

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY
JOINT HEARING BEFORE THE CITY COUNCIL
COMMITTEE ON TRANSPORTATION
March 2, 2016**

Good morning Chairman Rodriguez and members of the Transportation Committee. My name is Polly Trottenberg and I am the Commissioner of the New York City Department of Transportation (DOT) and the City's representative on the MTA Board. 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.

I am pleased to be here on behalf of Mayor de Blasio to address DOT's fiscal year 2017 (FY17) Preliminary Budget. I want to first thank Chairman Rodriguez and the members of Transportation Committee for your partnership. Together we were able to accomplish so much for our City, especially on Vision Zero, which was instrumental in making 2015 the safest year on City streets in recorded history. But of course as the tragic events of recent days remind us, more work is always needed.

The Mayor's Preliminary FY17 Budget builds on New York City's strong economic foundation, while reaffirming our commitment to responsible government that meets challenges head on. The Mayor's budget addresses the needs of New Yorkers through targeted investments in infrastructure, public safety, quality of life, vital social services, education, and more, while ensuring the City is prepared for potential future economic downturns.

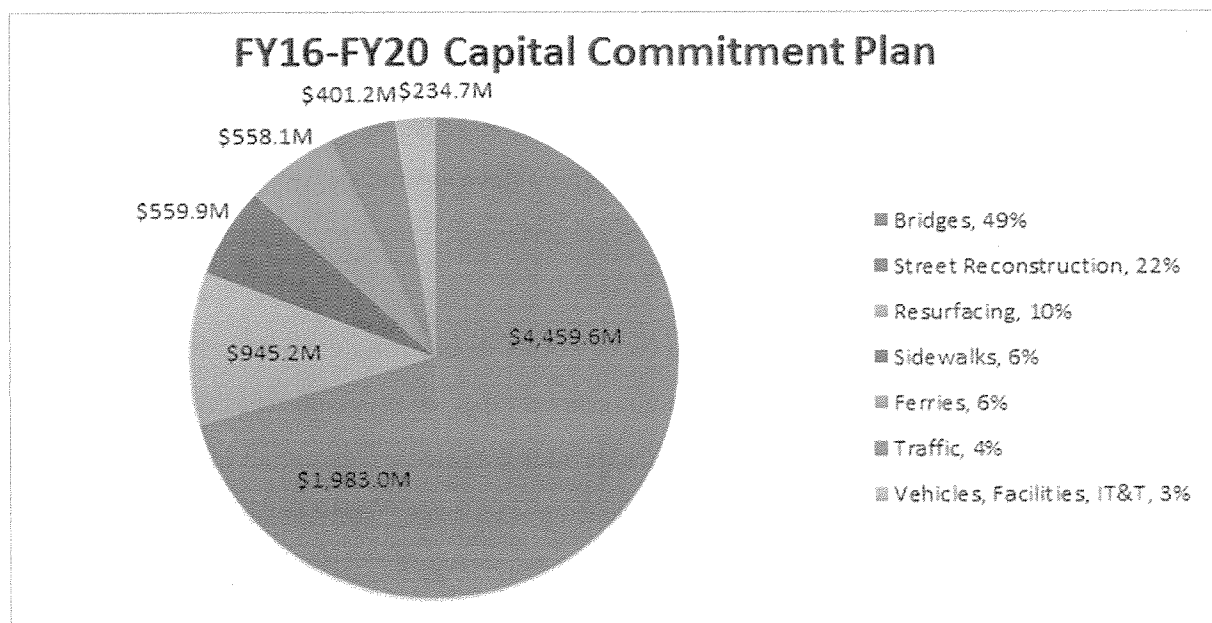
For DOT, this budget reinforces our agency's accomplishments from the last two years and will enable us to execute our three major priorities this year: continuing our progress on Vision Zero, enhancing mobility and economic opportunity for all New Yorkers, and maintaining a state of good repair on our transportation infrastructure while improving project delivery. Let me walk you through the numbers and then discuss these priorities.

With a proposed Five-Year Capital Plan of \$9.1 billion, DOT is the City's third largest capital agency, after the SCA and DEP. We manage the roads, sidewalks, bridges, bike lanes, street signs,

signals, lighting, and the Staten Island Ferry—a transportation network that New Yorkers rely on every day.

Specifically, DOT's \$9.1 billion Capital Plan for FY16-20 includes:

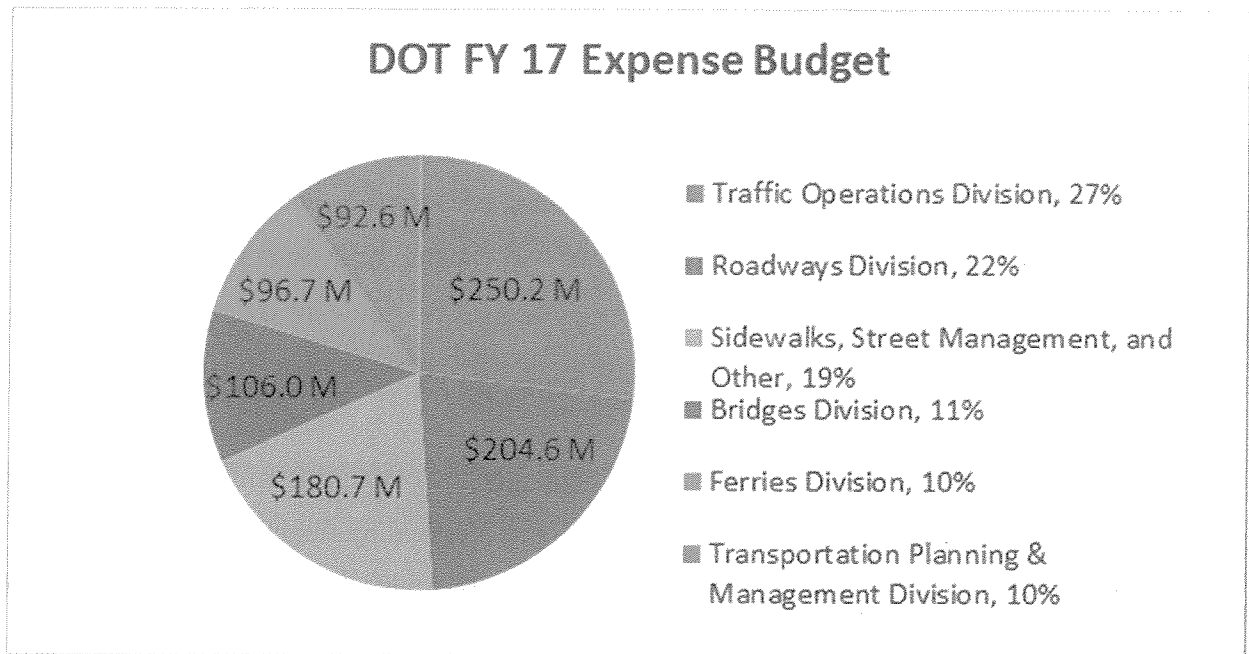
- \$4.5 billion for bridge reconstruction and rehabilitation;
- \$2.9 billion for street reconstruction and resurfacing;
- \$560 million for sidewalk and pedestrian ramp repair and reconstruction;
- \$558 million for the Staten Island Ferry;
- \$401 million for streetlights and signals; and
- \$235 million for the facilities and equipment needed to support DOT operations.



Additionally in DOT's Expense Budget, the Mayor is proposing \$931 million for FY17, providing for all of our operations, and containing some critical new funding:

- \$250 million for traffic operations, including signals, streetlights, and parking;
- \$205 million for roadway maintenance;
- \$181 million for DOT operations, including sidewalk management and inspection;
- \$106 million for bridge maintenance and inspection;
- \$97 million for ferry operations and maintenance; and

- \$93 million for transportation planning and management, including installation of street signs and roadway markings.



VISION ZERO

In this year's proposed budget, the Mayor strengthened his commitment to Vision Zero with a renewed investment of \$115 million for street capital construction projects that improve traffic safety. This funding includes \$59 million for Safe Routes to Schools, \$30 million for streets in Long Island City, making them safer, greener and more resilient, and \$26 million for other projects including Tillary Street in Brooklyn, Baruch Plaza and Allen Street in Manhattan, and Mott Avenue in Queens.

For the \$59 million allocated for the Safe Routes to Schools initiative, we will design and construct safety improvements at 37 schools in all five boroughs previously identified as high-crash locations. DOT will also bolster the speed camera program at currently authorized school speed zones by the start of next school year.

Using \$2.5 million in Vision Zero public education funds provided by the Council for FY16, DOT expanded the "Your Choices Matter" campaign – educating motorists that the choices they make behind the wheel can have grave consequences. We designed a strong, targeted, multi-cultural

campaign in three languages, using data from our Vision Zero Pedestrian Safety Action Plans and market research. I am grateful to Chairman Rodriguez and the Council for their partnership and I hope the Council will continue to support this important initiative.

Lastly on Vision Zero, we received new funding to pilot safer left turn designs at 100 crash-prone intersections. DOT will install enhanced markings and temporary materials to improve visibility and slow and guide left turns. We are focusing on left turns because they account for nearly 30 percent of pedestrian and cyclist injuries. If successful, we will expand these treatments to additional intersections across the City.

MOBILITY

Moving on to our second priority, the Mayor's budget added over \$300 million in capital funds to expand mobility and economic opportunity for all New Yorkers by funding improvements to DOT's Select Bus Service (SBS) network, bike network, sidewalks, ferries, and our parking payment and management systems.

For our SBS program, we were proud to launch two new routes in 2015 with the MTA, the 86th Street line and the Bronx-Flushing-Jamaica line, bringing us to nine routes in total.

In 2016, the Mayor's Preliminary Capital Plan continues to support the expansion of SBS routes throughout the City. DOT received \$60 million in capital funding for the Woodhaven Boulevard route in Queens and the Webster Avenue route in the Bronx.

Working with our partners at the MTA, DOT is deeply involved in community engagement, planning, design, and implementation work with the goal of launching up to four new SBS routes for this year: Utica Avenue (B46), 23rd Street (M23), South Bronx Crosstown (Bx6) and the LaGuardia Limited route (Q70).

To keep buses moving on our SBS routes, we often implement dedicated bus lanes with camera enforcement, and this budget adds \$13 million for additional cameras on new routes. This program

has already proved an essential tool to providing faster service – camera enforcement contributes significantly to reducing travel times for hundreds of thousands of bus riders every day.

Turning to our bike network, today New Yorkers can ride on more than 1,000 miles of bike routes. We built over 12 miles of protected lanes in 2015, an unprecedented pace. Overall in 2016, we will expand and enhance the bicycle network by over 50 miles in key neighborhoods throughout the City.

We will also expand the Citi Bike program to neighborhoods in Brooklyn from Crown Heights to Red Hook, Astoria in Queens and up to 130th Street in Manhattan. The completion of the Phase II Citi Bike expansion will bring the total program to 12,000 bikes and over 700 stations by the end of 2017.

Next, I am very proud of the Mayor's unprecedented commitment of over \$195 million to make sidewalks more accessible to all – for New Yorkers in wheelchairs, with walkers, strollers, and shopping carts. We will repair and upgrade pedestrian ramps on over 35,000 corners in the coming years. We have also tripled our annual investment in repairs for sidewalks outside of NYCHA developments.

Turning to the Staten Island Ferry, the Mayor's capital budget provided an additional \$47 million needed to procure three state-of-the-art, green, storm-resilient vessels to add to our fleet.

Recently, I was proud to stand with the Mayor and Borough President Oddo to announce that the first of these three new vessels will be named in honor of the late Army Staff Sergeant Michael Ollis, a Staten Islander who sacrificed his life while protecting others in Afghanistan in 2013.

We now have \$314 million for the three vessels in the Ollis class including \$166 million in Federal funding, \$10 million in State funding, and \$138 million in City funds. With solicitations for the new ferries out this spring, and bids due this summer, we expect the first new vessel to be delivered in 2019 and the other two in 2020.

We are also making life a little easier for drivers. By the end of 2016, drivers will be able to pay for parking using their cell phones instead of stopping at the meter for printed receipts. This efficient payment system also allows motorists to pay for only the time they use.

Now, I would like to discuss mass transit. We know that the MTA is fundamental to our City's transportation network with an average of 8.8 million daily trips on weekdays. Last year, the City and the State reached an agreement to fund the MTA Capital Program with the Mayor making a historic commitment of \$2.5 billion, the City's largest ever general capital contribution, and the State agreeing to commit \$8.3 billion.

The City has so many important MTA projects pending including Metro North to Penn Station Access, the next phase of the Second Avenue subway, the Livonia-Junius connector, 20 station renewal projects in growing neighborhoods in the City, studies for a possible Utica Avenue subway and Staten Island North Shore BRT, system improvements such as communications-based train control, and replacement of track and signals.

As we all know, even with these commitments pledged from the City and the State, the MTA Capital Plan is already over a year late. We ask that the Council urge the approval of a fully funded Capital Plan by the Capital Program Review Board, and that the State adopt a budget that solidifies its financial support for needed MTA capital investments.

And as the debate is underway on the MTA Capital Plan, the City is moving ahead with its own bold transit initiative: the Brooklyn-Queens Connector (BQX). The BQX would run along a 16-mile waterfront corridor from Astoria down to Sunset Park, serving over 400,000 residents and linking to 13 NYCHA developments. When fully built-out, the BQX could serve almost 50,000 passengers per day, making it one of the biggest urban streetcar systems in the nation. DOT and EDC look forward to working with the Council as the BQX project moves forward.

STATE OF GOOD REPAIR

Lastly, I want to discuss state of good repair for our transportation infrastructure and our efforts to improve our project delivery. The City's transportation network—consisting of subways, roads,

bridges, ferries, street signals and lights—is valued at over a trillion dollars and requires ongoing capital investment.

In FY17, we will be paving 1,300 lane miles of roadways across the City, creating a safer, smoother ride for New Yorkers. This will be the most lane-miles paved in one year since 1992. I want to thank DOT's incredible roadway crews for their hard work and also the Mayor for this investment.

DOT will focus on resurfacing major thoroughfares in all five boroughs including Richmond Hill Road in Staten Island, Arthur Avenue in the Bronx, Queens Boulevard, Canal Street in Manhattan, and Ocean Avenue in Brooklyn.

We will do this work quickly using our in-house resources for asphalt production and paving. In fact, DOT will complete the 500 additional lane miles funded in FY16 and FY17 in 18 months, which is a substantially faster delivery time than is typical for City capital projects.

The Five-Year Capital Plan also allocates \$4.5 billion to DOT to continue our critical work keeping our 789 bridges and tunnels in good repair. For example, we will invest \$633 million for improvements to the four iconic East River Bridges, \$228 million for the Bruckner Expressway, and \$97 million for the rehabilitation of the northbound FDR Drive from East 42nd to East 49th Streets.

DOT will also design and begin construction on the BQE Triple Cantilever; with \$925 million of the estimated \$1.7 billion cost funded in this five-year window.

However, as I mentioned when I appeared before you last year, DOT could deliver even more bridge projects with those funds if we could use Design-Build. Design-Build would allow us to build more innovative infrastructure in less time and at a lower cost to the taxpayer.

I recently testified before the Assembly Cities Committee and was in Albany just last week advocating for the State to expand the use of Design-Build authority to City agencies with passage of legislation sponsored by Assembly Member Benedetto and State Senator Lanza. Chairman

Rodriguez, the City is grateful for your support of Design-Build and I hope your colleagues will also join the effort.

It would help every major capital agency in the City deliver projects on time and on budget. This includes building and reconstructing roads, bridges, schools, water and sewer facilities, fire and police stations, libraries, and NYCHA developments.

In conclusion, the Mayor's budget for DOT provides us with the needed resources to continue advancing our progress towards Vision Zero, increasing mobility options and economic opportunities for all New Yorkers, and maintaining a state of good repair for our transportation infrastructure.

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

**Statement by Doug Johnson, MTA Director of Management and Budget
MTA New York City Transit
before the New York City Council's Committee on Transportation
Wednesday, March 2, 2016 at 11:30 a.m.**

Good morning, Chairman Rodriguez and members of the City Council. I'm Douglas Johnson, the MTA's Director of Management and Budget. Thank you for holding this hearing and for inviting me to testify today. I'm joined by Craig Stewart, the MTA's Senior Director of Capital Programs, and Michael Chubak, Acting Executive Vice President of New York City Transit.

We're here today at the Council's invitation to discuss the Mayor's Fiscal Year 2016 Preliminary Budget, especially as it relates to the MTA's budget. Overall, the MTA has an operating budget for 2016 of about \$15 billion, of which about one billion will be funded by New York City. This is an important source of funding that represents approximately seven percent of the MTA's budget. Funding from New York City is used to support the operations of New York City Transit, MTA Bus, and the Staten Island Railway, as well as to support the maintenance of commuter rail stations within New York City. The break-out of the one billion in operating funding from New York City is as follows:

- \$45 million for free or reduced school fares;
- \$14 million for our reduced-fare program for the elderly;
- \$192 million for paratransit;
- \$94 million for station maintenance at the 36 commuter rail stations in the city;
- \$162 million to pay the local match for state aid payments;
- \$497 million to reimburse the MTA for the cost of MTA Bus—the agency the MTA created to run formerly-private bus lines, at the city's request; and
- \$42 million to reimburse MTA for the cost of the Staten Island Rapid Transit Operating Authority.

In addition—and most significantly—both New York City and State have committed to fully fund the MTA's current Capital Program, covering MTA capital projects from 2015 to 2019. New York City has committed to \$2.5 billion and New York State has committed to \$8.3 billion, representing the single largest investment in MTA infrastructure in history. We expect the funding to come through when the State budget process takes shape next month, and that will leave us with the largest-ever five-year Capital Program, totaling \$26 billion.

This funding is more necessary than ever, because as all of you know, ridership is surging. In 1994, our subway system carried three and a half million customers a day. Fast forward to October 29, 2015 when more than 6.2 million customers entered our subway system—a modern record. Breaking the 6 million daily customer mark in our subway system is no longer an anomaly; it's become routine. Before September 2014, we hadn't seen six million or more daily subway customers since right after World War II, when our soldiers came home from the war. Since then, we did it 29 times in 2014 and 49 times in 2015. And as busy as we are today, planners estimate that another 1.6 million people will live in the MTA region by 2035.

If we want to accommodate all these new New Yorkers AND maintain the safety and reliability we enjoy today, we MUST have an approved Capital Program. The historic commitments by the Governor and the Mayor leave us on the cusp of this goal, but I want to leave you today with an important caveat: We still need your help. And as the budget process develops, we're going to need your support—your continued advocacy—because you know how important we are ... to you, to your constituents, and to our region. Once again, thank you to inviting us here today. My colleagues and I are now happy to answer any questions you may have.

Testimony of Meera Joshi
NYC Taxi & Limousine Commission Commissioner/Chair
PRELIMINARY BUDGET for FISCAL YEAR 2017
City Council Committees on Finance & Transportation
March 2, 2016

Good afternoon, Chairs Ferreras-Copland and Rodriguez, and members of the Finance and Transportation Committees. I am Meera Joshi, Commissioner and Chair of the New York City Taxi and Limousine Commission. Thank you for the opportunity to speak today regarding the TLC's Fiscal Year 2017 Preliminary Budget, our accomplishments in the past year, and our goals for this coming year.

Current Licensed Vehicles and Drivers. The number of vehicles and drivers the TLC regulates has continued to climb to new heights. We currently license over 89,000 vehicles, and approximately 150,000 drivers, compared to 41,000 vehicles and 110,000 drivers in 2012. This increase is especially evident in the black car sector, which grew from approximately 8,000 vehicles in 2012 to over five times that number, at over 41,000 vehicles today. As our licensed fleet grows, so does our responsibility to ensure the taxi and for-hire vehicle industries remain safe, accountable and accessible.

Accessibility

WAVs. As Mayor de Blasio has made clear, every passenger in New York City is entitled to an accessible ride, and we must ensure that important steps taken in the yellow and green taxi sectors are not undermined by the current lack of accessibility mandates in the for hire sector, and that passengers of all sectors are ensured access. Beginning in January of this year, the TLC began converting the yellow taxicab fleet to wheelchair-accessible vehicles, pursuant to the City's goal of 50% accessibility by 2020.

To achieve this goal, the TLC has created two financial incentive programs for drivers and owners of yellow wheelchair accessible taxis. Every yellow taxi driver can earn approximately \$2,000 to \$4,000 more per year, just for driving a wheelchair accessible taxi, and an additional \$500-\$2,000 per year for picking up passengers who request a ride through our accessible dispatch program. Vehicle owners get \$14,000 to cover the cost of purchase of a wheelchair accessible taxi and \$4,000 a year to cover operating costs for the next four years. These funds are needed because owners and drivers have no flexibility to increase fares to cover these costs.

Similarly, the City hopes to transform the green taxi fleet, so that by 2024, at least 33% of it will be wheelchair-accessible. The costs of conversion for vehicle owners and drivers will be defrayed in part by a 30-cent per ride taxi improvement surcharge on all yellow and green taxi trips. We currently have over 7,000 green taxis in service, that is, vehicles that have passed inspection and are not out of service due to suspension, revocation or surrender, of which over 6,000 are non-WAV, and approximately 950 are WAV. These efforts are crucial to expanding our Accessible Dispatch Program citywide, which we hope to complete this year.

SAFETY/VISION ZERO

As always, we prioritize passenger and driver safety, and the TLC proudly supports Mayor de Blasio's Vision Zero program through education and outreach. As you know, taxi drivers attend "Taxi School," and in December 2015, TLC launched a 24-hour pre-licensure course for FHV drivers, including driver safety content, which we created together with the Department of Transportation. The TLC will soon offer a continuing education course for every driver renewing his or her license, which will help us keep all medallion and FHV drivers up to date on new Vision Zero initiatives and TLC rules and programs.

In other outreach, the TLC conducted over 250 base visits to discuss Vision Zero and traffic safety rules and strategies with drivers, and our second annual TLC Safety Honor Roll recognized 256 TLC-licensed drivers who had no crashes involving fatality or injury, no traffic violations, and no violations of TLC safety related rules for five or more years.

VST Pilot. In 2015, the TLC began the Vehicle Safety Technology Pilot to study the potential benefits of collision avoidance sensors, driver monitoring technology, and driver alert systems to improve the driving habits of TLC licensees. The pilot's six vendor participants have installed their safety technology in a total of 52 TLC-licensed vehicles, including yellow medallion taxis, green boro taxis, and for-hire vehicles (liveries and black cars). TLC continues to add vendor participants to this pilot, which was just extended for an additional year to evaluate even more innovative systems for safe driving. The TLC will use the findings of the pilot program evaluation to inform any future policymaking involving these innovative technologies.

Drive Like Your Family Lives Here. The TLC worked with Families for Safe Streets, Transportation Alternatives, and DOT to tell the stories of five families whose lives have been devastated by crashes, resulting in the film "Drive Like Your Family Lives Here," which has been integrated into driver training programs for all prospective taxi drivers as well as the new training course for prospective FHV drivers. The MTA, DCAS, and NYPD use the film in their driving and enforcement training programs, and DOT includes the film in its safety curriculum in the City's high schools. The film has had over 17,000 hits on the TLC's YouTube channel.

Traffic Safety Enforcement. The TLC Traffic Safety Squad, a subset of TLC enforcement officers formed in January 2015 to focus specifically on traffic safety, issued 5,623 traffic safety summonses in 2015. This squad focuses on deterring dangerous behaviors such as speeding, distracted driving, and other moving violations.

Driver Fatigue. Before moving on from safety, I want to address the topic of driver fatigue. Most people are aware of the dangers of drinking and driving but don't realize that drowsy driving can be just as dangerous. For this reason, the TLC will be addressing fatigued driving as one of its key initiatives in the third year of the Vision Zero program.

Data

FHV trip records. In 2015 the TLC began collecting electronic trip records from FHV bases, which are now required to provide them monthly. Last year we collected over 62 million trip records, and our FHV trip record database gives the City access to information about the extent of livery and black car services in the City. Nonetheless, we still lack significant data from the FHV sector, for example data about drop-off locations and fare data that would better help us understand driving behaviors as we do with yellow and green taxis. This data will allow the City to better craft policy on safety and accessibility, and automated collection is far superior to even the best self-reporting model. We believe that not only the agency will benefit from automated trip data, but also new investors, academics, industry players and market analysts, as for hire vehicle data is more equitably shared. We look forward to the Council's support as we seek greater insight into the impact of the entire for-hire vehicle sector on New York City.

USB/Enforcement

Setback in seizure power. The TLC's major enforcement concern is with livery and black car drivers illegally picking up street hails and unlicensed, or so called "straight plate" operators, doing the same. Unlicensed operators in particular present a serious safety threat to New Yorkers. Their vehicles have not been inspected for safety, they do not carry the proper commercial insurance, and the drivers have not been subject to background checks, including

criminal and DMV record checks, as well as ongoing drug testing. In addition to depriving customers of their right to a safe ride, every unlicensed, illegal trip deprives licensed drivers of income, and the City and State of revenue, as well as avoiding contributions to make our yellow and green taxis accessible.

The TLC regularly enforces against unsafe illegal operators, but, as you are aware, we lost our best tool last October, when a federal district judge ruled that in certain circumstances seizing vehicles used for illegal pick-ups, as authorized under 19-506 of the Administrative Code, was unconstitutional. While that litigation continues we are exploring other enforcement methods. For example, we are summoning for this conduct under provisions of the State Vehicle and Traffic Law where the penalty is suspension or revocation of the driver's DMV license and/or the vehicle owner's registration. Further, under local law, vehicles are subject to forfeiture where the owner has two or more violations in the past 36 months for unlicensed activity. As the federal court decision regarding TLC seizures did not eliminate TLC's ability to seize vehicles that are subject to forfeiture, we are developing a robust plan to utilize this enforcement tool.

But obviously this court decision has resulted in lower seizure numbers this fiscal year, and they will remain low unless and until the seizure power is restored. Before the court decision, the TLC had seized 2,957 vehicles (2,886 cars and 71 vans) in Fiscal Year 2016, compared with 6109 (5,697 cars + 412 vans) in Fiscal Year 2015.

With that said, TLC continues to enforce against FHV licensees who illegally accept street hails and, so far this fiscal year, we have issued almost 3,800 summonses for illegal street hails, including over 1,000 in the Manhattan Exclusion Zone.

Licensing

So far this fiscal year, our licensing unit has processed almost 69,000 driver applications for new and renewal driver licenses, versus 52,000 in the same period last year, a 32% increase, and almost 40,000 vehicle applications for new, renewal and transfer vehicle licenses, up from 34,000 in the same period last year, a 16% increase. This ever-increasing volume has strained our ability to lessen wait times—a high priority for the agency. In the first six months of Fiscal Year 2015, the average wait time to get a driver's license was 75 days for a taxi driver's license and 50 days for an FHV driver's license. However, with continued heavy volumes and an increase in FHV applications, those license application wait times for the first six months of fiscal year 2016 averaged 61 days for taxi and 71 for FHV.

Licensing Improvements. So in the past year, the TLC has prioritized licensing efficiencies and customer service. We recently extended driver license terms from two years to three years. This reduces the amount of driver time spent on license renewals, and it also reduces the overall volume of renewal applications staff must process, which is key for improving processing times given the high application volume we have been experiencing. We also instituted a uniform 90-day window to complete all application requirements, replacing a confusing variety of timelines for different items. This will give drivers more time to complete their requirements, and it should reduce instances of incomplete applications, which cause delay.

New Facility. In November 2015, the Licensing and Standards Division moved to a new location in the Falchi Building in Long Island City. This new facility was designed to create a more efficient and modern flow for our clients since our previous facility could not accommodate the over 200,000 visits by licensees in Fiscal Year 2015. The facility features an open accessible waiting room that allows for easier access to customer services. The new

location provides a combination of self-service ticketing options, together with additional customer service representatives on the floor to assist in answering questions and providing direction. Coupled with the move to our new facility, we have cross-trained our Counter Operators to accept all application types, so we are able to spread the workload across a wider number of operators.

In addition to Licensing's new home, we've made other changes to improve the experience for our customers. We now provide appointments for the most common transactions, giving customers greater certainty of when they will be seen. The appointment system has dramatically reduced our less predictable walk-in traffic, and therefore has reduced the incidence of particularly high-volume days. This, in combination with new queue management techniques we implemented starting in December, has virtually eliminated the lines that TLC customers sometimes experienced, simply to enter our facility.

Moving our process online. Just as important as improving the experience for visitors to our facility, we've also made changes to minimize demands on drivers' time and provide more options to them on how to interact with the agency. We have moved to an online-only driver license renewal process, so drivers can complete forms from a home computer or through email, allowing them to spend more time on the road earning.

We are also automating many of our back office functions to free up staff so we can process at higher volumes. We are working with DoITT to put our entire new vehicle and driver application processes online, except for finger-printing and photographing, which would take place at sites citywide.

Driver Communications. We continue to improve communications with our customers. Each applicant now receives personalized renewal letters that tell them exactly what is needed.

Text messaging helps us connect directly and quickly with drivers to give them information about missing requirements. Providing this information earlier in the process and more often, and with a link to instructions on how to fulfill the requirement, should make it easier for them to complete their applications and get licensed. The TLC continues to explore ways to leverage texting and increasing our capacity to connect with licensees, in their preferred language.

Plain Language & Language Access. Our plain language project continues, with the ultimate goal of simplifying all public-facing documents. We have revised all prosecution summonses and written consumer communications, and we have begun the same task with all of our Licensing and Inspections notices. In partnership with the Department of Small Business Services' SB1 initiative, we've created plain language guides for our customers. Our ongoing goal is to better capture language preferences for all licensees; translate more public-facing communications; encourage hiring of bi-lingual staff, and continue to revise public facing communications into plain language. We have translated our rules into Spanish and Urdu, and we will translate them into other languages common to our drivers and post them on the TLC website.

The Budget

Our Preliminary Budget for Fiscal Year 2017 is \$71.8 million, broken down into \$39.6 million in personal services (PS), and \$32.2 million in other than personal services (OTPS).

The Preliminary Budget represents a \$3.2 million increase from Fiscal Year 2016. Major line items in this expense budget include \$21 million in grant issuance for Green Boro taxi permit holders to bring wheelchair accessible vehicles into service. This line item represents a three million dollar increase from Fiscal Year 2016 and accounts for most of the increase from

last year's budget. As part of the full-scale implementation of the Five-Borough Taxi Plan, these grants provide up to \$15,000 to defray the costs of wheelchair accessible vehicles. As of mid-February, the TLC has awarded 1,152 grants, totaling over \$17 million.

Expenses/New needs. The Fiscal Year 2017 budget also reflects our new needs. The TLC completed the initial construction and move to our new Licensing Facility in Long Island City. Our budget reflects additional resources to support the operations and maintenance of that facility. The TLC has also modernized the customer service experience for our licensee population, and this budget provides for additional language access services to reflect the diverse population of drivers and the growth of stakeholders in the industry.

This budget also continues to prioritize ongoing projects such as Vision Zero, with over \$1 million dedicated to enforce safe driving for our licensee population. And we recognize that nothing compares to real-time enforcement in the field. This Fiscal Year 2017 budget will also increase its targeted enforcement efforts by aggressively filling positions left vacant due to attrition. I am pleased to report that DCAS has completed the investigation of 182 candidates from the Taxi and Limousine Inspector Certification List, and that interviews have already been scheduled for candidates this week. The TLC is looking forward to welcoming additional inspectors later this fiscal year.

Revenue/Medallions. The TLC has a projected Fiscal Year 2017 revenue budget of \$53.5 million, which does not provide for medallion sales. This preliminary budget has been adjusted to defer medallion sales until Fiscal Year 2018, which will allow continued monitoring of the industry. This year, we are reviewing additional rule changes to help streamline the medallion system, including evaluating the continued relevance of the distinction between

Individual and Corporate medallions. We remain very open to working with the Council on identifying and addressing any additional market obstacles in the Administrative Code.

Conclusion. It's been a busy year. We have increased access for people with disabilities, implemented new programs to improve safety for the riding public, and we have expanded accountability measures through the collection, publication and analysis of millions of new data points. In the coming year, I look forward to working with the Council to address the needs of this ever-changing field, and to ensure our regulated industries remain safe, accountable, and accessible.

This concludes the TLC Preliminary Budget testimony for Fiscal Year 2017. Thank you for the opportunity to speak with you today, and I would be happy to answer any questions you may have.



Committee on Transportation Hearing Preliminary Budget, Fiscal Year 2017

**Testimony by Paul Steely White, Executive Director, Transportation Alternatives
Wednesday, March 2nd, 2016**

Thank you, Chair Rodriguez and the members of the Committee on Transportation, for convening this hearing on the preliminary budget. I am Paul Steely White, Executive Director of Transportation Alternatives. We are a 43-year old non-profit with more than 150,000 activists in our network, dedicated to improving the safety of New York City's streets.

As an organization at the forefront of Vision Zero, we are proud to see that it is working. The year 2015 was a historic one, with the lowest number of traffic fatalities in New York City history. This is a cause for celebration, but also a cause for concentration on what comes next. While fatalities are declining, they are not doing so fast enough. In order to reach his goal of zero deaths by 2024, we need to decrease fatality numbers by 45% each year. Were we to continue at the 10% decrease we saw between 2014 and 2015, zero would not be reached until 2055 - more than three decades late. The key to accelerating our progress is to speed up the process of redesigning New York City's most dangerous streets. This is an investment in safety that, once in place, will change driver behavior for the long term. **However, we are very concerned that the capital budget for the Department of Transportation has increased only slightly, and the operating budget has stagnated.** At a time when more resources need to be dedicated toward the crucial operations areas of planning, resurfacing, road marking, signaling and outreach, we need to be seeing additions to the budget, and certainly not potential subtractions. The city must think bigger, quicken the pace of street transformation, and increase the resources available to the Department of Transportation in order to make adequate annual progress towards Vision Zero goals.

In addition, in order to attain the Mayor's goal of doubling cycling by 2020, more resources need to be dedicated toward expanding the bicycle lane network, completing major projects, and working with Motivate, the operators of Citi Bike, to ensure that bike share expands quickly and equitably throughout the city. With all of this in mind, we have prepared the following recommendations for Fiscal Year 2017.

First, we must reiterate that Vision Zero will not be achieved without the redesign of every arterial road in New York City, and those reconstructions must be appropriately funded. The most dangerous streets and intersections must be addressed first. The Department of Transportation released Pedestrian Safety Action Plans for each borough detailing priority corridors, intersections, and areas where half of deaths and serious injuries in traffic occur. These Plans made a clear, compelling case for why New York City needs to redesign its most dangerous roads, and a year ago Transportation Alternatives released a report, *The Vision Zero Investment*, detailing the necessary financial commitment. Unfortunately, progress on redesign has been slow. Of the 154 Priority Corridors identified, only three can be considered completely redesigned, and the Department has not made benchmarks or timelines available for monitoring progress towards the completion of these Plans.

Street reconstruction is a two-phase process: first, early action treatment financed by the operating budget and second, permanent reconstruction, financed by the capital budget. A number like 154 corridors can look like a daunting task. However, improvements can be made through the operating budget using tools like paint, signage, and street markings. We suggest the following goals for the DOT in Fiscal Year 2017:

111 John Street, Ste 260 New York, NY 10038

☎ (212) 629-8080 📠 (212) 629-8334

www.transalt.org



- The Street Improvement Programs (SIPs), through which approximately 80 small projects were completed last year, should be **expanded to at least 98 projects this year**, targeted to **previously identified priority locations**.
- Immediately, the DOT should address the **28 Priority Intersections that are not located along Priority Corridors**.
- Of the approximately 120 Priority Corridors which have not yet received a significant intervention over more than a few intersections or blocks, **half should undergo a SIP in fiscal year 2017**.
- Finally, **at least two additional SIPs in each borough** should be undertaken within the neighborhoods designated as Priority Areas in the Pedestrian Safety Action Plans.

This schedule will help put the DOT on track to fulfill its commitments to Vision Zero by the deadline of 2024. No single SIP can completely transform a corridor, but they are a good start, and they can have a real impact on some of the most dangerous streets and intersections in our city.

Transportation Alternatives understands that these projects are only completed through the hard work of DOT employees, both planning in offices and building on the streets. Increasing the number of projects requires an appropriately expanded budget, but all indications are that **the operating budget has not increased**. Assuming that state and federal funding levels from fiscal year 2016 can be maintained, we are recommending an **additional \$52.4 million in operations funding for the DOT in order to facilitate the expansion of the Street Improvement Program**.

- This funding should be directed not only towards hiring additional personnel for **planning**, but also to the crucial areas where it is needed most: **resurfacing, road marking, signaling, and outreach**.
- The DOT should also integrate safety improvements into its **resurfacing** program – an efficient way to further Vision Zero goals.

In January, Mayor de Blasio announced \$115 million in new capital funds to build on Vision Zero progress. The Independent Budget Office has indicated that this amount will be spread over four years. This is an extremely inadequate amount of funding for reconstructing New York City's most dangerous streets, and it must be increased in order to make adequate movement forward on this goal. Going by the most recent numbers in the Mayor's Management Report, street reconstruction is proceeding at too slow a pace – slower than before Vision Zero began. This is unacceptable, and it cannot improve meaningfully with only \$115 million over four years. Without a large increase in the capital budget, New York City will be swimming against the tide, and the price of delay will be lives lost.

- **Therefore, we recommend \$240 million in new capital funding for Fiscal Year 2017 dedicated to arterial street transformation around the principles of "Complete Streets,"** which ensure that city roads are safe for and usable by people walking, cycling, using public transit, and driving, and are suitable for all ages and abilities.
- This keeps New York City on track to redesign every arterial street within 50 years - an industry standard that ensures one arterial will not fall into disrepair before the others around it can be reconstructed. We set this goal last year in our report, *The Vision Zero Investment*.

111 John Street, Ste 260 New York, NY 10038

☎ (212) 629-8080 📠 (212) 629-8334

www.TRANSAALT.org



No discussion of Vision Zero can be complete without special attention paid to the cycle network. We applaud the DOT for construction 12.4 miles of protected bike lanes in 2015, its highest annual total ever. We are pleased to see this progress and dedication to improving cycling infrastructure. But, just like street redesign, this construction must go further, faster, in order to create a truly connected, comprehensive, and safe bike network.

- We would like the Department to commit to **15 miles of protected bike lanes** in fiscal year 2017.
- According to the most recent bike map, approximately **75 miles of Priority Corridors** citywide are designated as potential future sites of bike lanes, or are currently only marked with sharrows, which offer no protection to cyclists.
- These locations **have already been identified by the DOT as needing safety improvements**, and thus they are primed for transformation.
- With 15 miles of protected lanes as the new standards, all these Priority Corridors could have the gold standard of bicycle infrastructure in **five years**.

In addition, in order to meet the Mayor's goal of doubling bicycling by 2020, the city must **plan for large-scale bike projects** in addition to expansion of the on-street bike lane network.

- In Fiscal Year 2017, DOT and DDC should release a timeline for the full construction of the East Midtown Waterfront Greenway between East 38th and East 60th Streets, as well as the 14 constituent projects of the Brooklyn Waterfront Greenway, ensuring they are all fully funded.
- These agencies should also explore the possibility of transforming the Queensboro Bridge south outer roadway to a pedestrian-only lane and creating an exclusive bikeway in the north outer roadway.
- Finally, we request that DOT and DDC evaluate the possibility of uniting all projects and studies affecting the Brooklyn Bridge Promenade into a single project to substantially expand and improve both bicycle and pedestrian access.
- Reports on the state of these projects should be released in time for fiscal year 2018.

Finally, we would like to draw attention to the need for **greater city investment in the CitiBike program**.

Around the world, successful bike share programs have required partnership between city government and private operators. Here in New York, investment from the city can ensure that the expansion of CitiBike proceeds rapidly and equitably, thus helping meet the cycling goals and ensuring that as many New Yorkers as possible can take advantage of this transportation option.

- The next step should be for the City Council, cycling advocates, and Motivate meet to discuss the appropriate and necessary level of funding from the city to be used for network expansion and membership subsidy.
- It is imperative that this occur as soon as possible, because if this subsidy is not integrated into the FY17 budget, bike share will not reach neighborhoods that desperately need it.

Thank you for your time today. We look forward to further progress towards Vision Zero and truly liveable streets in Fiscal Year 2017 and beyond.

111 John Street, Ste 260 New York, NY 10038

☎ (212) 629-8080 📠 (212) 629-8334

www.transalt.org



Statement of AAA Northeast, Inc. before the New York City Council Committee on Transportation

New York, NY – March 2, 2016

Good afternoon. AAA Northeast, which serves a membership of over 570,000 drivers in the five boroughs of New York City and over 1.6 million drivers in the metropolitan area, is pleased to testify at this hearing, and we would like to thank the Committee on Transportation for holding it.

The proposed budget is largely sensible. For one, it continues last year's historic investment in road resurfacing, an allocation for which the Council and the Mayor deserve much credit. AAA would like to comment on three particular issues: traffic enforcement agents, camera fine revenue, and design-build.

Traffic Enforcement Agents: We support the new \$12.1 million expenditure for the hiring of 327 new Traffic Enforcement Agents. According to the Mayor, they will direct traffic at selected intersections in response to congestion in Manhattan's Central Business District. Hopefully, the presence of the TEAs will reduce the frequency of blocking-the-box incidents without the need for summonses – but if violations occur despite their best efforts, TEAs should not hesitate to ticket the violating motorists.

The new TEAs will also enforce parking violations that pose a threat to safety, such as double parking and parking in a bike lane. This mindset should expand citywide. In FY 2015, more tickets were issued to drivers who were six minutes late moving their cars for alternate side parking (99,645) than for parking in a crosswalk (97,517), and more tickets were issued to drivers whose registration was a single day late (~11,000) than were issued for blocking the box (10,046). These priorities are misplaced. The City should direct TEAs to prioritize parking violations that imperil safety and mobility over technical offenses.

Dedicated Safety Funds: Additionally, the City should begin to dedicate fine revenue from automated enforcement to dedicated safety funds. The City's January 2016 estimate of FY 2017-2020 automated enforcement revenue increased by \$146.2 million from the June 2015 financial plan and now approaches \$400 million for that period, compared with approximately \$150 million in expenses, according to the IBO. Camera fine revenue will peak in FY 2018 at \$106.6 million, compared with \$38 million in camera expenses. As DOT seeks Albany's permission to expand these programs, it should demonstrate its commitment to safety by reinvesting red light and speed camera revenue in dedicated traffic safety funds; likewise, it should deposit bus camera revenue in a fund whose purpose is to improve bus service.

Design-Build: Lastly, we urge all interested parties to vocally support S.5887/A.7590 (Lanza/Benedetto), which would allow DOT to use the design-build method for project delivery. Design-build can save time and money; for example, its use on the Tappan Zee Bridge is estimated to save over \$1 billion and shave 18 months off construction time. DOT estimates that it can save between \$86-250 million by using design-build on selected infrastructure projects. It is difficult to justify a prohibition on design-build to the average driver, who cares about the quality, speed, and cost of a project, not whether there is a separate bidding process between the design and build phases. Thus, DOT should have this ability in its arsenal.

Thank you for the opportunity to comment and for your interest in these matters.

**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: 3/2/16

(PLEASE PRINT)

Name: Midori Valdina

Address: 33 Beaver St, 22nd Floor

I represent: TLC

Address: 33 Beaver St, 22nd Floor.

**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: 3/2/16

(PLEASE PRINT)

Name: Meera Johi

Address: 33 Beaver Street, 22nd Floor

I represent: TLC

Address: SA/A

**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: Lori Tandler NYC Transit

Address: VP Government & Community Relations

I represent: _____

Address: 2 Broadway

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Thomas S. Charles

Address: 2 Broadway

I represent: VP ACCESSFA-IR

Address: CAPITAL PROGRAM

**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: Craig Stewart

Address: 2 Broadway

I represent: MTA - Senior Director

Address: CAPITAL PROGRAMS

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: David S. Stangor

Address: 121 Broadway Place, Garden City, NY 11530

I represent: ADMTA - Budget Director

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Michael D. Chubak

Address: 121 Broadway, NYC, NY 10038

I represent: Acting Executive ~~KE~~ Vice President

Address: MTA NYC Transit

**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: Alec Slatky

Address: 1415 Kellum Place, Garden City, NY 11530

I represent: AAA Northeast

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 3/2/16

(PLEASE PRINT)

Name: Paul Stealy White

Address: _____

I represent: Transportation Alternatives

Address: 111 John St., NY, NY 10038

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: Jeff Lynch, Asst. Commissioner
(PLEASE PRINT)

Address: Intergov Affairs

I represent: DOT

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: _____

Name: Commissioner Polly Trottenberg
(PLEASE PRINT)

Address: _____

I represent: DOT

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: _____

Name: Joe Jarrin, Budget Director
(PLEASE PRINT)

Address: _____

I represent: DOT

Address: _____

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