dividends. To date, we have 121 authorized headcount in Licensing dedicated to serving the needs of the hundreds of businesses and estimated 135,000 drivers in the industry.

On the accessibility front, the budget supports the continued effort of increasing the number of wheelchair accessible yellow and green taxis on the road. The Executive Budget reflects continued implementation of the Street Hail Livery Grant Program, with \$18 million in the budget. As of May 15th, 888 grants have been approved, with \$13.2 million in total grant awards. This \$54 million grant program provides \$15,000 grants eligible participants and offsets costs associated with the purchase of wheelchair accessible green taxis. The Executive Budget provides resources to implement the Taxi Improvement Fund. This accessibility-focused fund is financed by 30-cent surcharge on all green and yellow taxi trips. The funds will go to support owners of accessible vehicles to defray the costs of purchase and maintenance and to drivers to defray the additional gasoline costs. The Executive Budget reflects \$465,000 and seven positions to support execution of this multi-million dollar accessibility fund.

As previously stated, efforts to ensure accountability in all for-hire industries continue. Given the magnitude and complexity of the trip records project underway, the Executive Budget includes four additional positions for the creation of a for-hire vehicle data team. This is a brand new initiative, ensuring that similar administrative oversight found in the yellow and green industries is also present in the for-hire vehicle sector. The team is well balanced between the administrative enforcement and information technology units.

To expand our enforcement efforts, the TLC will establish a LaGuardia Squad for \$1.23 million to build upon the success of collaboration at the Port Authority. This provides for 19 Inspectors, Lieutenants and Captains to reduce illegal activity. To support our Vision Zero goals, we continue to implement the Safety Squad at an estimated \$1 million, in addition to \$300,000 in funds for OTPS to support continued education and awareness efforts to promote driver safety.

The Fiscal Year 2016 Revenue budget has been adjusted to reflect a more realistic and thoughtful schedule of future medallion sales. The City will delay medallion sales until Fiscal Year 2017, with no sales in Fiscal Year 2015 or 2016. The TLC will continue to monitor trends in the industry and update rules and regulations as necessary.

This year has been very active. We have seen record growth in the for-hire vehicle industry and have provided the administration to effectively manage that growth. We have increased access for people with disabilities, implemented new programs to improve safety for the riding public, and expanded accountability measures to provide better consumer protection. I look forward to working with the Council to address a changing transportation environment.

Thank you for the opportunity to testify today and I am happy to answer any questions you may have.

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY
JOINT HEARING BEFORE THE CITY COUNCIL
COMMITTEE ON FINANCE
COMMITTEE ON TRANSPORTATION
June 1, 2015**

Good Afternoon Chairman Rodriguez, Chairwoman Ferreras-Copeland and members of the Transportation and Finance Committees. My name is Polly Trottenberg and I am the Commissioner of the New York City Department of Transportation (DOT). Today, I am joined by Joseph Jarrin, Deputy Commissioner for Finance, Contracting, and Program Management, and Jeff Lynch, Assistant Commissioner of Intergovernmental and Community Affairs.

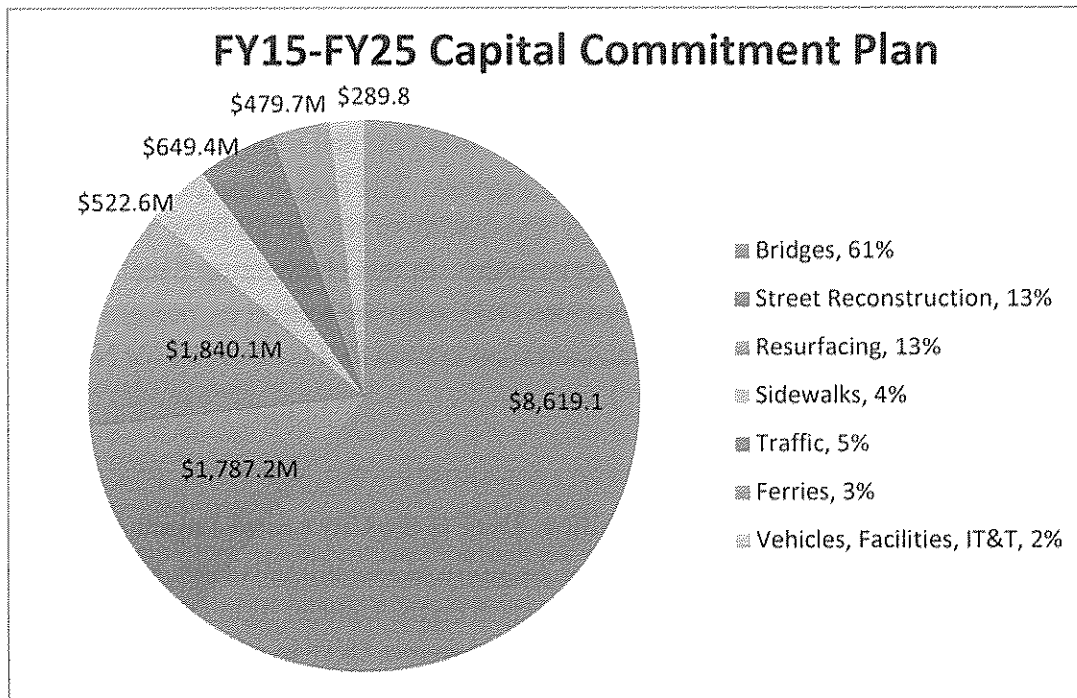
On behalf of Mayor de Blasio, I want to thank both committees for inviting me to discuss DOT's proposed Fiscal Year 2016 (FY16) Expense Budget and our Ten Year Capital Plan. I also want to thank you for all your support and partnership during the first year and a half of this Administration. I look forward to continuing our work together. The Mayor has proposed a budget for DOT that will improve the mobility, safety and quality of life for all New Yorkers while enabling them to better connect to jobs and opportunity. In this challenging fiscal climate at all levels of government, the Mayor's budget provides DOT with the resources, personnel and equipment we need to improve and maintain a transportation system that is essential for New York City's long-term economic prosperity.

With a proposed Ten Year Capital Plan of \$12.6 billion, DOT is the City's third-largest capital agency, after the SCA and DEP, and manages a broad portfolio of key infrastructure that New Yorkers rely on every day -- roads, sidewalks, bridges, street signs, signals, lighting, and the Staten Island Ferry. The Mayor's Ten Year Capital Plan will enable DOT to execute our five priorities for this infrastructure: safety, state of good repair, innovative project delivery, mobility and livability. The plan also reflects a collaborative effort between OMB, City Planning and the key capital agencies, including DOT, DDC, DEP and Parks, to create a more equitable and sustainable City, significantly improve project delivery, and see a greater return on taxpayer dollars invested.

The Mayor's plan funds some remarkable DOT projects including the reconstruction of the BQE Triple Cantilever, our Vision Zero Great Streets Initiative, key roadway reconstruction projects in all five boroughs, a greatly expanded citywide sidewalk repair program, and a much-needed and very welcome expansion of our street resurfacing program.

More specifically, DOT's \$12.6 billion Ten Year Capital Plan includes:

- \$8.6 billion for bridge reconstruction and rehabilitation;
- \$3.6 billion for street reconstruction and resurfacing;
- \$480 million for the Staten Island Ferry;
- \$649 million for streetlights and signals;
- \$523 million for sidewalk and pedestrian ramps repair and reconstruction; and
- \$290 million for the facilities and equipment needed to support DOT operations.



The Mayor's commitment to Vision Zero is backed with renewed capital investment in this plan. In addition to the \$250 million "Vision Zero Great Streets" initiative that was funded in the Preliminary Budget, this budget adds \$79 million for additional Vision Zero street reconstruction projects citywide, including \$13 million for school safety projects, \$14 million for beautiful neighborhood plazas, and \$15 million for our popular waterfront greenways program.

As the Mayor announced two weeks ago on Staten Island, the budget also contains an additional \$242 million for DOT to resurface 1,200 lane miles in FY16, and 1,300 lane miles in FY17, up from 1,000 in FY15. This funding includes the resurfacing of the FDR Drive, as well as major

thoroughfares like Kings Highway, Hillside Avenue, Westchester Avenue, and Arthur Kill Road. New York City has not seen this level of investment in our roadways since the early 1990s, and I am deeply grateful to the Mayor and the Council for their support. At DOT, we are now ramping up our roadway operations -- hiring additional crews, buying new equipment, and working to map out resurfacing schedules. Over the next couple of resurfacing seasons, I believe we will see a real improvement in roadway conditions and that will mean fewer potholes and a better ride for all City travelers.

I am also proud that the Mayor's budget more than doubles DOT's annual funding from \$20 million to \$46 million over the next four years to repair and improve the accessibility of our sidewalks. This additional funding will allow DOT to repair many more sidewalks throughout the City and eliminate the residential sidewalk repair backlog in approximately 10 years. And I am especially pleased to announce that with these new funds, DOT is tripling its commitment from \$1 million to \$3 million per year to fix sidewalks around NYCHA developments. We will work closely with the leadership and residents at NYCHA, as well as local elected officials to select those projects over the coming years.

We will also continue to install pedestrian ramps, improving accessibility for all and tackling the toughest "complex" corners, which have subway entrances and other subsurface infrastructure, with an additional \$40 million provided in the Mayor's budget. We will also improve pedestrian ramps in Lower Manhattan with \$11 million in new funds.

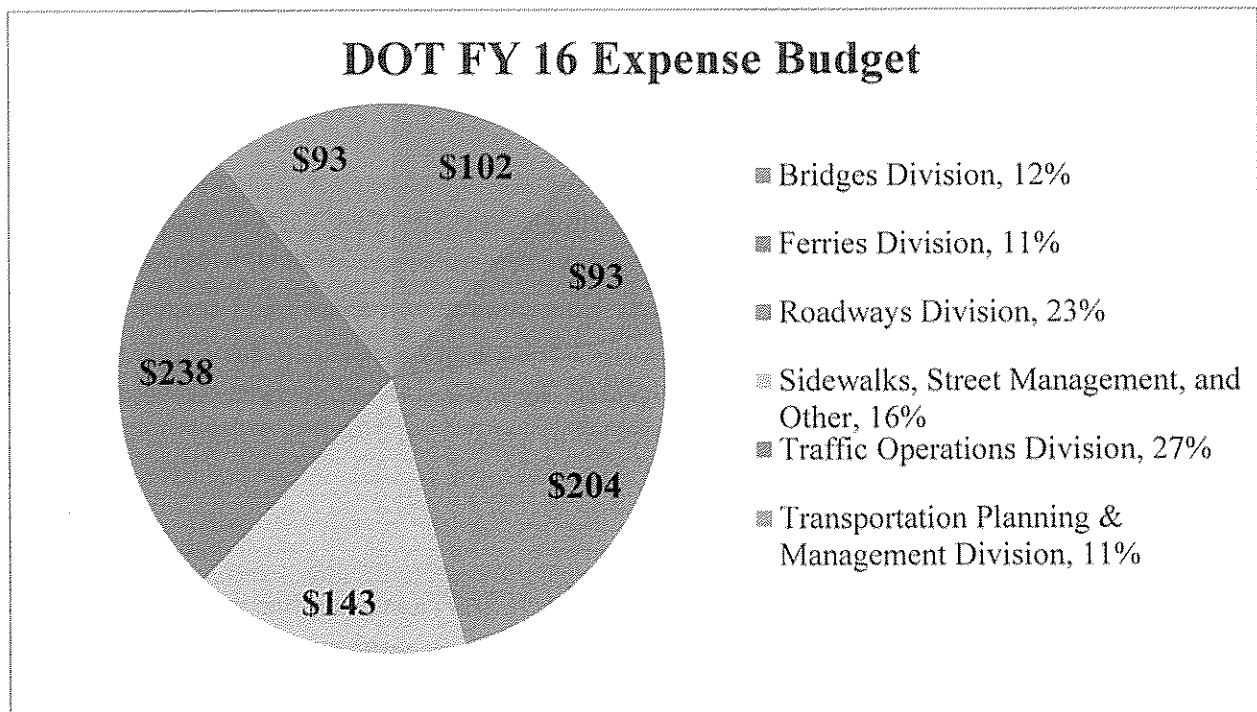
Now let me turn to bridges, which is the largest portion of our Ten Year Capital Plan. The Mayor has committed an additional \$3 billion to fund the state of good repair of DOT's 789 bridges, for a total of nearly \$8 billion over the next 10 years. This funding will allow DOT to invest \$1.7 billion in the BQE Triple Cantilever, \$300 million each for improvements to the Brooklyn and Williamsburg Bridges, \$84 million for the 79th Street Rotunda, and supplement existing funding for 22 bridges including \$41 million for the Grand Concourse/East 174th St Bridge, and \$51 million for 49th Avenue Bridge over the LIRR.

But, as I mentioned when I appeared before you in March, DOT could deliver even more bridge projects with those funds through the use of design-build, which could save us tens of millions of dollars and bring innovation and faster project delivery. Design-build can eliminate the costly, time-consuming and often litigious process of procuring bridge design and construction work separately.

I was just in Albany last week advocating for this authority for the City, and hope that the Council can be strong supporters of this effort. It would help every major capital agency in the City to better deliver projects to build and reconstruct roads, bridges, schools, water and sewer facilities, fire and police stations, libraries, and NYCHA developments, where we all know so much urgent capital work is needed to improve the living conditions for the over 400,000 residents.

Now turning to DOT's Expense Budget, the Mayor is proposing \$875 million for FY16, providing for all of our operations, and containing some critical new funding:

- \$238 million for traffic operations, including signals, streetlights, and parking;
- \$205 million for roadway maintenance;
- \$143 million for DOT operations, including sidewalk management and inspection;
- \$94 million for ferry operations and maintenance;
- \$102 million for bridge maintenance and inspection; and
- \$93 million for transportation planning and management, including installation of street signs and roadway markings.



The Mayor's Expense Budget recognizes funding for vital new needs that will increase mobility, equity, and safety in the City. The budget includes \$4.9 million to expand Staten Island Ferry service to every half-hour 24/7, as directed by the Council two years ago. We launched 12 new

trips beginning on May 1st and will eventually provide 62 new trips per week. We expect that the expanded service will be fully implemented by the fall.

And both the Ten Year Capital Plan and Expense Budget fund DOT's new initiatives laid out in OneNYC, the Mayor's bold proposal to create a more equitable and sustainable City, including:

- Improving and expanding transit services, like Select Bus Service;
- Expanding the City's growing bike network to provide New Yorkers with more transportation choices and help reduce carbon emissions;
- Reducing pedestrian and traffic fatalities by implementing the Vision Zero Action Plan; and
- Ensuring sure the City's infrastructure is in a good state of repair.

As part of fulfilling OneNYC's goals of improving and expanding transit services, DOT is already hard at work on four new SBS routes: 86th Street in Manhattan, Utica Avenue in Brooklyn, Flushing-Jamaica and Woodhaven/Cross Bay Boulevards in Queens.

In order to provide more transportation choices and achieve OneNYC's target of reduced emissions, we are continuing to improve and build out our bike lane network. Currently, we are working closely with communities such as Bushwick, East New York, Long Island City, and Ridgewood to build bike networks tailored to their needs. This year, Motivate and DOT are working together to overhaul and improve Citi Bike and oversee its expansion into Greenpoint, Bedford-Stuyvesant, Williamsburg, Long Island City, and the Upper West and Upper East Sides of Manhattan. By the end of 2017, Citi Bike will stretch further into Brooklyn and Queens, and up to Harlem, and will be expanded to more than 700 stations and 12,000 bikes.

We are also continuing to redesign our streets to improve pedestrian and bicyclist safety at high-crash locations. In August, we are scheduled to begin Phase I of the Tillary Street reconstruction. This project will include new wider planted medians, wider sidewalks, and new curb extensions, which will calm traffic, reduce pedestrian crossing distances, and improve safety. Also in OneNYC, the Mayor highlighted the expansion of our street improvement projects. The budget provides an additional \$5.1 million in FY16 to meet the Vision Zero goals of redesigning 50 priority corridors and intersections, retiming traffic signals, and continuing our safety education program.

These funds will also allow DOT to green and beautify neighborhoods in the City not currently served by Business Improvement Districts, often lower-income communities with fewer street trees and planted areas. The Executive Budget provides \$270,000 in FY17 and FY18, which grows to \$600,000 in FY19 as we design more projects with planted medians. The budget also includes \$1.4 million to establish a public plaza maintenance program, which can support plaza maintenance and community organization capacity-building. This is also especially important for lower-income neighborhoods without large, well-funded BIDs and gives DOT a path to a more sustainable plaza program throughout the five boroughs in the long term.

In conclusion, the Mayor's budget for DOT provides us with the vision and the resources we need to continue maintaining and improving our City's transportation infrastructure, as well as advancing our important priorities like Vision Zero, SBS, Great Streets, expanding cycling, and creating livable streets and public spaces. But to achieve the Mayor's ambitious transportation agenda, we are going to need broad political and community support. Therefore, we ask for the Council's continued leadership and partnership. We cannot succeed in our work without you.

Thank you for the opportunity to speak about the budget, and I am happy to take your questions.



Joseph J. Esposito
Commissioner
New York City Department of Emergency Management
Testimony submission for 2015 Executive Budget Hearings

As Commissioner of NYC Emergency Management, it is my pleasure to submit this testimony for the official record.

Let me begin by providing a snapshot of our budget for next year. OEM's projected total Fiscal Year 2016 City Tax Levy expense budget is \$13.7 million; this includes both Personnel Services and Other Than Personnel Services. The agency receives grant funding to support many of the core programs, several of which I will mention today. We rely on our City tax levy expense budget to support the majority of the agency's administrative, technological and operational costs.

The projected Fiscal Year 2016 Personnel Services budget is \$4.2 million, which supports the 48 personnel lines paid directly through New York City Emergency Management City tax levy-funds. Our other staffing is supported through grant funds and on assignments from multiple City agencies. Drawing on the expertise and talent of these diverse entities, we have been able to support New York City's unique approach to emergency management.

Our projected Fiscal Year 2016 Other Than Personnel Services budget is \$9.5 million, which covers all agency operating and administrative costs. There is virtually no discretionary funding in this budget. These funds are designated to cover our warehouse lease, utilities, and telecommunications costs including the maintenance and operations of our Emergency Operations Center and back-up facilities. Our City tax levy Other Than Personnel Services budget also supports our fleet and all additional equipment, supplies and materials needed to run the agency.

In the past year, we successfully secured \$19 million in federal and state funding, primarily through the Urban Areas Security Initiative grant. Outside funding is vital to our ability to run some of our finest initiatives, including the Ready New York public education program, Community Emergency Response Team program, Continuity of Operations Program, Geographic Information Systems, Training and Exercises, Watch Command and Response, and Citywide Incident Management Systems planning. With this in mind, we continue to work hard to support New York City programs and constantly monitor additional funding opportunities. As the City's primary liaison with the United States Department of Homeland Security for consequence management, New York City Emergency Management oversees the City's compliance with federal preparedness and emergency response requirements.

We have had a busy year and we continue to look ahead to find new ways to prepare the city and our citizens for the next emergency. Summer may officially arrive later this month, but we have been working hard on our preparedness message. During the summer months, New Yorkers are especially vulnerable to heat-related hazards. On warm summer days, the City can be as much as

10 degrees warmer than its surrounding areas. Heat waves are particularly dangerous for children, seniors, and those with cardiovascular disease. We held a pre-season conference call and a robust table top exercise with participating partners and agencies on the Heat Steering Committee to make sure that everyone not only knows their roles but is ready to respond as needed. We are working with our partners to make sure the city is ready to open cooling centers during times of high heat. Cooling centers are air-conditioned public community centers, senior centers, and public libraries to offer people relief from the heat.

In addition we have updated our websites and urge everyone to check out our *Beat the Heat* webpage, the destination for everything needed to know about extreme heat in New York City. Here you can find your cooling center, learn how to stay informed, find ways to help your neighbors, discover how to stay healthy and safe, and learn about heat terms and vernacular to understand the meaning behind forecasts. Also on this webpage are links to the Department of Health and Mental Hygiene to learn about heat illness and heat waves, as well as information on obtaining spray caps from local firehouses and conserving energy through tips from Con Edison and PSEG.

We are also getting ready for coastal storm season, which begins on June 1st but historically the greatest potential for hurricanes in New York City occurs from August through October. The week of May 25th is National Hurricane Preparedness Week. NYC Emergency Management is kicking off our hurricane outreach campaign with the Know Your Zone campaign to encourage all New Yorkers to know which evacuation zone they live in. It's important for New Yorkers to take the time to prepare. Through our Ready NY program, we will be conducting hurricane preparedness presentations in zones throughout the city and are always ready to come out and support elected officials by providing our preparedness materials at town halls, street fairs or other events. We are branching out and sharing information with New Yorkers in more ways than ever before. In addition to getting emergency alerts and updates through radio and television news, we are urging people to sign up for Notify NYC to receive emergency messages through telephone or by text messages.

I urge all members of the City Council to partner with us on both of these important initiatives to ensure your constituents are ready for heat and coastal storm season.

Thank you for the opportunity to submit our testimony. I look forward to continue working with the Council on issues pertaining to emergency preparedness and response.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6-1-15

(PLEASE PRINT)

Name: MIDORI VALENTIA

Address: Assistant Commissioner

I represent: TLC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/1/15

(PLEASE PRINT)

Name: Commissioner JOSH

Address: TLC

I represent: EXECUTIVE BUDGET HEARING

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Bob Foran

Address: 2 Broadway

I represent: MTA

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

Name: Tom Prendergast (PLEASE PRINT)

Address: 2 Broadway

I represent: MTA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/1/2015

Name: Polly Trottenberg (PLEASE PRINT)

Address: _____

I represent: DOT Commissioner

Address: 55 Water St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/1/2015

Name: Jodi J. Trottenberg (PLEASE PRINT)

Address: Deputy Commissioner Finance Contracting

I represent: Burkin Management, Inc. DOT

Address: 555 Water St

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/1/15

(PLEASE PRINT)
Name: Joseph A. Kryachuk (DOT)

Address: Asst. Dir. of Correctional Institution for

I represent: Intergovernmental Community Affairs

Address: 100 West 12th St.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/1/15

(PLEASE PRINT)
Name: Frank D. Day

Address: Deputy Commissioner Financial

I represent: Facility and Fleet Admin.

Address: Dept. of Correction

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/1/15

(PLEASE PRINT)
Name: Joseph Ponte

Address: Commissioner

I represent: Dept. of Correction

Address: _____

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

2

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/1/15

(PLEASE PRINT)

Name: Martin Murphy

Address: Chief of Department

I represent: Dept. of Correction

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/1/15

(PLEASE PRINT)

Name: James Dzurenda

Address: First Deputy Commissioner

I represent: Dept. of Correction

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/1

(PLEASE PRINT)

Name: DAN NIGRO

Address: 9 METROTECH

I represent: FDNY

Address: 9 METROTECH

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/1

(PLEASE PRINT)

Name: JIM LEONARD

Address: 9 METROTECH

I represent: FDNY

Address: 9 METROTECH

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/1

(PLEASE PRINT)

Name: STEVE RUSH

Address: 9 METROTECH

I represent: FDNY

Address: 9 METROTECH

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/1

(PLEASE PRINT)

Name: ROBERT SWEENEY

Address: 9 METROTECH

I represent: FDNY

Address: 9 METROTECH

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/1

(PLEASE PRINT)

Name: Jim Booth

Address: 9 METROTECH

I represent: FDNY

Address: 9 METROTECH

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 6/1

(PLEASE PRINT)

Name: MICHAEL MARLIONE

Address: 9 METROTECH

I represent: FDNY

Address: 9 METROTECH

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