

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION

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March 2, 2016

Start: 10:19 a.m.

Recess: 2:41 p.m.

HELD AT: Council Chambers - City Hall

B E F O R E: YDANIS A. RODRIGUEZ
Chairperson

COUNCIL MEMBERS: Daniel R. Garodnick
James Vacca
Margaret S. Chin
Stephen T. Levin
Deborah L. Rose
James G. Van Bramer
David G. Greenfield
Costa G. Constantinides
Carlos Menchaca
I. Daneek Miller
Antonio Reynoso
Donovan J. Richards

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

Polly Trottenberg, Commissioner
New York City Department of Transportation
New York City's Representative on the MTA Board

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

Jeff Lynch, Assistant Commissioner of
Intergovernmental and Community Affairs
New York City Department of Transportation

Douglas Johnson, Director
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Metropolitan Transit Authority, MTA

Michael Chubak, Acting Executive Vice President
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Thomas Charles, Vice President
Paratransit and Bus Operations
Metropolitan Transit Authority, MTA

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

Meera Joshi, Commissioner
NYC Taxi and Limousine Commission

Maldori Valdivia, Deputy Commissioner
Finance and Administration
NYC Taxi and Limousine Commission

Julia Kite, Policy and Research Manager
Transportation Alternatives

Alex Salatka (sp?)
Triple A Northeast

[sound check, pause]

[gavel]

CHAIRPERSON RODRIGUEZ: Good morning everyone. First of all, I'd like to welcome Professor Yung Eu (sp?) and--and from the Controller who is here with his students. Good morning and welcome to today's Transportation Committee hearing on the Fiscal 2017 Preliminary Budget. My name is Ydanis Rodriguez, and I chair this committee. We are happy to be kicking off the agency portion of the Preliminary Budget hearing process, a process that we expect to lead to a fiscally responsible and progressive budget to help all New Yorkers. Today's hearing will begin with testimony from the Department of Transportation followed by the MTA and the Taxi and Limousine Commission. DOT's Expense Budget for Fiscal 2017 is approximately \$930 million. Additionally, the city has allocated about \$2.7 billion to support the DOT's Capital Program. The City has tasked DOT with a huge project, to save life, to be a key part of the efforts to lower traffic fatalities to zero by the Year 2024, something that we as New Yorkers together will accomplish on top of their many other duties. I have

full fail--faith in Commission Trottenberg's ability to put the policy in place to see this plan through, and in order for the construction to follow, we want to increase the capacity for the DOT to complete more projects per year. A recent report found that we are only putting--that we are only on--on pace to fix our arterial streets by 2050. More resources are needed to do more, and I hope we can work with the DOT, the Mayor's Office and our state and federal partners to see a substantial increase in this funding. We will also be interested to hear about plans for protected bike lane expansion projects, ongoing bridge--bridge maintenance, and plans for the Triple Cantilever in Brooklyn. These and other priorities over the course of the Four-Year Capital Plan. Next, we will hear from the MTA regarding the New York City Transit Division. The MTA has a balance operation budget in 2015, but question--question remains about the \$29 Billion Five-Year Capital Plan beyond the agreement reached last year. We have heard from Albany that there will be a contribution of \$7.8 billion over the course of this plan. Now, we need to know where this funding will come from. We are also interested in the contribution of \$1.8 billion added to the \$625

million already committed to--by the City and what this contribution will be paying for. The MTA has numerous mega projects currently underway in New York City from the Second Avenue Subway, which is expected to be open at the end of this year to the East Side Access and Penn--Penn Station Access projects that remain years away. Much of the focus of this committee has been directed towards transit deserts and the inequalities that residents of these selected communities across the city face--the city face in traveling to work, or to school. We would like to know what other steps the MTA is taking to build transit into this area, and what opportunity we can take advantage of with a--with assisting infrastructure already in place. Finally, we--we are interested in the progress the MTA is making to increase accessibility across the system through the construction of elevators or ramps. But we cannot discuss accessibility without addressing Access-A-Ride Service. There must be an improvement in this program to make it more efficient, and more functional for our thousands of disabled residents. Finally, at the end of this hearing we will hear from the Taxi and Limousine Commission about the 20--this-

-this coming budget 2017 projected at \$72 million. The budget incorporates the numbers of initiatives begun--that begun recently including the Citywide Accessible Dispatch System, the Street Hail Livery Program or Green Cab, and the accessible from--for Yellow and Green cabs to convert to accessibility taxis in order to meet the goal of 50% of this fleet being accessible by 2020. We are also interested in hearing about the agency plans to expand the number--the number of enforcement agents on the street to guard against illegal street hails, a straight plate card and service--services refusals. As mentioned, in--in Monday's hearing, we need to see a stronger presence of enforcement against drivers who flaunt the established rule and practices--and practices and enrichment in law.

Now, before we hear from the Administration, I would like to thank our committee staff who work hard to put this hearing together. Finance Analyst Reese Zee (sic), Finance Analyst Chima Obichere, Counsel Kelly Taylor, Policy Analyst Gafar Zaaloff, and Jonathan Masserano, and finally my Chief of Staff Carmen de la Rosa, and my Deputy Chief of Staff Rosa Murphy. I now ask our Finance Kelly

1 COMMITTEE ON TRANSPORTATION

8

2 Taylor to please administer the affirmation, and ask
3 DOT to begin this hearing. [background comments,
4 pause]

5 COUNSEL KELLY TAYLOR: Will you please
6 raise your right hand. Do you affirm to tell the
7 truth, the whole truth and nothing but the truth in
8 your testimony before the committee today, and to
9 respond honestly to council member questions?

10 PANEL MEMBERS: [off mic]

11 COUNSEL KELLY TAYLOR: Thank you.

12 CHAIRPERSON RODRIGUEZ: Before we begin,
13 I would like to recognize Council Member Jimmy Van
14 Bramer, Miller, Lander, Reynoso, Richards and
15 Garodnick.

16 COMMISSIONER TROTTEBERG: Okay, you
17 ready? Good morning Chairman Rodriguez and members
18 of the Transportation Committee. My name is Polly
19 Trottenberg and I'm the Commissioner of the New York
20 City Department of Transportation, and the City's
21 representative on the MTA Board. Today, I'm joined
22 by Joseph Jarrin, Deputy Commissioner for Finance,
23 Contracting and Program Management and Jeff Lynch,
24 Assistant Commissioner of Intergovernmental and
25 Community Affairs. I'm very pleased to be here today

on behalf of Mayor Bill de Blasio to address DOT's Fiscal Year 2017 Preliminary Budget. I want to first thank Chairman Rodriguez and the members of the Transportation Committee for your partnership. Together, we've been 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 to make the roadways of New York Safer.

The Mayor's Preliminary FY17 Budget builds on New York City's strong economic foundation while reaffirming our commitment to progressive, responsible government that meets challenges head on. The Mayor's Budget addresses the needs of New Yorkers through targeted investments and 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. I'd like to walk you through these numbers, and then discuss our priorities.

With a proposed Five-Year Capital Plan of \$9.1 billion, DOT is the City's third largest capital agency after the School Construction Authority and the Department of Environmental Protection. We manage the roads, sidewalks, bridges, bike lanes, street signs, signals and street 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 Fiscal Years '16 through '20 includes \$4.5 billion for bridge reconstruction, rehabilitation; \$2.9 billion for street reconstruction and resurfacing; \$560 million for sidewalk and pedestrian ramp repair and construction; \$558 million for the Staten Island Ferry; \$401 million for street lights 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 Fiscal Year 17, providing for all of our operations and containing some critical new funding,

1 COMMITTEE ON TRANSPORTATION

11

2 \$250 million for traffic operations including
3 signals, street lights and parking; \$205 million for
4 roadway maintenance; \$181 million for DOT operations
5 including sidewalk management and inspection; \$106
6 million for bridge maintenance and inspection; \$97
7 million for ferry operations and maintenance and \$93
8 million for transportation planning and management
9 including the installation of street signs and
10 roadway markings.

11 In this year's Proposed Budget, the Mayor
12 strengthened his commitment to Vision Zero with a
13 renewed investment of \$115 million for street capital
14 construction projects that improved safety. This
15 funding includes \$59 million for safe routes to
16 schools; \$30 million for streets in Long Island City
17 making them safer, greener and more resilient and \$26
18 million for other projects including Tillary street
19 in Brooklyn, Baruch Plaza and Allen Street in
20 Manhattan and Mott Avenue in Queens. For the \$59
21 million allocated for the Safe Routes to Schools
22 Initiative, we will design and construct safety
23 improvements at 37 schools in all five boroughs that
24 were previously identified as high crash locations.
25 [coughs] DOT will also bolster the Speed Camera

Program at currently authorized school speed zones by the start of the next school year. Using \$2.5 million in Vision Zero Public Education Funds provided by the Council for Fiscal Year '16, DOT has expanded the Your Choices Matter Campaign, educating motorists that the choices they make behind the wheel can have grave consequences. We've designed a strong targeted multi-cultural campaign in three languages, using data from our Vision Zero Pedestrian Safety Action Plans and market research. And Chairman Rodriguez, I'm so grateful to you and the Council for your partnership and support, and I hope you will continue to support this important initiative. Lastly on Vision Zero, we've received new funding to pilot safer left turn designs at 100 crash prone locations. DOT will install enhanced markings and temporary materials to improve visibility and slow and guide left turn. We're focusing on left turns because they account for nearly 30% of pedestrian and cyclists injuries. If successful, we will expand these treatments to additional intersections throughout the city.

Moving onto 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 Network, our Bike Network, our sidewalks, our ferries and 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 in the city now up to nine routes in total. In 2016, the Mayor's Preliminary Capital Plan continues to support the expansion of SBS routes. DOT received \$60 million in capital funding for Woodhaven Boulevard in Queens and the Webster Avenue Route in the Bronx. Working with our partners at the MTA, DOT is deeply involved at the moment in community engagement, planning, design and implementation work with the goal of launching up to four new SBS routes this year: Utica Avenue, 23rd Street, the South Bronx Crosstown Route, and the La Guardia Limited Route. 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 a thousand miles of bike routes. We built over 12 miles of protected lanes in 2015, an unprecedented pace. Overall in 2016, we will continue to 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 and Queens and up to 130th Street in Manhattan. The completion of the Phase 2 Citi Bike expansion will bring the total program to 12,000 bikes in over 700 stations by the end of 2017. Hopefully, sooner than that.

Next, I'm very proud of the Mayor's unprecedented commitment of over \$195 million to make sidewalks more accessible for all, for New Yorkers in wheelchairs, who use walkers, with strollers and shopping carts. We will repair and upgrade pedestrian ramps over 35,000 corners in the coming years. We've 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 Otto to announce that the first of these new vessels will be named in honor of the last Army Staff Sergeant Michael Ellis, a Staten Islander who sacrificed his life while protecting others in Afghanistan in 2013. We now have in total \$314 million for the three vessels in the Ellis 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're 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 only for the time they use, and I know it will be a welcome addition.

Let me--I'll finally turn to mass transit. We note 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 his historic contribution 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, the Penn Station Access, the next stage is the Second Avenue subway, the Lavonia-Junius Connector, 20 station renewal projects in growing neighborhoods in the city; studies for a possible Utica Avenue subway and the Staten Island North Shore BRT. Systems improvements such as communications-based train control and replacement of tracking signals. And 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 Adopted 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 Bulk Transit Initiative, the Brooklyn-Queens Connector known as the BQX. The BQX would run along a 16-mile waterfront corridor from Astoria down to Sunset Park serving over 400,000 residents and linking 13 NYCHA developments. [coughing] When fully built out, the BQX could serve almost 50,000 passengers per day making it one of biggest urban street car systems in the nation. DOT and EDC look forward to working with the Council as the BQX project moves forward.

Lastly, I want to discuss the state of good repair for our transportation infrastructure, and our efforts to improve project delivery. The city's transportation network consisting of subways, roads, bridges, ferries, street signals and lights is valued at well over a trillion dollars, and requires significant 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 in the city since 1992. I want to thank DOT's incredible roadway crews for their hard work

and also the Mayor for this significant 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 up our 789 bridges and tunnels. For example, we'll invest \$633 million for improvements to our four iconic East River crossings; \$228 million for the Bruckner Expressway and \$97 million for the rehabilitation of the northbound FDR Drive from 42nd to 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 Capital window. However, as I've mentioned when I've appeared before this committee last year, DOT could--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's City Committee, and was in Albany just last week advocating for the State to expand the use of Design Build authority to City agencies with the passage of legislation sponsored by Assembly Member Benedetto, and State Senator Lanza.

Chairman Rodriguez, the City has been very 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 opportunity for all New Yorkers and maintaining a state of good repair for our transportation infrastructure. I thank the committee

for the opportunity to speak about our budget and I'm happy to take your questions.

CHAIRPERSON RODRIGUEZ: Thank you, Commissioner. As I said before, thank you for your leadership on transportation. My first question is related to the hit and run that are happening in the last--in less than ten hours ten people being dead. As they said, one of those intersections is 175th is West Avenue. And my question is I know that some of the questions is from the NYPD perspective about how are they doing on, you know, following those criminal drivers who left the scene. But from the transportation perspective, have your team been looking at those intersections where hit and run happen and see if there's a need also to do some redesign. As you have been going in other avenue and--and we have been improving that. You know, accidents have been--crashes have been reduced in those intersections. Have your team been going basically in those areas?

COMMISSIONER TROTTEBERG: And thank you for the question, and thank you for your leadership on highlighting this--this tragic issue we're having with hit and runs in the city. And look, we all

grieved for--we had a terrible spade of fatalities over the weekends. It was terrible. Every time there is a fatality or a serious injury, as you know, NYPD will investigate. DOT we will also be on the scene, and we will immediately do an assessment looking at was everything functioning properly? Are there design issues? So in every case where we have a serious crash where there's injury or fatality, we go to the scene and sometimes we see that there are things we can do right away. Sometimes we might realize that this is an intersection we want to consider for a larger long-term capital project. But we--we always respond obviously when we see--when we see a terrible incident. And I know, Mr. Chairman, you've also been looking very much at the issue of the fact that the way state law works now unfortunately there's an incentive for drivers to flee the scene. Because if they stay on the scene and they--and they are charged with a DUI, that's going to be larger criminal sanctions than they're going to be charged in the case of a hit and run. And I know there's potential interest up in Albany and seeing if we can--if we can remedy that quirk in the--in the--

in the law so that hit and run drivers will receive the appropriate penalties, which they should.

CHAIRPERSON RODRIGUEZ: If by any chance one of those intersections are on the study right now, that you know? That you are aware any of those intersections where the--where the hit and run happened. At least I know the--the particular location the 175th and West. I know that that's at the entrance of the Cross Bronx.

COMMISSIONER TROTTEBERG: Yes.

CHAIRPERSON RODRIGUEZ: And I know like they're heavily used.

COMMISSIONER TROTTEBERG: Yeah.

CHAIRPERSON RODRIGUEZ: So--

COMMISSIONER TROTTEBERG: [interposing]
As I said, we--we study each of them, and I'll be happy to provide, because we do again a pretty thorough assessment every time we have an incident. Again, first checking with all our equipment markings, et cetera were in good working order, and then having our engineers and safety experts consider the things we can do quickly, then things we can do long time, and we do an assessment of each of those. I'll be happy to provide you with those.

CHAIRPERSON RODRIGUEZ: Great. I know that they Admin--the Administration with the Mayor, Mayor de Blasio and you and your leadership, you also have allocated money in this budget to complete the-- the redesigning and other dangerous intersections that we have in the city. What can you share with us on how are we doing when it comes to the need we have to repair dangerous intersections citywide, and the dollars that we have the capacity to invest right now, and how long it would take for us to say the money is there to repair, to redesign and also those dangerous intersections that we have in the five boroughs.

COMMISSIONER TROTTEBERG: Yeah, and I--I want to--that's a very good question. I want to I guess talk about two separate streams. I mean one is basically our in-house work where we're able to do-- our target each year is to do a certain number of safety improvement projects. I think in the past couple of years--someone will correct me if I'm wrong--we've--we've done a 137 projects all over the city, and we've done those very much in conjunction with local communities, and working with local elected officials. We basically do those with in-

house resources, and we can do them very, very quickly. And, you know, I'm happy to say in many of those cases the projects can cost two, three, four, \$500,000, and production very dramatic safety gains. And, you know, we're going to strive--we're going to strive every year to do--our goal is to do at least 50, but I'm happy to say last year we were able to do--I think we were able to do--I forgot the right--76, significantly more. In addition to that, the City is also doing major capital work. As you know, we're doing, for example, our Great Streets Program. Those are projects that tend to be much more long term, and involve tens if not hundreds of million of dollars. And, you know, again in our Capital Plan I think the City has given--the Mayor has proposed good funding for us in terms of those larger capital needs, and those projects naturally take a long time because they not only involve DOT, they also involve DEP and work that's done underneath the streets in terms of water and sewer. So, you know, again I feel like when I look at our--what our agency is doing we're--we're really working very closely to capacity, and I think we very much feel like we have the resources we need. I know perhaps the Council thinks

we could be doing more, but I--I have to say last year I think between both our safety improvement projects, building out the Bike Network and our capital work, we--we hit a record pace. And I'm hoping this year we'll--we'll continue that record pace, but I think last year I'm--I'm proud of the team. They did an extraordinary job.

CHAIRPERSON RODRIGUEZ: [off mic] And just on that one (sic) [on mic] I do believe that, you know, I believe in the ambition goal that the Mayor and you also the one leading in Vision Zero with NYPD, DOT and the other agencies are responsible to celebrate in '24 that we will have zero deaths of--when it comes to people killed because they've been hit by a car. But, you know, we need to change the culture also. We need to invest--continue to invest in the balance as we've been seeing right now. My suggestion has been that how can, you know, identify--and--and I'm not questioning how your team is working very fast when it comes to pull out-redesign as many intersections as possible. But what is the formula that we have been using when it comes to your determination of this intersection deserves to be redesigned? Are you making the decision based on the

engineer being in the field like using--based on how many car drivers are driving at the speed limit? You know what is--and--and--and how many intersections today do we have--have you identified that they need to be redesigned. So that we can compare, how many have you identified and how many do we have the resources to redesign?

COMMISSIONER TROTTEMBERG: Yeah, we-- we've been very much--we've been guided by the things you've mentioned, Mr. Chairman, and it's very much embodied now in our Borough Pedestrian Safety Action Plans where we did what I think is a very thorough analysis of all over the city all five boroughs looking at all the things you've mentioned, crash data, speeding data, traffic volume, and we pick throughout the city--and someone will have to grab the number for me--high priority corridors and high priority intersections in each of the five boroughs. And what we--what we're doing is we're focusing the majority of our Street Safety Improvement Projects, our work with the NYPD, our deployment of speed cameras, a lot of our techniques into those areas that are the most crash prone. We're trying to be very data driven. But we also make sure that we work

very closely with local communities, with elected officials, with community boards, and we also take very seriously the community input we get about parts of neighborhoods that people feel very strongly we need to make safety improvements. The data is one piece of it. But obviously, people know their own neighborhoods, and they know what they need and want in terms of safety there. So our goal is I think over, you know, certainly the period that we're envisioning for Vision Zero to try and tackle the big majority of the highest crash parts of the city with some types of safety treatments. Not necessarily being able to do complete capital overhauls on all those streets because I think again that--that would take many, many billions of dollars, but we are definitely working a very data driven fashion.

CHAIRPERSON RODRIGUEZ: [off mic] Do--do we have a number like how many intersections as today?

COMMISSIONER TROTTEBERG: Yeah, well, maybe some. I think yeah, we'll--we'll--we'll get someone to pull that number for you.

CHAIRPERSON RODRIGUEZ: Great. So one of the contributions to other factors that contribute to

crashes is the speed--speeding or if that driver is abiding to the speed limit that we have in the city. How--have you see or wanted--have you--how is--how are we doing after we reduced it to 25 miles per an hour? Have you been working with the D--with the NYPD? What technology are you using that we can say after we passed the law, we have seen a change in the culture on how drivers are running in our streets.

COMMISSIONER TROTTEMBERG: Yeah, we--we-- we certainly think that controlling speed is the number one factor in helping us get to Vision Zero because no matter what the circumstances are in a particular crash, whatever was happening, whoever was distracted, what other--what other circumstances might be at play. If the driver is traveling at a safe speed and a collision does occur, it's much less likely to result in a fatality or serious injury. And that's why we felt so strongly and so appreciative of our partnership with the Council, and our--our representatives up in Albany to lower the city's speed limit. We--as I say, we are working very closely with the NYPD particularly in our enforcement street redesign work and where we deploy

our speed cameras within the limits of the law that-- that was passed up in Albany to target areas of high crashes and high speeds. And I--I think we--we do believe that it very much had an impact on the--the reduction in crashes that we saw last year. We do see the data that we do have is when we install speed cameras, we see on average that over a period of three to five months violations typically go down 40 to 50%, which does mean that obviously people are slowing down. They--they may know where the cameras are. I think we're also hoping that those cameras are producing something of a citywide deterrent effect.

CHAIRPERSON RODRIGUEZ: All right. So on--when--when it comes to--to the research phase--re--research phasing program, how is DOT doing on it and what is the goal that you have for this year, and when you compare it to the first year as the Commissioner of DOT, what area do you think that we should look on improving, you know, not only the addition of miles, but also the quality and how are they connected with a bike lane? Since, you know, when you work on those projects, that's when we had

the opportunity to say can we also include any bike lane or do any other things related to Vision Zero?

COMMISSIONER TROTTERBERG: Yeah, I--I have to say I think when I came in as--as Commissioner it certainly hit me and I--I--I heard from--from so many on the Council and--and some of our elected officials up in Albany as well that they were very unhappy with the conditions of the roadways. And I think the city has not been investing as much as it needed to in terms of resurfacing, and I'm very grateful to this Mayor for significantly upping the city's and--and the Council in--in partnership with the Mayor for significantly upping our resources. So that, you know, typically the city had been doing in the vicinity of a thousand lane miles per years. Some--some years have been higher than that. Some years lower. We did--I'm proud to say we did 12--we're doing 1,200 miles in this fiscal year, 1,300 in this coming fiscal year. And--and we made I think some--some changes in the way we did the work as well. One thing that we were doing is we were tending to do a lot of our resurfacing work during the daytime, and that was limiting us in terms of I think tackling some of the

biggest most challenging traffic filled roadways that New Yorkers Care about the most and drive on the most. And one thing we did with the additional resources that we got from the Mayor and the Council is we bolstered our night crews. And so, at night you're really able to shut down some of the major areas including, of course, the FDR Drive, and tackle some of those roads that I think carry the highest volumes of traffic. You know, 600,000 and 150,00 in the case of FDR and there's 60,000. So I think we've done some things that are smarter operationally that are having a higher impact using the dollars that we've gotten. In terms of innovating in quality and getting to bike lanes, one thing we've also started to do is as we look at roadways that we want to resurface, we look at roadway quality. We talk to community boards, to elected officials to get input, but now we're also start--trying to match them up to our bike network. Because obviously if you're resurfacing a roadway, you're not only benefitting the motorists, but you're benefitting the cyclists as well. It's important in your bike lanes to have a smooth surface. Otherwise, it can be a real hazard. So we are trying to do a better job of also

integrating in where the key bike routes are and making sure that we're--we're getting those in as we pick our routes. And we're looking at some different ways to innovate in terms of asphalt quality. We've done some experiments with new equipment with new mixes looking at rubberized asphalt. One thing we find in the city is admittedly perhaps we're a little conservative in our experimentation. We like to do the experiments and let them, you know, try them out in all different seasons and see how they hold up in our climate. See how they hold up to the plowing and salting that we do in the winter, but that is an area where we're really looking more and more to try and innovate.

CHAIRPERSON RODRIGUEZ: Great. When it comes to--to bike lane, of course like you know the advocate group like, as you know, Transportation Alternatives and Families for Safer Streets, and I know that this is important for the Administration, too, to continue expanding the bike lane. We celebrated the thousand miles with you leading that. Even we were there. How much--what is needed in order to expedite the process and add the additional

thousand miles sooner than what we expected right now?

COMMISSIONER TROTTERBERG: I think on the--on the Bike Network, and again I--I think last year we actually we--we hit a record pace in particularly building 12--over 12 protected bike lane miles. We're very, very proud of that. I think that's an excellent question. I mean I think we're--we're going to be doing some exciting projects here including one I know everyone knows about, Amsterdam Avenue. We know we're very proud to get the bike lane in, in Phase 1 of Queens Boulevard and--and starting those discussions on what to do about Phase 2 and certainly getting a lot of opinions there. I--I think for the bike lane work it is a combination of gearing up on the agency side, but also working closely with local communities. I mean, and--and, you know, look it's been a source of ongoing discussion about how much we made sure that people feel invested and brought in but I--I think the bike lanes function better when for the most part when you can have a community that's had their input and feels like it's going to be a great addition to their community. I think as Bike Share is expanding

throughout the city, as Citi Bike has now expanded into Queens and--and further into Manhattan and into Brooklyn, we are particularly mindful of making sure that we have a bike network that is appropriate and safe, and--and that's part of why Citi Bike I think has had a good safe--it's had a really good safety record because we have been able to integrate it so well with our Bike Network.

CHAIRPERSON RODRIGUEZ: I suggest commissioner that working with the Mayor and the other members of his team, we should put on the table that developers who will b--benefit with public dollars in the huge rezoning that we're going to be doing in the next--by the next couple of months. They should be also asked as one of the community benefits to contribute their own expand--expanding on the Bike Network, especially contribute to expanding bike lanes, protected bike lanes in those communities. Because again, I have two daughters, and when I get into bike and driving, I would never take my daughter to bike in the street. We know that even for children it is dangerous today. And as we know, it is still dangerous. I mean for adults it's dangerous. Still, it's more dangerous for children.

So I think that the City has a vision. The money has been invested, but I--I think that bike lanes has to be, you know, among the top priority when it comes to improving safety for our cyclists. And--and in that also I made the--the suggestion that we open the conversation on how to bring public dollars to Citi Bike. And I believe that there's a number of council members including myself, Lander and others that we have showing their interest that we are committed most of us even to put a million dollars from our own capital. Some of us--I can say at least 20 of us will--are already saying we can put a million dollars each. And in being conservative, I can say that at least 20 council members would say we would put \$20 million capital public dollars on this program if you help to expedite and expand Citi Bike especially through those desert community--community--transportation desert area in the outer boroughs. So I just hope that, you know, moving forward in this process of the budget discussion that with you and the leadership from City Hall, they should know that we want to put public dollars on Citi Bike. We do believe that with the phase--second and third phase, that we will see an expansion of Citi Bike through

other areas, Harlem and other places Queens and Brooklyn. We want to bring it to the South Bronx. We want to bring it to Washington Heights. We want to bring it to Staten Island, and I think that as these private and public agreement is a great one, and we congratulate the city, and your leadership to negotiate and save Citi Bike. I think that this is the time in this budget that we should talk about bringing public dollars to Citi Bike because we are not asking the Administration even to be the first one or the only one. We are saying some of those are ready to put our own capital public dollars. We will see--we would like to see some commitment from the administration to match those public dollars that we are interested in, too.

COMMISSIONER TROTTEMBERG: Well, and--and I--thank you, Mr. Chairman, and look I--I do--I think I do want to take a minute just to reflect on where we are with Citi Bike because I think we've had, and will certainly talk to Council Member Lander about this as well. And look, I think we've--we've made some tremendous progress, and we're very gratified that we have been able to really turn the system around. We've had a great working relationship with

Motivate. I think they've done a terrific job in upgrading the system and fixing the--the technical problems, the issues with the bikes, and the docking stations. We have a really good model now, a working model. We're expanding the system into Queens, throughout Brooklyn and Manhattan, and yes, Mayor de Blasio has always made it clear that he wants Citi Bike to be a five-borough system that will hit all parts of the city. And you're right, up until now so far the Administration has not--has not felt the need to put public dollars in, and I think we've found a great model with Motivate. But we are--we are very--we are keenly aware that the Council now wants to figure out what we're doing with phase 3, and if public dollars should be a part of that. I think we--we really look forward to those discussions. We know how important that is to all of you.

CHAIRPERSON RODRIGUEZ: Right. The anti-smoking campaign I heard--I don't have the data--was an initiative where the City was investing an average of \$8 million every year on the educational campaign. It means that they have---they put the dollars to put the ads, to buying the newspapers and radio and do what is so critical, which is to educate our New

Yorkers. That's one area what I also hope that this year we don't take that approach that the Council will be the one putting the money. Because I can tell you it was a problem the last few hours that we were able to put the \$2.5 million that the Council allocated for the educational campaign. So I'm-- sometimes I believe that the approach is like the Council will do it because this is so important for them. And the Council's approach right now is this is one of the most important initiatives of this Administration, and to see a resistance on investing in the educational awareness campaign--We can talk about grocery war. We talk about other things. I'm being specific about putting a big investment to buy ads, to buy on radio and newspapers so that we can say that this is so important for us that we are investing at the same level as we've been investing in the anti-smoking campaign. So, what is--you know, how can we work with that?

COMMISSIONER TROTTEBERG: Yeah, no--and again, Mr. Chairman, I want to thank you. I know that you were very instrumental in the Council's addition of the \$2.5 million, and very much appreciated the chance to stand with you, and

1 announce what I think is going to be a terrific
2 multi-cultural campaign in three different languages,
3 and--and we're certainly hoping that we will be
4 rolling it out into other languages as well. You
5 know, over the course basically of the three years of
6 Vision Zero we will be investing in total in the
7 city--if my math is correct--\$8.5 million. Six--
8 basically that's sort of what the Administration has
9 proposed, and--and found in DOT resources, and then
10 the \$2.5 million the Council has added. I know
11 certainly our OMB Director was here yesterday, and --
12 and talked to you all about it. We know it is a
13 very, very high priority for the Council, something
14 that we're very passionate about at DOT, and I'm--I'm
15 hoping as we negotiate together on the budget, we
16 will--we will reach a good--we will reach a good
17 solution there that--that all sides can sign off on.

19 CHAIRPERSON RODRIGUEZ: June 30 come, we
20 already use the \$2.5 million. We just started the
21 new budget July 1st. If the budget is approved as it
22 is right now, there's no money for the educational
23 awareness campaign. Again, I'm clear. I'm not
24 talking about brochures and the other. I'm talking
25 about TV, radio, newspapers.

2 COMMISSIONER TROTTEBERG: Well, we are--
3 we are going to add again for the coming months in
4 addition to the Council's \$2.5--\$2 million of DOT
5 funds that we have that we--that the Administration
6 has agreed to make available while we--while we go on
7 and continue to debate what should be in this current
8 budget. So we--

9 CHAIRPERSON RODRIGUEZ: [interposing] So
10 what we are expect to see--

11 COMMISSIONER TROTTEBERG: --we will be
12 able to supplement in the coming year what the
13 Council has.

14 CHAIRPERSON RODRIGUEZ: So should we have
15 any expectation that there's going to be some money
16 at--at the end of this process when we come to the
17 new budget from the--from the Administration for the
18 educational awareness?

19 COMMISSIONER TROTTEBERG: Well, again, I
20 think that's--that will be part of the negotiation.
21 We are for the current year, again, putting in some
22 \$2 million in DOT funds. What will be in this
23 upcoming budget for the next fiscal year I think is
24 still subject to a negotiation between City Hall and
25 the Council.

CHAIRPERSON RODRIGUEZ: Great. The--my last question, two other questions have. One is about buses. How can we move our--how can we improve the efficiencies of moving our buses throughout the five boroughs faster? I don't mean to go over the speed limit. I meant to be able to have the lane that and--and--and it's not the SBA, but I think that in those areas where we don't have the SBA, how can we be sure that moving our buses through the street is a priority? Because that's the second mode of transportation that we use in our city.

COMMISSIONER TROTTEMBERG: I know, I--I--I'm happy to say that this is a very, very high priority for DOT and the Administration, and you'll be--I'll probably be talking to you very soon. Ronnie Hakim, the new head of New York City Transit and we've already started discussion with MTA. Certainly SBS is one of the things we're going to do, but one of the things we can do above and beyond SBS. And there are certainly a few areas that come to mind, and one is one of the things that has proven very successful to the extent that we've started to do it in this city on the First Avenue Corridor, and it's being done on other Transit, signal

prioritization where basically our traffic signals can communicate with the buses in such a way that when they come to an intersection we can get them a green light sooner or we can hold the green light so that they can speed through and reduce their travel times. That--that--to do Transit Signal Prioritization that has to be a partnership with the City. We have to have our signalization system equipped and the buses need to be equipped, but we've been talking to the MTA about that. It's something they're interested in, they're looking to do. They're in the process of doing a procurement that would enable us to do that on a lot more routes. That is something that has shown, you know, in some of the routes where we've looked at that it can speed up bus times 10 to 15%. We're also talking to the MTA about the issue of can we do more off-board fare collection? Which has been, you know, so much one of the key pieces of success in Select Bus Service obviously particularly in crowded routes where the thing that slows the bus down is all the people waiting to get on the bus and swipe their Metro Cards. If they can pay off-board, the bus can move so much quicker. There is a bit of a challenge there

and that is, as I'm sure you are aware and many of you are aware, the MTA is in the process of starting to think through a procurement for what is the next fare payment system going to look like? What would be the fare payment system of the future? Will it be a contactless card? Will it be Smart Phones? How will it work? And so I think the questions we're grappling with is adding more off-board fare collection machines, is that going to be a wise investment if we're going to completely change the way we're doing the fare meetings. So those discussions are underway. I think the City and the MTA are both interested, you know, particularly in finding routes. And, you know for example the 86th Street, the new SBS route on 86th Street in Manhattan is a perfect example. The main thing that's slowing those buses down is the queue of people waiting to get on them stretched around the block. So, you know, even as we're continuing with SBS, I think we are going to look for potentially other key routes around the city where we can do that. Another thing we're looking to do, we're always looking to do this is work closely with the MTA just to improve the routing. It's interesting. A lot of the bus routes

were set up, some of them followed old trolley routes, and--and one thing our planners and their planners are constantly doing is sitting down and just looking at the routes. Development patterns change in the city, new buildings go up, new things are happening. We're often changing signals and street patterns ourselves for safety reasons. So one thing we're also trying to up our game on is working closely with them to look at routes. Where are they hitting bottlenecks? Where are places where we can just do what we can to make those bus routes more efficient. And I would say the last thing is the larger challenge that we face here in the city, and it came up very much I think in all--all the discussions about the--the for-hire vehicles, which is we all know this. I think we're about it. The population of New York City has never been bigger. The city is booming. We're around 8-1/2 million people. We had 58.3 million tourists last year. We have construction booming. It is all this taking its toll for better or for worse on our roadways, and there is a lot of congestion and we're seeing that in the data we get from the taxis. So to get the buses moving is also just part of our bigger challenge that

we're certainly looking at. You know, DOT is looking at it, and we're working with NYPD, and it's--it's part of why the Mayor has proposed adding new traffic enforcement agents to the budget. How do we just keep traffic moving in general in the city because that will help regular motorists and help the buses as well.

CHAIRPERSON RODRIGUEZ: [off mic] Pay by--
-[on mic] pay by phone parking. When do we--when should we expect to have the system in place?

COMMISSIONER TROTTEBERG: We--we are going to start that conversion process this summer. We're hoping we will have everything up and running fluidly by the end of the year, but it's a little bit dependent. As you all know, the NYPD is doing a brand new handheld device, and I--I think for us the programming on our end is--that will happen pretty easily, but I don't want to--I just want to make sure I will leave a small caveat that we hope to have it all working by the year, but it will be dependent on making sure that the NYPD's handheld devices are working well. You know, they're very I think careful about how they rollout technology. We're going to do it piece-by-piece to make sure everything is working

as it should. But I can say having come from a city where they have this and you all have probably been to cities where they do pay by cell. It's a pretty proven--it's a pretty proven technology, and it works very well in a lot of cities all over the country. So I'm--I'm pretty confident we'll get it right here, you know, close to the end of the year.

CHAIRPERSON RODRIGUEZ: Great. Thank you, and since we have two other agencies coming after DOT, we will--what we're going to having is one--one round of questions of five minutes. I know that there's lawyers in the house. So sometimes those lawyers, you know, they try to use their last ten seconds to continue, but it's going to be just a five-minute clock. Council--Council Member Van Bramer.

COUNCIL MEMBER VAN BRAMER:

COMMISSIONER TROTTEBERG:

COUNCIL MEMBER VAN BRAMER:

COMMISSIONER TROTTEBERG: COUNCIL MEMBER VAN BRAMER:

COMMISSIONER TROTTEBERG: Thank you very much, Mr. Chair, and Commissioner. Let me just say at the very beginning I want to thank you for all of

1 COMMITTEE ON TRANSPORTATION

47

2 the work that you have done with us on Street
3 Improvement Projects in Long Island City, and the
4 recent announcement that was made, and that you
5 included in your testimony, and also for joining me
6 for a walk through Queens Boulevard on the coldest--

7 COMMISSIONER TROTTEBERG: [interposing]

8 On the coldest day of the year. [laughs]

9 COUNCIL MEMBER VAN BRAMER: Yeah, but
10 you've been a great partner and--and I--I very much
11 appreciate it. I--I see in the budget there's some
12 additional funding for staff on Vision Zero Great
13 Streets Program in both in both 16 and 17. I'm just
14 wondering if some of those additional staff members
15 will be working on our project, and--and what does
16 that mean in terms of maybe accelerating it and
17 making sure it is on schedule?

18 COMMISSIONER TROTTEBERG: I think and I
19 may have Joe Jarrin jump in this. I think we are on
20 schedule on phase 2 and yet some of that we'll be
21 going there. Look, we--we are, you know, we are--we
22 are very pleased with our initial results on Queens--
23 on Queens Boulevard, and thank you again for your
24 leadership and partnership. It's been really, really

25

2 essential, and if Joe wants to get a bit more into
3 the details.

4 DEPUTY COMMISSIONER JARRIN: [off mic] I
5 would just say there is there is that funding in the
6 budget now for some staff for Capital Street
7 projects.-

8 SERGEANT-AT-ARMS: Turn on the mic,
9 please.

10 DEPUTY COMMISSIONER JARRIN: Oh, okay.
11 Hi, there is--there is that funding in the budget now
12 for some staff for Capital Street projects, and Great
13 Streets is obviously one of the--the major pieces of
14 our Street Program. We are advancing the initial
15 scoping for Queens Boulevard, the next phases, and we
16 will be discussing funding that will be needed for
17 those next phases. But the--the--the capital work
18 that will follow, the in-house that has been
19 completed is now underway, and design contracts are
20 being procured now for that.

21 COUNCIL MEMBER VAN BRAMER: Great. Very
22 exciting and I know we'll continue following up with
23 the Commissioner. There are a few streets greater
24 than Queens Boulevard, and I want to turn to Citi
25 Bike. Obviously, the launch into Queens is going to

work great, and thank you again for that, and phase 2 going into Astoria, Queens. Where are you with the timing? Where is Astoria in those neighborhoods, and with respect to Long Island City there was a lot of community outreach. There were meetings and the sited--the stations and what not. Where are you with that as it relates to Astoria.

COMMISSIONER TROTTEBERG: Yeah, I--I think Astoria is on the list for next year for 2017, but I will also say certainly I've been talking to some of your colleagues and I know there is understandably a desire to see if there's anything we can do working Motivate to try and accelerate. We're going to certainly talk to them about that, but we also want to make sure as we roll it out that we do the appropriate planning. And, I think particularly it helps us when we can have the right time to work with community boards, to work with merchants, to try and find the best possible sites to minimize disruption, parking loss, et cetera. But I think we've heard from some of you that you'd like to see what we can do to accelerate things, and we're going to circle back with Motivate, and--and talk to them about that.

2 COUNCIL MEMBER VAN BRAMER: Absolutely,
3 and I think, look, it worked terrifically in Long
4 Island City, right? We've had incredible usage and--
5 and I don't--I don't believe I've had one complaint
6 about those stations in Long Island City so--

7 COMMISSIONER TROTTEBERG: [interposing]
8 No, I've--I've gotten good feedback as well.

9 COUNCIL MEMBER VAN BRAMER: Yeah, it's--
10 it's been amazing and I look forward to the expansion
11 of Astoria, which hopefully includes both my district
12 and, of course, Costa Constantines to the north.
13 And I also wanted to mention as you're looking at new
14 bus routes, and SBS and this is a longer term
15 conversation, but as we expand in Long Island, and as
16 this Administration contemplates a rezoning for Long
17 Island City expanded bus service. And I realize that
18 you also have another role that you play as a
19 representative on the MTA board. That's got to be a
20 part of this ongoing planning and conversation as--as
21 we go forward.

22 COMMISSIONER TROTTEBERG: Well, quite
23 agreed, and--and again as--as the city's
24 representative on the MTA board I certainly am always
25 looking for input, feedback and suggestions from all

the city's elected officials. And, you know, we try and bring those to the MTA, and work as closely with them as we can.

COUNCIL MEMBER VAN BRAMER: So, I'll-- I'll come back to a few of the things on the second round, but in--in my remaining 39 seconds, I--I just have to raise this because you're a terrific commissioner and representative, but the--the 7 Train, and this is certainly a question I'm going to raise, you know, with the folks from the MTA when they get here. But in that role are you aware of the issues, the almost daily issues, the problems on the 7 Train, and--and how can you help us get more response from the MTA? I was on the platform two mornings ago, and it was pandemonium, and I know it was pandemonium last night again in Queens Borough Plaza. It is--it is a real worry, a real problem, and I realize that that is [bell] not your main focus, and the City doesn't control the MTA. It should, but it doesn't. So interested to hear how you can help us and then, of course, I will be much difficult with the MTA when they get here.

COMMISSIONER TROTTEMBERG: Now, we're-- we're well aware of the many issues and challenges on

the Number 7, one of the most crowded lines in the city. And--and I would say this, it is in our negotiations with the MTA, as the City put on the table this robust new capital contribution of \$2.5 billion, which obviously we'll be doing in partnership with the Council. We've certainly targeted some of the stations on the Number 7 in those areas where we want to focus. We also--that's going to be an area where there's going to be communication-based train control, which will help with some of the capacity issues that will enable the MTA to run more train lines. And look, we're--we're happy to work with you to keep talking. I do know from my time over at the MTA they know well the concerns from your community and from you, and--and certainly I don't--I think you've got their ear anyway, and you have ours as well.

CHAIRPERSON RODRIGUEZ: Thank you.

COUNCIL MEMBER VAN BRAMER: [interposing]
I will continue to voice that. Thank you.

CHAIRPERSON RODRIGUEZ: Council Member--
first Council Member Miller followed by Council
Member Lander:

[background noise, pause]

COUNCIL MEMBER MILLER: Thank you so much, Mr. Chair. Good morning Commissioner. Good to see you and your team here as well. I have a series of questions. I'll try to be very--just getting them out them out as soon as possible. It feels like that. In--in terms of the services that are being contract out, it's about \$127 million in maintenance and opportunity--operations and--and maintenance of infrastructure and so forth. A couple of questions about that. Let's talk about the MWBE contracts involved there. Can we get a number on that. Also, on the jobs and the folks that are actually doing the jobs that you have procured they are these unions jobs that pay--paying prevailing wage, and are these jobs that have been historically done in-house, and could you speak to that? And that is on the contract in that phase.

COMMISSIONER TROTTEBERG: I--I apologize. Which--I'm not sure I'm clear on which contracts you're referring to?

COUNCIL MEMBER MILLER: I'm talking about the general--the contract the--the--the--the--the outsourcing--the outsourced contracts that you have there. How many--what is the number for the MWBEs

1 COMMITTEE ON TRANSPORTATION

54

2 first, and then I'd like to talk about the--whether
3 not--

4 COMMISSIONER TROTTERBERG: [interposing]
5 Yeah, I'll--I'll--

6 COUNCIL MEMBER MILLER: --you have the
7 MWBE contracts. (sic)

8 COMMISSIONER TROTTERBERG: I think Joe
9 can speak to the MW, but I'm not sure what you mean
10 by outsourcing contracts. I think--

11 COUNCIL MEMBER MILLER: [interposing]
12 Just--just--there's something about work--

13 COMMISSIONER TROTTERBERG: [interposing]
14 This Administration must actually trying in-source.

15 COUNCIL MEMBER MILLER: --that is not
16 contracted now.

17 COMMISSIONER TROTTERBERG: I'm sorry.

18 COUNCIL MEMBER MILLER: Maintenance and
19 other work that is procured outside of the agency. to
20 outside contractors, vendors.

21 COMMISSIONER TROTTERBERG: Most of our
22 maintenance work is in-house.

23 COUNCIL MEMBER MILLER: So you--if you
24 want to talk about the work that is done outside of
25 the--the--the--the maintenance cleaning facility and

1 COMMITTEE ON TRANSPORTATION

55

2 for infrastructure maintenance that is being done or
3 you want to get back to it. I don't want to waste
4 too much time on it. Maybe just speak to the MWBE
5 portion of it as well.

6 COMMISSIONER TROTTEBERG: All right,
7 well let--let me--let me--I'll have Joe. Maybe he--
8 he's--he's our contracts expert here. Maybe he can--

9 COUNCIL MEMBER MILLER: [interposing]
10 These things--

11 COMMISSIONER TROTTEBERG: --answer the
12 question better than I can.

13 COUNCIL MEMBER MILLER: --will go forth?
14 (sic)

15 DEPUTY COMMISSIONER JARRIN: Council
16 Member, sure, just to answer your--for the MWBE goals
17 this year we are on track to hit 57% for small
18 purchases, which is we're very proud--

19 COUNCIL MEMBER MILLER: [interposing] Of
20 whom?

21 DEPUTY COMMISSIONER JARRIN: 57% is our--
22 for small purchases is what we're--

23 COUNCIL MEMBER MILLER: Small or all?

24 DEPUTY COMMISSIONER JARRIN: Small
25 purchases. For--for our subcontracting, as you know,

which is--when it's the large contracts the MWBE goal is mapped through subcontract which is right now we're on track to hit 10%, which is actually better than last year, and we're--we're always striving to do better. One big thing that's happening this year we--we actually were able to have our first MWBE prime contractor Oliveria (sp?) Contracting, which is a--which is a first for DOT, which--which was an MWBE firm. We're very glad to have achieve that. Just to your other question, though, the--the--the--we have not actually done anything further in outsourcing beyond what the agency has already been procuring through contracts for--for many--for all--all of our years in the past. So we have not been gravitating towards more contractors.

COMMISSIONER TROTTEBERG: In--in fact--in fact, I--I think I want to make the point rather the opposite. One of the--one of the priorities we have in this administration is actually to look for opportunities to bring things in-house, and I'm proud to give what I think is a good example. We've been working particularly in our IT and our Technology area with DC37. That's been an area for a lot of agencies that traditionally there's been a lot of

1 COMMITTEE ON TRANSPORTATION

57

2 contract work, and we are in the process at DOT of
3 taking--we're starting. I think our first tranche is
4 14 positions that have been--

5 COUNCIL MEMBER MILLER: [interposing]

6 Yeah.

7 COMMISSIONER TROTTEBERG: --contracted
8 out and converting them to regular full-time city
9 employees. So I--I--

10 COUNCIL MEMBER MILLER: [interposing]

11 Road repair?

12 COMMISSIONER TROTTEBERG: I'm sorry.

13 COUNCIL MEMBER MILLER: Do you contract
14 our road repair--

15 COMMISSIONER TROTTEBERG: [interposing]

16 No.

17 COUNCIL MEMBER MILLER: --in the absence
18 of that?

19 COMMISSIONER TROTTEBERG: No. I mean,
20 no.

21 COUNCIL MEMBER MILLER: Okay. So when we
22 talk--

23 COMMISSIONER TROTTEBERG: [interposing]

24 Yeah, yeah. In fact, we're bulking up on our in-
25 house road repair forces.

2 COUNCIL MEMBER MILLER: Good. Are these
3 provisional workers or full-time union employees?

4 COMMISSIONER TROTTERBERG: We have some
5 that are provisional, but they're prevailing wage,
6 nine month, and then some that are year-round.

7 COUNCIL MEMBER MILLER: Okay, in--in
8 terms of the transportation deserts that we spoke of,
9 I know we spoke of last year some of the--the
10 planning around bus routes, and how they become more
11 efficient whether it's the express buses or just
12 having you stop in places where they don't--obviously
13 they don't go Downtown Brooklyn. There is no
14 expresses going at least from--from Queens and/or
15 Upper Manhattan and the Bronx in the Downtown
16 Brooklyn, one of--the--the main business areas. And
17 we think that that wasn't the most efficient use of
18 the resources. In--in doing so, have we been able to
19 address that? And in particular an area like
20 Southeast Queens, you know, we have our Commuter Rail
21 Equity Resolution and--and we're hoping that the DOT
22 can get behind that and support that as well,
23 considering that it will require any additional
24 infrastructure of maintenance or-- So, could--could--
25 could we--could you speak to that? [bell]

COMMISSIONER TROTTEBERG: Yeah, you--
you're--you're referring to--to the expansion of City
Ticket, which is something that is certainly of
priority for this Administration giving city
residents who live in--as you point out in Queens or--
or up in the Bronx, the ability to access the
commuter railroads, be it the Long Island Railroad or
Metro North for the price of potentially a subway
fare or perhaps the price of an express bus fare
rather than having to pay the much higher cost of a
monthly commuter rail pass. And that is certainly
something that is a very high priority for the de
Blasio Administration. We have started those
discussions with the MTA, and they'll be here.
You'll probably want to talk to them about it as
well. I mean the MTA's answer is it's--we're
certainly open to the discussion. It's a matter of
dollars and cents. I think they put a very high
price tag on what it would look like to do it
everywhere in the city at all times. I think we can
explore with them what would be the most--the
smartest way to do it. And what the MTA has
committed to as we start our deliberations on what
the next set of toll and fare increases are going to

look like to make expanding City Ticket part of that discussion and resolve it in that time frame. But I--I certainly think it is something where we welcome the input and support and leadership of our council members. I think you all will be a very important voice as we move forward in this negotiation.

CHAIRPERSON RODRIGUEZ: Right. I would like to recognize Council Member--I'm sorry. And I'm sorry, the MTA is also waiting outside. So we know we already have the second agency. It's right here so let's be--let's just the five minutes. I'd like to recognize Council Members Chin, Menchaca and Greenfield, Treyger--Treyger, Levine and Vacca. Now, for questions Council Member Lander followed by Council Reynoso.

COUNCIL MEMBER LANDER: Thank you, Mr. Chair, and thank you Commissioner always for your leadership, and especially for your continued focus on Vision Zero, the Hundred Intersection Daylight and left turn work--left turn safety work is critically important, and I want to praise last year's building out of the 12 miles of protected bike lanes. As you know, I was in court last week defending our Legacy--

2 COMMISSIONER TROTTEBERG: [interposing]
3 thank you for that, council member.

4 COUNCIL MEMBER LANDER: --Protected Bike
5 Lane on Prospect Park West. I'm proud, proud to do
6 so and how far we've come. I also agree with the
7 Chair. We, you know, we've got to keep doing more.
8 The weekend's tragedies really show it. Let's keep
9 putting the resources that we need in the budget, and
10 we also need your help with the NYPD for enforcement.
11 You mentioned the 100 intersections. I don't have
12 reason to believe where we have school crossing
13 guards is informed by that. So we're trying--
14 piloting a new enforcement program at the Red Hook
15 Community Justice Center with the Brooklyn D.A. I'll
16 take those issues up with--with the NYPD in that
17 hearing, but we're eager for your partnership around
18 enforcement. I also appreciate the investments in
19 Bus Rapid Transit, the additional resources working
20 with the Council on the Comprehensive Plan. I like
21 the new red asphalt that's coming. The focus on
22 transit signal prioritization, and on off-board fare
23 payment. I just want to clarify that our goal is to
24 have off-board fare payment on all the buses rather
25

than just BRT. We'd like to have off-board fare payment on every New York City bus.

COMMISSIONER TROTTERBERG: Well, I--I--I think the answer is we want to have it where it makes sense. Because it is additional resources to put the machines in, and you need enforcement. I mean you need what's the Eagle. So I think there are many parts of the city where the thing that's slowing the buses down is the long line of people waiting to get on. But there are some parts---

COUNCIL MEMBER LANDER: [interposing] And I don't meant to--

COMMISSIONER TROTTERBERG: --of the city where maybe there aren't that many people waiting to get on, and it--it may not be cost-effective.

COUNCIL MEMBER LANDER: And I don't mean to take the side of off-board payment machines versus working with the MTA on a fare card that can be tapped, I just mean one way or another our goal has to be through one of those methods or additional technology for people to be able to get on the bus without waiting in long lines.

COMMISSIONER TROTTERBERG: Absolutely. I mean look, if--the future is clearly going to be

2 somewhat what you have in London, and Oyster Card,
3 something on your phone. You can use it to pay for
4 everything, subways, buses, trolleys, Citi Bike, you
5 name it, it's a tap. It's easy and it's efficient.

6 COUNCIL MEMBER LANDER: [interposing]
7 Very good.

8 COMMISSIONER TROTTEBERG: I think we're--
9 --we're striving to get there. I don't how--

10 COUNCIL MEMBER LANDER: [interposing]
11 Yeah.

12 COMMISSIONER TROTTEBERG: --how quickly
13 it's going to happen--

14 COUNCIL MEMBER LANDER: [interposing]
15 You know, you've got to get the--

16 COMMISSIONER TROTTEBERG: --but that's
17 clearly the vision.

18 COUNCIL MEMBER LANDER: --the technology
19 right. We have to work with the MTA. Okay, I want
20 to focus the rest of my questions around Citi Bike,
21 and I appreciate the chair's raising it in his--in
22 his questions. You know, I give you praise. Two
23 years ago when you got here, Citi Bike was in a
24 really rough spot. It needed a new owner. Sandy had
25 damaged the infrastructure. It was in a--it was in a

very troubled place, and two years later it's in a great place. It's the best bike share system in the country by far. Ridership is up. People are using it. They're eager to have it in more neighborhoods and both you and Motivate get great credit for that. Now, you testified that by the end of 2017, phase 2 will be built out, 700 stations, 12,000 bikes. I want to understand what's beyond that, and I guess in the interest of time let me just lay out my concerns and questions and--and ask you to--to respond. It's my sense that while there's a broad commitment to a five-borough comprehensive expansion that we don't yet really have any planning for the neighborhoods beyond phase 2. That it's time to start that planning because there--we've got to do good consultation with neighborhoods, and we want to start this year thinking about neighborhood are beyond phase 2. And I'm concerned that the financial framework of doing it all with private resources while it has gotten us this far, and I'm glad that it has, is insufficient for the five-borough equitable expeditious build-out that we want. And my main concern is that if it's only being funded by private money, then the incentive is to put it in places

where it's in higher income neighborhoods. Where there's going to be more memberships, and at perhaps early on more ridership, and I don't want-- Motivate is a for-profit company to be driven in where they're looking to expand by what will make money. This is a piece of public transportation infrastructure. So we need to plan it together, and it seems to me it's not only as the Chair said that members like me would be willing and eager to put capital into more robust build-out in our neighborhoods. But that the driving of an equitable comprehensive five-borough plan that services low-income neighborhoods as well as high income neighborhoods. If that takes public capital, public resources, it's a piece of public transportation infrastructure. And just like we subsidized subways and buses and ferries to make sure that every neighborhood rich and poor gets them, we should be willing to do that here if that's what's necessary to get us that full equitable expeditious build-out. So I just wonder--that's a lot of questions, but I wonder if you can--

COMMISSIONER TROTTEBERG: [interposing]

I'll--I'll--I'll try and answer them all.

2 COUNCIL MEMBER LANDER: Do your best with
3 it.

4 COMMISSIONER TROTTEBERG: Keep me
5 honest. You're--you're certainly right, Council
6 Member Lander that it is certainly time to start
7 thinking about phase 3, and we've started to talk to
8 members of the Council, and we've been talking to
9 Motivate. [bell] As I know, they been to see some
10 of our leadership at City Hall. So it is certainly
11 on everybody's agenda. I think we were just catching
12 our breath on phase 2 and again, one of the things is
13 I think we're pledging here today, we want to do on
14 phase 2 is see if there are ways to accelerate that
15 and we still do have piece of outreach and work to do
16 there. But--but we agree it is definitely time to
17 start to turn our sites on phase 3, and--and we--I
18 can tell you the Mayor personally very much shares
19 your view. He wants us to be a five-borough system.
20 He's always said that from the very start. He wants
21 it to reach all neighborhoods, high income
22 neighborhoods, low-income neighborhoods. And you're
23 right, at some point we're going to have to think
24 about whether the current model, which is not in
25 public dollars, something that I think we were--it's

something we felt was the way we wanted to go for this second phase is going to work moving forward. I don't yet have the answer because I think that's a discussion that's going to involve my leadership and council members and Motivate. But I think we're mindful and appreciative of the fact that so many of the members want to participate, are ready to--to put in Council funds. And I'm quite sure that if we worked together we can find the formula that's going to work for everyone that's going to help us get to the five boroughs as quickly as we can, reach all New Yorkers and be wise about public dollars. And--and ensure that we're treating Motivate fairly, that they can, you know, they can turn a profit. I--I have to think with all the great things this city is able to accomplish, this--this is one we'll be able to do, and--and look forward to really starting those discussions very soon.

CHAIRPERSON RODRIGUEZ: Thank you.

COUNCIL MEMBER LANDER: Thank you very much, and I'd love an update on the Plaza's RFP program. If that has to wait for round two, then I'm asking it now as my last two question.

CHAIRPERSON RODRIGUEZ: It's--it's only about five minutes because of the MTA and the other one, but we can following with a plans (sic) I think.

COUNCIL MEMBER LANDER: Okay.

CHAIRPERSON RODRIGUEZ: Council Member Reynoso by--followed by Council Member Richards.

COUNCIL MEMBER REYNOSO: Hello, Commissioner. Thank you so much for being here. I really appreciate it. I just want to also recognize that we have former Council Member John Liu is here and form Controller as well. Thanking--welcoming--welcoming him back to his--to his former home. I think he just stepped out. It makes sense. [laughter] It makes sense that he would step out, but I just wanted to ask. Last year the City Council member to fund initiative for Vision Zero Public Awareness that we supported. I just want to say that I think the commercials are great. I think the DOT has done a very good job of bringing--really letting folks know the gravity of the situation or I guess how important it is to be--to drive safely. IS there ever an opportunity there to have the--the city take on the \$2.5 million that we're giving right now and just take it on to your budget. And also that a lot

of these ads now move to bike safety as well. I think for many folks they think bikes are vehicles, and that they--they have the same standing, and just really want to start breaking down the psyche of many of these residents of the city of New York and knowing that a vehicle is slightly larger than a bike and--and a lot more dangerous. So I just want to get your opinion on that.

COMMISSIONER TROTTEBERG: Yeah, no and once again I--I do want to again express our gratitude for the Council's \$2.5 billion contribution and I think we've--we've made great use of those funds. Again, we're now branching out and turning--turning--putting the campaign. We'll turn next to a really robust Spanish campaign, a campaign in Chinese. We're going to look to what the next set of language is going to be, Russian, Urdu, you name it--

COUNCIL MEMBER REYNOSO: [interposing]
Beautiful.

COMMISSIONER TROTTEBERG: --and the city is--we are basically going to put another \$2 million funds on for this year, but--but I will say, I will admit that I think the question of going forward what we're going to look--what it's going to look like in

terms of funding for next year, I guess I will say it remains a little unresolved. And we hear loud and clear from the Council there's a lot of interest in the Administration stepping up. I think for us that's part of a larger budget negotiation, and I know again that OMB Director Dean was here. Dean Fuleihan was here yesterday, and--and heard from you all on it, and I'm--and I'm sure we'll be continuing those discussions with them.

COUNCIL MEMBER REYNOSO: And I--I don't think you answered the question about moving the--

COMMISSIONER TROTTEBERG: [interposing]
Oh, yes make--make it more into bicycles.

COUNCIL MEMBER REYNOSO: --the message to bicycles.

COMMISSIONER TROTTEBERG: Well, I--I have to say I think one of the--I mean we have tried to do some integrating of that. I actually think one of the most powerful ads in the campaign, and I think probably a lot of folks here have seen is one where a little boy gets on his bike, and it's--it's kind--I think it's actually the most haunting ad we did--

COUNCIL MEMBER REYNOSO: [interposing]
Yes.

1 COMMITTEE ON TRANSPORTATION

71

2 COMMISSIONER TROTTEBERG: --and it sort
3 of shows his mom wheeling him along, and then we
4 didn't make it too gory, and--and it--and--so we are
5 certainly trying to integrate in those messages about
6 the vulnerability of bike users. And look, agree I
7 think as we move forward, that's an area that we can
8 continue to flesh out. We definitely want that to
9 be--

10 COUNCIL MEMBER REYNOSO: [interposing]
11 Okay, thank you.

12 COMMISSIONER TROTTEBERG: --part of the
13 campaign.

14 COUNCIL MEMBER REYNOSO: I would really
15 appreciate that. I also--how many people bike in the
16 City of New York today? Do you guys have that
17 number?

18 COMMISSIONER TROTTEBERG: How many
19 people bike in the city?

20 COUNCIL MEMBER REYNOSO: Do you guys
21 expect that biking-

22 COMMISSIONER TROTTEBERG: [interposing] I
23 don't know but that's a good question.

24 COUNCIL MEMBER REYNOSO: -is going to go
25 up.

1 COMMITTEE ON TRANSPORTATION

72

2 COMMISSIONER TROTTERBERG: Let me see if
3 I can--Yeah.

4 COUNCIL MEMBER REYNOSO: Mayor de Blasio
5 said he wants to double biking by 2020. So I guess
6 you guys have a number that you want to double.

7 COMMISSIONER TROTTERBERG: Yes.

8 COUNCIL MEMBER REYNOSO: So I just want
9 to know what the number was.

10 COMMISSIONER TROTTERBERG: [interposing]
11 Well, we do have that number.

12 COUNCIL MEMBER REYNOSO: I don't need it,
13 but--

14 COMMISSIONER TROTTERBERG: [interposing]
15 Let us--let us hunt it down for you.

16 COUNCIL MEMBER REYNOSO: I'm just--that's
17 all. So whatever that number is, I would love to know
18 what it is because I want to, you know, hold--hold
19 folks accountable to getting to that number. Even
20 though I think that, you know, building out the
21 infrastructure is the way you get there. And I agree
22 with Council Member Brad Lander. Not only for the
23 expansion of the Citi Bike Network and the City being
24 a partner in that, but also bike lanes and not--and
25 not necessarily waiting for them to grow from this

core in Manhattan, but actually starting in Coney Island and in the southern portion of--of Brooklyn and moving its way up. So that we can meet somewhere in the middle. I have another question regarding trucks. I love trucks. The thing--2017 Preliminary Plan includes a new need of \$380,000 in Fiscal Year 20--2016, \$615 in 2017 and in the out years. The new founding would allow DOT to create a new unit consisting of ten positions. The unit would be charged with mitigating congestion caused by truck traffic citywide. So I guess I just want a--a--a better outline as to what--what that--that's going to do. So it's a small drop in the bucket, but truck traffic is something that's extremely important especially in three neighborhoods, which is Southeast Queens, North Brooklyn and South Bronx especially when it comes to trash congestion. So I just want to know exactly how--how that conversation is going, and what you're doing, and how hopefully I can partner.

COMMISSIONER TROTTEBERG: Yeah, look, I mean we all know truck--trucks are a huge challenge in the city. One--one--you know, one unfortunate thing in New York City as compared to a lot of other cities, which get so many of their goods via rail.

We get almost over--well over 90% of our goods come to the city in trucks, and we're certainly seeing in the [bell] in the age of Amazon and Fresh Direct that we're also seeing a real rise in the number of truck deliveries that are happening all over the city. And it's presenting--we have the challenges of the regular truck traffic we know for all the commercial districts for the city. But we're certainly also seeing now just the boom in residential deliveries, and the challenges that that presents. And again, as we--as we looked earlier, as we looked last year at the question of the for-hire vehicles and what's happening with congestion in the city we certainly saw that getting a better handle on truck operations, where and how and what time they operate was something that the city really needed to invest more resources into. And we know that also gets into all kinds of safety questions and neighborhood quality of life questions, enforcement questions. And again, I think we want a staff up there so that we can just get a better handle on those questions and tackle them. And clearly that will mean working closely with a lot of you've particularly come to us with big concerns about truck issues in your neighborhoods.

1 COMMITTEE ON TRANSPORTATION

75

2 So it's actually--probably is most of you now that I
3 think about it.

4 COUNCIL MEMBER REYNOSO: Thank you,
5 Commissioner, and thank you Chair.

6 CHAIRPERSON RODRIGUEZ: Council Member
7 Richards followed by Council Member Chin.

8 COUNCIL MEMBER RICHARDS: Thank you,
9 Chairman and thank you, Commissioner. I want to
10 thank your Queens Commissioner, Commissioner Garcia
11 who's been working very steadfastly and closely with
12 us. They do some good work in the district. Still
13 some outstanding things that we were speaking about
14 from the last budget year that I wanted to mention.
15 So for instance you just brought up City Tickets and
16 the expansion of City Tickets, and we know that Far
17 Rockaway, for instance, is the only place in New York
18 City that offers no City Tickets. So where are we
19 at?

20 COMMISSIONER TROTTEBERG: We're all in
21 agreement. That we--it's on the top of our list to
22 fix.

23 COUNCIL MEMBER RICHARDS: Say that again.
24 I'm sorry.

25

2 COMMISSIONER TROTTEBERG: We're all in
3 agreement that is on the top of our list of our list
4 to fix.

5 COUNCIL MEMBER RICHARDS: Okay. So we're
6 going to see movement on this year?

7 COMMISSIONER TROTTEBERG: Yeah, we've--
8 we've already--as I say, we've already started to
9 talk to the MTA about--I mean the larger issues, but
10 particularly that piece on the Rockaway.

11 COUNCIL MEMBER RICHARDS: All right,
12 great. I wanted to get into BRT, the Woodhaven
13 Corridor. So I've heard that we've sort of pushed
14 back major elements towards SBS and a full fledged
15 BRT to out years, and I'm wondering why are we
16 delaying this process now?

17 COMMISSIONER TROTTEBERG: Yeah. Yes,
18 it's--it's a very good question. I want to talk a
19 bit about Woodhaven, and as you probably know, you
20 know, we've been I think hard at work in the planning
21 and outreach and, you know, really making the case
22 with the project. The original project does
23 envision--[coughs] excuse me--I'll just confess that
24 as we continue to work through the different redesign
25 elements of it, and some of the elements that we were

going to do in partnership with the MTA, the price tag for the project grew very large, \$400 million, and the time line grew very long, basically into the out years into the middle of the next decade. And I think we grew concerned that we wanted to make sure we could show public benefits sooner than that. And so, we decided to break the project into two phases, which is often how we do our capital work, which is to first do an operational phase, which we can do much more quickly. And we're really hoping even potentially if we can work through some of the final issues with the local community to have some shovel in the ground by the end of this year or early next year. But an operational phase is something we can do much more quickly through much less dollars for under \$20 million. It gives us a chance to bring some of those benefits quickly to the residents who live along the corridor. It also gives us an opportunity frankly because this is a big and complicated project, and certainly not without controversy to basically give it a dry run to work through the operational issues to see where things are working well. To see where we need to make adjustments and tweaks, and then we're--we're

continuing to aggressively pursue the capital project we recently got from the federal government the okay that we're basically on their list of projects that they'll want to fund at some point. But again, I--I didn't want to wait ten years before we had something to show on that corridor. I wanted us to do something quicker while again continuing to press on with the larger capital project.

COUNCIL MEMBER RICHARDS: Well, I appreciate your leadership in particular in this area. I saw your editorial I think in the Queens Chronicle on the status quo.

COMMISSIONER TROTTEBERG: And I visited with the Ed Board to try and make the case.

COUNCIL MEMBER RICHARDS: Yes, and--and I'm very happy with that. So I'm hoping that we're not going to, you know, retreat from, you know, the mission of ensuring that we bring--

COMMISSIONER TROTTEBERG: [interposing]
No, no, quite contrary.

COUNCIL MEMBER RICHARDS: --that process.

COMMISSIONER TROTTEBERG: I mean again I--please, I don't want this used as a retreat. It's quite the contrary. We felt strongly we wanted to

try and bring something quicker that we could do in house at a much lower dollar amount to get some of the benefits started right away rather than telling everyone well, we'll be there in ten years, which just seemed I think too long a period to wait to bring these benefits to them.

COUNCIL MEMBER RICHARDS: [interposing]

Okay, I look forward to the continued conversation on that. So can you go through--So I--I know because this is a concern for also Council Member Lander, your Plaza RFP. So there's money in the budget for Plaza and, you know, we like to coordinate because we'll have to work with local CBOs in particular to certainly maintain kind of the maintenance agreements like the Plaza on Beach--20th Street now in Far Rockaway. So where are we at with that process with the RFP?

COMMISSIONER TROTTEBERG: Yes, and--and I'll confess. I do admit that perhaps there is an irony that what was a \$1.4 million project has proved not uncomplicated to design and get underway. We are working as expeditiously as we can for the RFP process. I guess perhaps because this is something new. It's--it's taken the lawyers and experts a

1 COMMITTEE ON TRANSPORTATION 80
2 little time to work though it. We are shooting for
3 registration in the fall, and--
4 COUNCIL MEMBER RICHARDS: [interposing]
5 So the RFP will be released in the fall? When would
6 the R--?
7 COMMISSIONER TROTTEBERG: [interposing]
8 Registered.
9 COUNCIL MEMBER RICHARDS: Registered in
10 the fall.
11 COMMISSIONER TROTTEBERG: Yep.
12 COUNCIL MEMBER RICHARDS: Okay.
13 COMMISSIONER TROTTEBERG: Yeah,
14 released. Yeah, yeah.
15 COUNCIL MEMBER RICHARDS: All right, I've
16 taken my--my assessment back.
17 COMMISSIONER TROTTEBERG: So actually,
18 why don't you, maybe--why don't you speak a little
19 more.
20 COUNCIL MEMBER RICHARDS: [interposing]
21 Chair I need an--
22 COMMISSIONER TROTTEBERG: [interposing]
23 I'm going to have Joe speak in--
24 COUNCIL MEMBER RICHARDS: -- extra 30
25 seconds.

1 COMMITTEE ON TRANSPORTATION

81

2 COMMISSIONER TROTTEBERG: --a little
3 more detail about the--the project.

4 COUNCIL MEMBER RICHARDS: 30 seconds.
5 [laughs]

6 DEPUTY COMMISSIONER JARRIN: Just really
7 quickly, we--we are putting the RPF out now, and--and
8 we'll be fully going through the procurement process
9 where it will be registered by October.

10 COUNCIL MEMBER RICHARDS: Allrighty, just
11 two more things. Thank you, Chairman for your
12 patience. So Southeast Queens obviously is a
13 transportation desert [bell] and I'm very happy the
14 Mayor is spending \$2.5 billion the trolley cars and
15 what is it, Brooklyn or Queens and Brooklyn? When
16 can we expect such, you know, great things for
17 Southeast Queens?

18 COMMISSIONER TROTTEBERG: Well, I think
19 we are--look, we're--we're moving ahead on a few
20 fronts and again I think we've--we've--we've talked
21 about SBS and, you know, I'm looking. I know Council
22 Member, speaking of Queens in general and Council
23 Member I know certainly as we've talked about the
24 BQX. The question has arisen what about looking at
25 some of the other potential rail projects we could do

1 COMMITTEE ON TRANSPORTATION

82

2 around the city, the Rockaway Beach branch, the lower
3 Montauk---

4 COUNCIL MEMBER RICHARDS: [interposing]

5 But I'm talking about South Queens as well.

6 COMMISSIONER TROTTERBERG: Yeah, and they
7 well--

8 CHAIRPERSON RODRIGUEZ: Sorry, Council
9 Member.

10 COMMISSIONER TROTTERBERG: [interposing]
11 I'm going to through--I'm going through the larger--

12 COUNCIL MEMBER RICHARDS: [interposing]
13 All right, the last things, the last thing--the last
14 thing and I'm getting off the mic.

15 COMMISSIONER TROTTERBERG: All right.

16 COUNCIL MEMBER RICHARDS: Merritt
17 Boulevard, Council Member Miller and I share, a major
18 thoroughfare, poor crosswalks, poor paving,
19 everything. It's the major transportation
20 thoroughfare that--that we share and we need some
21 movement from DOT on ensuring that we can turn that
22 into a safe--perhaps a Vision Zero project.

23 COMMISSIONER TROTTERBERG: Okay, we'll be
24 happy to sit down, and we are--I had mentioned at the
25 beginning of my testimony we are--this year the city

is going to be doing 1,300 miles of resurfacing and we are putting together our list of where we're going to go, and we certainly welcome input from all the council members on where they see big needs in their district.

COUNCIL MEMBER RICHARDS: Thank you for your patience, Mr. Chairman. Thank you.

CHAIRPERSON RODRIGUEZ: So this morning when I took the train I didn't hear from the MTA, they're announcing. I'm sorry for the delay, but now we apologize to the MTA because of the delay. So let's keep it to five minutes. Council Member Chin.

COUNCIL MEMBER CHIN: Thank you, Chair. Good morning, Commissioner. We're very concerned about losing the Lower Manhattan, Commissioner. So how--how can you ensure that in the budget that you will have staff that coordinated down here in Lower Manhattan where we have an active of 90 active construction projects going on? And I think from the money that you will save from street paving down here because the streets are being dig up constantly. So we're not sharing in that budget. So how do you--can you make sure that we have staff that can help us through the coordination and--and monitor all these

construction projects that's going on? And as you said earlier, I mean our neighborhood is going more-- more residential, and we're getting a lot of complaints about late night constructions, and we're often times really need some--a point person that we can talk with, and also help us coordinate with the other agency to make sure that projects are done correctly.

COMMISSIONER TROTTEBERG: [interposing]

No, I know this is a huge issue in Lower Manhattan, and obviously, Council Member Chin, you and I have-- have talked about it. And look, I--I think I--I had said that the struggle we had with the Lower Manhattan Office is if it started originally after 9/11, the state had been providing--State DOT had been providing DOT with funds. In the past couple of years that funding has frankly not been coming at the pace that we needed. And admittedly we took a look at--at now basically the--the 14, 15-year mark and decided it was time to reabsorb that office back into DOT. And we had already started the process taking the folks who do the permitting and bringing them into our permit office. (sic) I do know obviously in light of the--what we had with the--the crane

collapse, I think we had a chance to engage with you and--and Senator Squadron and other elected officials and community leaders from the area and with City Hall and with the Department of Buildings and the Department of Design and Construction, and there's certainly a recognition that all the construction going on down here needs continued resources, continued dialogue, continued communications. And we will continue. I mean we're not--we're not getting rid of a lot of people. We're essentially absorbing them into the different parts of our agencies. But I know there is an Administration commitment from the Mayor on down that we will continue to provide good service, good communication, and good coordination. As you're right, all these incredible construction projects continue in a neighborhood that right was previously largely commercial and financial and now everyday there's a new residential building coming in.

COUNCIL MEMBER CHIN: I know and that's why our street doesn't get paved because they keep get--getting big gov--

COMMISSIONER TROTTEBERG: [interposing]
Well---

COUNCIL MEMBER CHIN: --and also we have major projects coming down. There were street reconstruction. We're not finished with Broadway yet, and so residents and our community board are very, very concerned. And we want DOT to really take the lead and be the one that can coordinate with the other agencies to make sure that we could really manage what's going on down here. So I look forward to the, you know, continued dialogue and make sure that we have the resources for that. The other question is that, you know, the SBS services is great. I have the M15 Line, but I really encourage you to help us to really look at some modifications because I think that the stretch below Houston that we need to add two more stops on the SBS. Because the local ones are very, very slow. I mean, they don't run that often, and at the same time, we have, you know, on Delancey Street we have a new development that's going on right now Seward Park Urban Renewal area. There's going to be a lot of, you know, residential units and retail. At the same time, the F Train is right there. So we don't have an SBS stop there. The other one is on Pike and Madison. The same thing. Where we have--You know, a

new development happened there, and you have a lot of public housing and subsidized housing that's down the block and we have the F Train there, but there is no SBS stop. So I think we could, you know, really add those two stops. That would really help in terms of the residents that's living close by in that area. I mean I--when I took the SBS uptown I see like driving--around where the hospitals are, you do make, you know, shorter stops. So I think that to really take a look and to see how to provide those services to the growing residential population in those two areas. That also connects to a major subway line.

COMMISSIONER TROTTEBERG: We're happy-- we're happy to talk to you and--and the MTA about that. You know, it's always the balance of too many stops, the service is running too slowly, but you're right, Seward Park. And, look, the City is always changing and new developments coming in. So happy to talk to you about that, and I did just want to say a little bit about the roadways because I do know Broadway, Worth Street there's--there's certainly been, you know, some--some difficult challenges here in terms of roadways. I think Worth Street when it's done will be terrific, and we will be resurfacing

Canal Street this year. So we--we are definitely trying where we can to work on roadway conditions here. We know it. [bell] We certainly hear it's a big source of frustration.

COUNCIL MEMBER CHIN: Thank you very much. Thank you Chair.

CHAIRPERSON RODRIGUEZ: Council Member Carlos Menchaca is not here. Council Member-- [background comments] He's coming. [pause]

COUNCIL MEMBER MENCHACA: Good morning. Buenos dias. I was just talking to a reporter about the sink hole on 56th Street. Thank you for your response and DEP and the collective work, but I have a budget question. And so, my first thing is thank you for Citi Bike conversation, and we're going to be working with you. Second, Participating budgeting and the budget hearing, and we're really excited about the energy that continues to grow in our communities. More specifically, I'm interested to hear from you about any ideas that you're thinking as the Commissioner and you're thinking about the budget to really incorporate what we're working on at a district level. And see if there's any--any reactions you have to some of the things we're doing.

And I'll give you one to react to. A lot of the ballot measures that we're looking at right now are related to street resurfacing in the district, and we have a--a complicated conversation right now where some people are saying DOT is going to do it anyway. Let them do it. People are saying we want it now. And so, would you work with and all our districts and think about if we get those things at the top level of the things that the community votes for, will you help us reprioritize at--at your level with your dollars. Now when it kind of frees up ours, but you get confirmation that the community wants this street instead of the other street, and really help add to the community board voice and some other voices that you get to help create priorities?

COMMISSIONER TROTTEMBERG: Yeah, we'd-- we'd--we'd love to speak in general about participatory budgeting, which, you know, we--I know this Administration thinks is terrific and we'd love to work with you all on it. I think one thing we--we pledge to do is to try and give you our best and honest assessment of-- You know, sometimes what people want to put their money into it may or may not make sense for various reasons. I mean sometimes

people, I mean, you know, we're---we're talking about Worth Street. It's a street not in good condition. The reason we're not resurfacing at the moment is we're about to undertake a major reconstruction. So sometimes what people want us to do there may be-- there may be a logical reason we're not doing it. There may not be a logical reason. I freely admit it. So I think we always want to try and work with you all and with local communities to make sure that the things people want to do are feasible. And look, obviously, if they're already going to be in our budget in a reasonable time frame, we want to make sure you know, And right, to the extent perhaps we can reprioritize, happy to consider that. I think we love participatory budgeting, but we want it to be-- it has to be a smart process--

COUNCIL MEMBER MENCHACA: [interposing]

We know that.

COMMISSIONER TROTTEBERG: --where, you

know, those precious dollars are going to be spent for something where you're going to see results--

COUNCIL MEMBER MENCHACA: [interposing]

Right.

2 COMMISSIONER TROTTEBERG: --that are
3 real and tangible and happen reasonably quickly.

4 COUNCIL MEMBER MENCHACA: Exactly and I--
5 and I think we both have an underlying fundamental
6 agreement that people who live in a community
7 sometimes know what--what they want better than any
8 one of us.

9 COMMISSIONER TROTTEBERG: Absolutely.

10 COUNCIL MEMBER MENCHACA: And so, I
11 think--I think starting out is good and smart is
12 defined by--by people who live in the community. So
13 thank you for that. Next, we're talking a lot about
14 infrastructure, and--and I'll--I'll highlight some of
15 the issues in the district around bike lanes that get
16 laid, and then through whether--and the 53 million
17 tourists and et cetera, et cetera, we don't have a--a
18 robust enough funding stream to be able to go back
19 and repaint those lanes to maintain our safety
20 purposes for the--the bike lanes and. Can you talk a
21 little bit about what this budget does to address
22 that issue?

23 COMMISSIONER TROTTEBERG: Yeah, and--and
24 look, there's no question that I think, you know, one
25 of the interesting challenges that we face and--and

one that we're continuing. I'm hoping to improve how we tackle it is as we have continued to expand--you know, the question has come up why can't we do more bike lanes and more street improvement projects, and why can't we do it a lot faster? You're getting a little of some of the limitations we face, which is things that you build and create, you then have to maintain them year after year, and you have to have the resources in place, the contracts in place, et cetera. And I think one of the challenges we face is we've built out the bike network and all the Vision Zero safety improvement projects is making sure we were keeping up with the markings. And we definitely had a period where I'll be honest with you, I think we were finding some challenges in that front. We've now got it. I'm going to make---make sure Jose Jarrin will give me the right number.

DEPUTY COMMISSIONER JARRIN: [off mic]

\$10 million.

COMMISSIONER TROTTEBERG: Ten? Yeah, ten. Well, why don't you--He'll--I think he can talk a little bit about the numbers, but I think we've done a lot now to improve the efficiency of how we're running our markings program. Particularly one thing

2 I think that's going to help us in the future is as
3 we have greatly upped the lane miles that we're
4 resurfacing, one of the additional benefits of that
5 is the markings last a lot longer on a resurfaced
6 road than an old chewed up road.

7 COUNCIL MEMBER MENCHACA: Oh, okay.

8 COMMISSIONER TROTTEBERG: So we're
9 looking also at using the crews--

10 COUNCIL MEMBER MENCHACA: [interposing]
11 So, that--that connects to the earlier question about
12 communities on a resurfacing and--and--I think
13 there's some synergy here where the community really
14 wants to concentrate in an area for multiple reasons
15 that might not be known to everybody making all those
16 things known and creating strategy. And then the
17 last 15 seconds and we'll get the number, I--I want
18 to throw out the--the kind of idea of--of providing
19 more planning dollars. So, you know, I met in our
20 district office recently, and [bell] I'm wondering if
21 this budget response today, it--it kind of--a higher
22 commitment in--in--in paying for more urban planners
23 to help us plan the 53 million tourists and housing
24 priorities, and--and see if this budget really gives
25 us that--that recommitment and--and funding.

COMMISSIONER TROTTEBERG: Yeah, no, and look, we--we--we utterly agree, and--and we've gotten to talk about what's happening--all the things that are happening in--in--in Sunset Park and very exciting and I've been talking to Maria Torres Springer at EDC, and look, we certainly agree in some of the neighborhoods where we've seen tremendous growth, and we've been able to put adequate planning resources on the ground, it has helped so much in terms of quality of life, street safety. Just the general livability of the neighborhood. And we know we have to dedicated those resources, and--and I have to say I think this budget--I think--I can't complain, I--I think we are well funded to--to tackle that, but maybe Joe can talk a little bit about some of the numbers.

COUNCIL MEMBER MENCHACA: Thank--thank you for that.

DEPUTY COMMISSIONER JARRIN: Just really quickly on the markings front, we--we--we--you know, we're relying on federal funds for the expansion of the bike markings throughout the city, and we still get those funds. But we were not really funded well to maintain the markings that are out there already.

As you mentioned, markings stays and this is for the bike markings in particular. And one great thing with the funding that Mayor de Blasio gave us for Vision Zero they added another \$10 million for marking maintenance, which has been a great help, and we're now rolling that out. That's coming out not just for bike markings, all markings, but bike markings is a big piece of that, which we'll be contracting out for that money now.

COUNCIL MEMBER MENCHACA: Great. Thank you for that.

CHAIRPERSON RODRIGUEZ: Thank you.
Council Member Greenfield.

COUNCIL MEMBER GREENFIELD: Thank you, Mr. Chairman. I would point out just for the record that the attorneys are not the ones who are playing games with their time management. So I know everyone loves to blame the attorneys, but it's not us today. Commissioner, first, I just want to start off, you know, we always have a criticism. I tend to think that our criticism is constructive. It's a big city. It's a big agency, but I--I want to start by saying that we're very grateful for the leadership that you provide. We're incredibly grateful to the Mayor. He

pledged Vision Zero. He followed through in a way that no other mayor has done. As you know, I've been an advocate for Vision Zero, and reduced speed limits for many years and we're grateful for him actually making a campaign promise and fulfilling that promise. That being said, it doesn't mean that we're not going to have some points of disagreement, and that's what we're going to chat about today. I'll give you three guesses on--on what my first item is going to be. Would you are to take--take guess, Commissioner?

COMMISSIONER TROTTEBERG: Yeah, I--I believe it's the matter we discussed yesterday. We're going to talk about Ocean Parkway.

COUNCIL MEMBER GREENFIELD: That's right.

COMMISSIONER TROTTEBERG: [laughs]

COUNCIL MEMBER GREENFIELD: Thank you very much. You see, you got it on the first try. So Ocean Parkway. I grew up on Ocean Parkway. I love Ocean Parkway. Ocean Parkway is--is an important public resource obviously, and certainly in the past few years we've had trouble with Ocean Parkway in terms of accidents, and these are crashes more accurately, and we wanted to work on that. When we

passed my legislation that lowered the speed limit in New Yorkers the default is 25 miles an hour, you office agreed that there would consultation on major thoroughfares as to whether that was appropriate for that to be reduced. Unfortunately, that didn't happen with Ocean Parkway. Now, that on its own it's not really a problem. The problem is that there's a law in the state that provides for speed cameras, and as a result, Ocean Parkway is among the most ticketed roads in New York City I think your--by your office's number, 35,000 tickets in five months, \$1.75 million in fines. As you can understand, that is very frustrating for my constituents who are attempting to be law abiding, and I want to be clear. If folks are going very fast, throw the book at them. For folks who are just trying to follow the speed, and they're going with the speed of traffic, I don't think they should be penalized and punished. And, unfortunately Ocean Parkway was designed in a way where the speed tends to go a little bit faster. So I'm--I'm wondering what do you say to literally thousands of my constituents. This is the number one issue they drive me crazy about, and I want to be clear, by the way. I stand by Vision Zero, and I stand by lowering

2 the default speed limit. It's just that combination
3 of lower speed limit and speed cameras I think has
4 created a bureaucratic nightmare. What say you,
5 Commish?

6 COMMISSIONER TROTTEBERG: All right,
7 well, yes and--and I appreciate that you've--you've
8 written me and contacted me on this, and we had a--we
9 had a discussion about it yesterday. And look, I--I
10 will certainly not deny it. I didn't deny it when I
11 talked to you yesterday. There's no question that
12 Ocean Parkway is generating a lot of violations, and
13 I can understand your constituents are frustrated.
14 As--as I said to you, I mean one thing I would point
15 out, and one thing I promised you we're going to
16 plunge deeper into the data. One thing we are able
17 to break down, I don't--I haven't gotten it yet is--
18 it's--it's not a secret that you don't get a ticket
19 with our speed cameras unless you are going at least
20 11 miles over the speed limit. And what we have
21 discovered is when we've tracked speeds in general,
22 and this only during school hours because that's when
23 we ticket. It's only two percent of the drivers that
24 are getting those tickets. Now, admittedly on Ocean
25 Parkway that's a high volume of drivers. It's a big

number, as you pointed out, but the average speed limit for drivers is still in the mid-20 something miles--I think 21 to 27 miles per hour or something like that. So I guess there's sort of two ways to look at this. One is yes a lot of people are getting caught and it's high fines. On the other hand, most people are actually driving at least no--no more than--than ten miles over the speed limit. But I--I think what we are--

COUNCIL MEMBER GREENFIELD: I'm--I'm--I'm running out of time so I just want to be clear. There's a simple explanation for that. Let's just be clear. The explanation is that most of the time Ocean Park--Ocean Parkway has lots of traffic. And so when you are driving in traffic obviously you're going to be stuck in traffic. You're going to drive slower. When, however, during the course of the day that there is not traffic, the problem is--and this is why I think we believe it's a trap is that Ocean Parkway was designed for faster speeds. And the DOT and neither the City or Safety has done anything to change that design which, as you know, we've discussed, and have encouraged to do--make smaller lanes. Try to encourage folks to drive slower. I'm

all for that, but when you have a highway or a parking in this case that's designed to drive faster, and then there's no traffic, and people are following the flow of traffic, it's not really fair to give those people tickets. The other thing what we discussed, and I'd love to your on-the-record thoughts about as well is, you know, in the state we have a tiered system, right. So one 1 to 10 miles, you get a certain fine. 10 to 20 a second--another fine, 20 to 30. One of the things that you pointed out to me is that there are some people driving at incredibly excessive speeds. Is--is there a way to punish the worst offenders who are going at ridiculous speeds whether it's on Ocean Parkway or other areas as well. Why should they get higher fines. [bell]

COMMISSIONER TROTTEBERG: Right, and the--the fines are set by the State. The City doesn't have the discretion to set our own fine levels. I actually think that you have a great idea there.

COUNCIL MEMBER GREENFIELD: Well, I've gone to Albany before to advocate.

2 COMMISSIONER TROTTERBERG: [interposing]

3 Well, I--I--

4 COUNCIL MEMBER GREENFIELD: I'm simply
5 telling you again.

6 COMMISSIONER TROTTERBERG: Well, I--I
7 think there's--I think there are few things we're
8 going to try and work though, and one is you--you
9 certainly raise a fair point and a challenge. I mean
10 the problem with something like in Ocean Parkway, and
11 we have this with many big streets in the city,
12 Queens Boulevard you name it. Yes, on the one hand
13 they were designed for cars to speed quickly. On the
14 other hand, in the case of an Ocean Parkway, people--
15 and you know this, people live along it. Kids are
16 there, seniors are there.

17 COUNCIL MEMBER GREENFIELD: [interposing]
18 I live along it.

19 COMMISSIONER TROTTERBERG: So that's--

20 COUNCIL MEMBER GREENFIELD: I agree with
21 you.

22 COMMISSIONER TROTTERBERG: Right. So
23 that's the challenge we face, which is a roadway
24 unfortunately, which either is designed for or serves
25 conflicting purposes. And mediating between those

two purposes is definitely a challenge, and I appreciate the frustrations you're feeling. We have since our discussion been in contact with the state. We are going to sit down with them, and talk to them about what they're--because many people in this room may not know Ocean Parkway is actually a state route, which I can't explain to why that it. It just is. We are actually going to sit down with them very soon, and look at the capital project, look at the design elements. We're going to think also about the--the challenges this is facing for you and your constituents. We're going to dig deeper in the data, and I'll come back to you very quickly. But I--I will just say that again we are trying to balance--and it's not easy to balance on some of the big thoroughfares in the city, the reality of it's designed for cars to go fast. It's got a lot of people living on it, crossing on, riding bikes near it, and we want to protect them. And Ocean Parkway has had in its times where there have been a lot of fatalities. It is one of the most dangerous roadways in--in Brooklyn.

CHAIRPERSON RODRIGUEZ: I--I think that it is important if we can look at it, but--but she was especially saying--

COUNCIL MEMBER GREENFIELD: [interposing]
Thank you, Chair.

CHAIRPERSON RODRIGUEZ: --to the council member is, you know, putting some suggestion on how to make some redesigning so that drivers are not encouraged to go fast?

COMMISSIONER TROTTEBERG: Yes.

CHAIRPERSON RODRIGUEZ: So think if there's something that we can look at it together, I would be more than happy to welcome my colleagues and--

COMMISSIONER TROTTEBERG: [interposing]
Yep. Yes, Thank you, Mr. Chair.

CHAIRPERSON RODRIGUEZ: --I thank you for that. (sic) Council Member Treyger followed by Council Member Crowley, and that's it, and then the MTA is coming aboard. In ten more minutes I promise you'll be sitting here.

COUNCIL MEMBER TREYGER: Thank you, Chair Rodriguez and thank you for your continued leadership on so many pressing transportation matters we have in

2 the City. And just a quick point, and welcome
3 Commissioner. I want to actually begin by commending
4 the Brooklyn Commissioner Keith Bray. I have to say
5 that even at emails and messages at 11 o'clock and
6 night, he gets back to me so quickly. And so I want
7 to commend the Brooklyn Commissioner and your
8 Intergov staff.

9 COMMISSIONER TROTTEMBERG: Thank you.

10 COUNCIL MEMBER TREYGER: They are very,
11 very responsive, and that--and that's appreciated.

12 COMMISSIONER TROTTEMBERG: Thank you.

13 COUNCIL MEMBER TREYGER: Just a quick
14 note about Ocean Parkway. Just--I think that the
15 point that Council Member Greenfield mentioned is
16 that for many years there's--there's no question that
17 we need to do more to crack down on speeding and
18 aggressive--reckless driving. No question about it.
19 It's just that for many years as--as, you know, they
20 were not used to going at that limit. And so when
21 you put a new speed limit 25 miles an hour, and then
22 immediately put cameras the next day or the next
23 week--

24 COMMISSIONER TROTTEMBERG: [interposing]

25 We-we--just for the record--

2 COUNCIL MEMBER TREYGER: Right.

3 COMMISSIONER TROTTEBERG: --we changed
4 the speed--we--we--there was a period of many months
5 between when we changed the speed limit and when we
6 turned on the cameras. We--we were trying to give
7 people a time period to acclimatize. I recognize
8 perhaps they haven't, but--

9 COUNCIL MEMBER TREYGER: [interposing]
10 Right.

11 COMMISSIONER TROTTEBERG: --we--we
12 didn't turn the cameras on the next day.

13 COUNCIL MEMBER TREYGER: Right, so I--

14 COMMISSIONER TROTTEBERG: [interposing]
15 We tried to be sensitive to the fact that we were
16 making change.

17 COUNCIL MEMBER TREYGER: Right, because
18 I--I--I think government in general, I think we could
19 always do more to educate and inform rather than be
20 punitive, you know, right up front. I--I also just--
21 I know we're--we're going to hear soon from--from--
22 from the MTA, and I'm eagerly awaiting a chance to
23 have conversations, but I do think it's important we
24 have a unified voice. I'm just speaking for Southern
25 Brooklyn. I represent a district that quite frankly

in 2010, for example, sustained major cuts in transportation, major and we'll hear some from the MTA. But I just want to make you crystal clear--aware about our challenges. The Mayor has a very ambitious housing plan. Coney Island is slated because of the rezoning that happened in the past administration for up to 5,000 new units of housing. This summer they plan to open the concert theater in Coney Island, and probably one of the most pressing issues I hear in addition to Hurricane Sandy recovery is the problem with transportation. It literally will take at times over an hour and a half for folks to get across the borough into and out of Coney Island. And I know the MTA relies on numbers and data, but I--I just want--want to make--make you aware that during the seasonal months, for example, and during even our-- We have a new--new year's tradition in Coney Island. I only became aware of this after witnessing it myself and speaking to some of my businesses that to move the masses of people out--in and out of Coney Island during these big events, they'll literally open the MTA doors and gates to move traffic--to move people faster. And that actually affects our numbers because they think

that less people are coming into Coney Island. But the agencies will actually open the doors so no one gets to swipe the MTA cards. And so the--the government thinks that there's fewer people there, but meanwhile we have millions of people coming down to Coney Island during the seasonal months and New Years. I just want to make--make--make--make you aware of--of our most pressing needs. I also just want--want to mention that recently there's been a number of outages, and I've been in touch with Con Edison about this, but it's affecting many of our traffic street lights in Graves End and Southern Brooklyn as well. How often do you have--have you heard this from Con Edison about act--actually an entire school lost power or--or--or the lights in certain parts of Gravesend lost power? Have you--are you aware of these outages because they--they--they seem to be occurring now almost every other week.

COMMISSIONER TROTTEMBERG: Well, I have heard about the outages, yes, and I--I know it's an area of concern in your community. And we are in regular communications with Con Ed. If you think there's more we need to be doing there to get them to step up, we're happy to do so. Because you, it--I--

I'm not quite sure what's going on there, but I do know it's been a big issue of late.

COUNCIL MEMBER TREYGER: I--I do--I did reach out to the Vice President Kyle Kimball asking for a meeting, and that is being scheduled, and I would love to maybe loop some of the things in the DOT because it appears that many of the major intersections are losing power, and it creates a safety problem.

COMMISSIONER TROTTEBERG: No, it certainly does safety and--and--public safety. So we would be happy to participate in those meetings. Obviously, we're--we--we never want our signals to go out.

COUNCIL MEMBER TREYGER: Right, and lastly, Commissioner, I met with folks from the--the Brooklyn Greenway Initiative about trying to have increased connectivity, and improved--improved traffic flow and for both pedestrians, bicyclists and everyone [bell] involved. Have--have you been in touch with them with regards to the vision and plan for Southern Brooklyn? I know they're looking at maybe Shore Parkway in--in my district about ways to improve traffic flow, increase connectivity. You

know, look, I worked with the DOT on improving Neptune Avenue in Southern Brooklyn and--and we kept the bike lanes in. We kept them in despite some concerns because we need to make sure that we're connected to the rest of the city. But, have you been in touch with them about what their vision and plans are and how we can work together to make sure that we improve traffic and transportation for my--for my constituents as well.

COMMISSIONER TROTTEMBERG: We--we work very--actually very closely with the--with the Waterfront Greenway Group, and I--I want to make Joe--we--we actually have a decent amount of capital funding in this--in this current Capital Plan to continue to build out that network. I'm happy again to have our--we have a whole bike team that works closely with them. I'm happy to sit down with you all and get a better sense of where your priorities are. We've been very excited so far on the work we've done along the Brooklyn Waterfront. It's--it's been very transformational, but yes we need to continue to go south for sure.

COUNCIL MEMBER TREYGER: Thank you, Commissioner. Thank you, Chair.

CHAIRPERSON RODRIGUEZ: Council Member Crowley.

COUNCIL MEMBER CROWLEY: Thank you, Mr. Chairman. Good afternoon, Commissioner. I want to thank you for the work that you've done on Queens Boulevard. This is notoriously known as the Boulevard of Death, but we have had fewer accidents and no fatalities in the past year. So, a lot of that has to do with the work that you've done there. I greatly appreciate it as some of it goes through my district. I wanted to talk to you about transit improvement districts because it seems as if that is what will fund this new BQX plan. How much is it that the DOT is involved with it, and how much do you include other city agencies?

COMMISSIONER TROTTEBERG: It--it's--it's actually--the vision for BQX is actually not going to be a Transit Improvement District at least as currently envisioned, but--but I will also I guess have a caveat there that I think we're still in the early stages of the planning, the route, the governing structure and how potentially funding mechanisms will work. But I think the vision right now is that as we put the--as we put this project in,

the elevation in real estate values and, therefore, real estate revenues to the city that a portion of that will just go to--to fund the project. You'd actually need to create a Transit Improvement District. In terms--

COUNCIL MEMBER CROWLEY: [interposing]
So--sorry. So the property owners will not be paying additional taxes like a business improvement?

COMMISSIONER TROTTEBERG: Right. At the moment that's the vision. But again, I think it--I'd say that it was probably early in the process, but currently that's correct.

COUNCIL MEMBER CROWLEY: Were you involved with the 7 Train expansion and how that was generated?

COMMISSIONER TROTTEBERG: Right. That's the last administration. It's clearly a very different model there where you were going into essentially what was a completely undeveloped area where you were decking over a railroad tracks. And it was, you know, a pretty complicated negotiation between the city and the developers in terms of what benefits the city would get, what kind of tax agreement there would be, and how the Number 7 would

be funded. In the case of the Number 7, the City put the money in upfront, as--as you know.

COUNCIL MEMBER CROWLEY: Right. So is it the property values or is there a specific tax that's paying for that?

COMMISSIONER TROTTEBERG: Well, I--I think it would be probably safer to say there was basically a large negotiation that had a bunch of different elements to it. I don't know if I could say it was one versus the other. I mean I think that the developer and the City came together on an agreement, you know, on a whole bunch of different elements at that development.

COUNCIL MEMBER CROWLEY: So for the BQX it's too, still too early to tell, but right now the Administration is prepared to pay for it up front?

COMMISSIONER TROTTEBERG: Well, again no. The--the vision is not that the Administration would pay for it up front. The--the vision is that the revenue stream that will be generated from the increased revenue that--the increased real estate values will pay for the project. That will be potentially by a local development corporation. That will be captured as future revenue bonded against,

1 COMMITTEE ON TRANSPORTATION 113

2 and then the bonds will be paid back over time to the
3 revenues. But again I--I--I don't--I want to be a
4 little cautious here because I don't know that our
5 approach is completely written in stone yet, and I
6 think as we move forward again that's something where
7 clearly we're going to need to work pretty closely
8 with the Council to refine the model.

9 COUNCIL MEMBER CROWLEY: No, yeah, I--I
10 asked the questions because you know I'm interested
11 in bringing light rail to the Lower Manhattan--the
12 Lower--

13 COMMISSIONER TROTTEBERG: Lower Montauk?
14 [laughs] Be connected to Lower Montauk.

15 COUNCIL MEMBER CROWLEY: [interposing]
16 You can see it, but at the heart it's a--it's a
17 transportation desert, but--but I was happy to hear
18 you mention that project earlier. So have you looked
19 at it since we spoke?

20 COMMISSIONER TROTTEBERG: Yeah, well,
21 and I--I--I think I'm--as you know, we've--we've now
22 reworked our Metropolitan Avenue Bridge Project to--
23 to address--

24 COUNCIL MEMBER CROWLEY: [interposing]
25 Thank you.

2 COMMISSIONER TROTTEBERG: --your
3 concerns, and--

4 COUNCIL MEMBER CROWLEY: [interposing]
5 Right.

6 COMMISSIONER TROTTEBERG: --I think, you
7 know, leave open I think the full range of
8 possibilities in terms of that alignment, and I think
9 we were happy, and the MTA is here to bring the Long
10 Island Railroad into that discussion, and I--I think
11 we're ready to continue that discussion with them.
12 So, you know, certainly in light of your concerns
13 about our bridge project we've--we've taken a deeper
14 look at it, and, you know, agreed that we want to
15 make sure we leave that entire alignment available.
16 I think in terms of--I won't speak for the MTA, but,
17 you know, happy to continue those discussions with--
18 with--with your office with us and--and with Long
19 Island Railroad.

20 COUNCIL MEMBER CROWLEY: And do you--
21 does the DOT apply for FAST Act Grants?

22 COMMISSIONER TROTTEBERG: Well, FAST Act
23 we get a certain portion of formula funding. It
24 comes to us through the state, and you may ask me how
25 much are we going to be getting, and I think in the

past we get around \$200 million a year in federal funds from the state. It can vary from year to year depending on which projects are being funded. We anticipate because the FAST Act increased the funding levels at least for the first three years I think around 10%. Hopefully, we'll see that much of an increase, but we don't know. We--there's--there's not a set formula that I can point to at the state level.

COUNCIL MEMBER CROWLEY: Right.

COMMISSIONER TROTTEMBERG: There are two major competitive programs that we're interested in. One is the TIGER Grant Program, one that I'm very familiar with. The City has done very, very well in that program. We've gotten a number of grants funded. We're--we're going to take a look at the opportunities there, and then there's a new freight program, [bell] a \$4.5 billion freight program. One--one challenge I would just point with these federal competitive grant programs is typically the federal government is looking for a project that is pretty ready to go. They don't want to fund something that's five, six, seven, eight years away, and one where a lot of the local dollars are committed. So,

1 COMMITTEE ON TRANSPORTATION 116

2 finding projects that are pretty ready to go is the
3 key I found to successfully complying with--

4 COUNCIL MEMBER CROWLEY: [interposing]
5 Right, and there's--

6 COMMISSIONER TROTTERBERG: --with federal
7 policy. (sic)

8 COUNCIL MEMBER CROWLEY: --funding in
9 there for light rail proposals, too.

10 COMMISSIONER TROTTERBERG: Yes, well, ye,
11 there--there are certainly the trans--there's--
12 there's certainly a transit pipeline and yes, we will
13 certainly be again. That's one where we work
14 cooperatively with the MTA to figure out what the--
15 the region's priorities are going to be.

16 COUNCIL MEMBER CROWLEY: Okay, thank you,
17 Commissioner.

18 CHAIRPERSON RODRIGUEZ: Thank you.
19 Commissioner, before you leave, I would like to bring
20 to your attention a project in my area, a bike lane.
21 As you know any cyclist that go to the Hudson River
22 Drive in the West Side area, when they go to the
23 street Bellevue, they have to up the hill. There's
24 the opportunity to connect that area going from under
25 the bridge to Bagdan (sp?) Street. I believe that

that project I heard from someone in the past it would take probably \$50 million to make that connection. There was three lanes already made in La Marina and Bagdan (sic) area, but there's not a connection. There's like a three or four mile that still have to be complete to connect the bike lane under the G (sic) Bellevue with Bagdan Street. And no major investment has been made above, and when the cyclist has the lane close to the Hudson River Drive when they up the hill, but there's--the opportunity is there. I know that the Senator Schumer he also expressed that that he would like to be more than supporter working with DOT, and I just hope that we can look at that.

COMMISSIONER TROTTEMBERG: Well, we would certainly like. We would love to improve those-- those bike connections to the George Washington Bridge, and--and I have to say, Mr. Chairman, I think I have an answer to a couple of the questions that arose. I mean one the question of how many sites--

CHAIRPERSON RODRIGUEZ: [interposing]
Before--before you summarize--

COMMISSIONER TROTTEMBERG: [interposing]
Yes.

2 CHAIRPERSON RODRIGUEZ: --let me also--
3 it's my hope we will do one. (sic)

4 COMMISSIONER TROTTEBERG: [interposing]
5 Yes, we will--we will definitely work with you on
6 that one.

7 CHAIRPERSON RODRIGUEZ: Yeah.

8 COMMISSIONER TROTTEBERG: I think we--

9 CHAIRPERSON RODRIGUEZ: [interposing] One
10 is from my end also, you can answer now or send that
11 information later on. It's about the--the street,
12 the new project in the BQX, the--the Brooklyn, the
13 street cars project.

14 COMMISSIONER TROTTEBERG: [interposing]
15 Uh-huh.

16 CHAIRPERSON RODRIGUEZ: How the city is--
17 is the city continuing on working with the planning
18 of the project? How is the planning going, and I
19 know that this was an important legacy that the Mayor
20 will leave, and I also know how important it is. And
21 I assume that DOT will be playing a key role. So how
22 is the planning moving--is moving with that project?

23 COMMISSIONER TROTTEBERG: Yes, DOT will
24 be playing a key role I think very much in
25 partnership with our--our leadership in City Hall,

and the Economic Development Corporation. I think we'll all have a big role there. I--I think as you know, when the--when the Mayor announced this project we did basically an initial I think what we would term a feasibility study where we looked at, you know, can we make a route, or can we ensure that it can be paid for through basically the value capture of increased real estate investment? Will it be a good investment? Will it be a good transportation project? Will it connect low income residents with opportunities? Will it help make these neighborhoods more attractive? Will it be a good transportation benefit? And I think our initial take was yes, it could be. But that said, there are now many, many details we need to work through in terms of exactly what the alignment should be. Exactly what kind of technology makes sense to use. How we might integrate with the MTA's larger subway system. How we will interact with local communities and--and we know that local communities are very interested to start hearing from us. I'm--I'm looking over at Council Member Menchaca. We will be very soon starting--I know elected officials are anxious to talk. It would be very soon. I would say in the

coming weeks be reaching out to elected officials and start that discussion, and I think we're very excited. I think as--as the Mayor said in his announcement, we do view this as a vital transportation link in a part of the city where when New York was originally envisioned the subway lines fed from the outer boroughs into Manhattan. And now there is so much commerce and travel and so much population on the Brooklyn and Queens Waterfront, and we clearly think this would be an incredible addition to the city's transportation network. But we have a long way to go, and we will obviously have to have a very close partnership the local communities and--and the elected officials.

CHAIRPERSON RODRIGUEZ: Great, as the--as the agency is leading Vision Zero working again with NYPD and--and TLC, I just hope that also we can have some conversation in the future on the possibility of a legislation that I introduced. I don't know if it's beginning to be done with the legislation or this is something that we can work together. But I believe that with a hit and run happening in our city leaving one person dead a week on the average is something that I know that we are committed. I hope

that we can work with the possibility of creating like an Amber Alert. I think that we should have a hit and run alert. So that immediately as the--the crash happens, and there's some information, I think that as we got most of those for the test for the Amber Alert, I think it is important that immediately all New Yorkers they should know when there is a hit and run. Because this is not just--you know, this is not one per month. This is about one New Yorker being killed every week because a leave the scene or he committed a crime. So, I wanted for you if have a system already. (sic)

COMMISSIONER TROTTEBERG: No, we--we-- look we agree and again we--we're really grieving over recent crashes and obviously the--the--the-- what's happened with the hit and runs in the city is very tragic. I think that's a great idea, the Amber Alerts. I'm happy again joining with the NYPD that has a big role here to see what else we can--we can do to crack down on what's happening with these terrible hit and run crashes.

CHAIRPERSON RODRIGUEZ: Great. Thank you Commissioner. [off mic] And now we will move [on mic] to the next agency, MTA. [pause] [background

comments] [gavel] Thank you everyone especially my colleagues for staying here. Now, we're getting into the [pause] Council Member, can you please, if you have a conversation, step out of the room so they can continue. So now we have a--we're moving to the second agency, which is the MTA. A lot of questions in regard to budget, I assume. Those have--what is the sources of the funding is the State committing, and how we doing on the contribution of the City. Where would that money be going. So I know that my colleagues and I we will have a lot of questions in regard to that particular piece. However, I also want to emphasize what I said at the beginning that most of the focus of this committee has been directed toward transit deserts. You know, it's 016 and still we have many areas especially in Queens, Brooklyn and the Bronx that they need to be connected with buses and trains. Those--that's improvement is necessary because people who live in many areas who doesn't have access to the buses, and trains, they need to go to work. They need to go to meet their friend and they need to go to school. The MTA has a balanced operation budget in 2016, but questions remained about that \$29 billion how that funding will be used.

What are the most important projects? Are we on--how are we doing with the deadline for those projects to be completed? Now, we need to know again where is the funding going? We are also interested on knowing the particular aspect of the City's project. How is the MTA working with the city to be sure that we get what we need from the MTA? We would like to know what other steps the MTA is taking to build transit into those isolated communities, and what opportunities we can take advantage of with existing infrastructure already in place such as the Metro North and the Long Island Railroad. Finally, we are interested in the progress the MTA is making to increase the accessibility across the system to the construction of elevators or ramps. But we cannot discuss, as I said before, accessibility without addressing Access-A-Ride service. There must be an improvement in these programs. There's so many questions that need to be answered. How are we doing on providing Access-A-Ride to those senior citizens who need it. And more a point in how we can make it more functional to thousands of disabled residents. Finally, we would like to know when comes to opportunities that we have in New York City right

now, how is the MTA working to connect buses and--and trains to the bike lanes? We know that the city has been making a lot of progress with expanding the Citi Bike. However, in the past we talked about creating some connection with those bike stations where New Yorkers who use a bike--a Citi Bike, they also should have some access on making that connection with a bus and a train. With that I--I would like to ask my-- Kelly Taylor to please do the affirmative to the MTA.

LEGAL COUNSEL TAYLOR: Would you please raise your right hand. Do you affirm to tell the truth, the whole truth and nothing but the truth in your testimony before the committee today, and to respond honestly to council member questions?

DOUGLAS JOHNSON: I do.

CHAIRPERSON RODRIGUEZ: Sorry. Can you please raise your hand, sir.

DOUGLAS JOHNSON: Oh, Mike.

LEGAL COUNSEL TAYLOR: Do you affirm to tell the truth, the whole truth and nothing but the truth in your testimony before the committee today, and to respond honestly to council member questions?

MICHAEL CHUBAK: I do.

LEGAL COUNSEL TAYLOR: Thank you.

DOUGLAS JOHNSON: Oh, thank you. Good morning Chairman Rodriguez and members of the City Council. My name is Douglas Johnson. I'm the MTA's Director of Management and Budget. Thank you for holding this hearing today, and for inviting me to testify today? I'm joined at the table by Craig Stewart on my right, the MTA's left--right--the MTA's Senior Director of Capital Programs, and on my left 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 approximately \$15 billion of which about \$1 billion will be funded by New York City. This is an important source of funding that represents approximately 7% of the MTA's--MTA's budget. Funding for 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 \$1 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 railroad stations within the city of New York; \$162 million to pay the local match for State Aid payments; \$497 million to reimburse the MTA for the cost of MTA bus, which is the agency that the MTA created to run formerly private bus lines at the city's request; and finally, \$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 the 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 million. This funding is more necessary than ever because as all of you know ridership is surging. In 1994, our subway system

carried 3-1/2 million customers a day. Fast forward to October 29, 2015 and 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 6 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 of 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 our--to your constituents and to our region. Once again, thank you for inviting us here today, and

my colleagues and I are now happy to answer any questions you may have.

CHAIRPERSON RODRIGUEZ: Great. [off mic]
As I [on mic] as I said before, we have a lot of respect for the leadership of the MTA. We know that you run one of the most important operations known in the--in the--in the nation, but also throughout the world, one of the largest ones that has a value of, as you have shared with us, of more than \$1 trillion that you could say. (sic) And it's so critical to move New Yorkers not on the eight million that is--some of those 57 million tourists that come here to New York City. So thank you for your service and--and you work. Mike, I have a few questions, and then my colleagues has others. One is about Access-A-Ride. How are we doing? How--I heard from many of those advocate groups that still they, you know, have the question about the--how long it takes for someone to have the Access-A-Ride. Some people that they don't have the best experience. How are you doing that assessment with Access-A-Ride, and what area do you think that still that program should be improved?

MICHAEL CHUBAK: If--if you'll allow me, I'm going to introduce Tom Charles who's the Vice

President for Paratransit and our Bus Operations.
He'll address your question.

TOM CHARLES: Good afternoon. Tom Charles, Vice President of the Paratransit Division. We will--we--we take customer surveys and we also receive from our comment line and correspondence complaints or commendations about the service, and we use this data to see where we should focus our attention on our service delivery. I will say, too, that as far as the operation right now, we have improved our eligibility determination process by including the ability for the assessment centers to take photographs instead of having the customer bring the photograph. We've now implemented since September of 2014, language lines, the ability for translations both at the application process and as well as calling for booking and reservations. In terms of our scheduling, we send our cars out to determine the roadway and major thoroughfares. We've had adjusted speeds because we do see congestion impacting the scheduling assumptions, and it's a constant review and determination whether we should change our scheduling assumptions. Right now we're hovering at about 91% on time performance. We'd like

to do better, and so that's the process we take up with our GPS coordinate system looking at the real time data, as well as doing field visits and field surveys from our own scheduling department.

CHAIRPERSON RODRIGUEZ: [off mic] How many have you received last year.

TOM CHARLES: Roughly about--we have a rate of 3.75 per 1,000 trips.

CHAIRPERSON RODRIGUEZ: Okay, how many complaints did you receive last year?

TOM CHARLES: If I--let's see. I'd say it came to about 37,000 complaints.

CHAIRPERSON RODRIGUEZ: And what is it--you know what is--where do you take those complaints? How many of those complaints--and there were some suspension of, you know, contractors or whoever worked with--

TOM CHARLES: [interposing] Sure.

CHAIRPERSON RODRIGUEZ: --the MTA, and--and I mean how comfortable do you feel that, you know, you've been learning from those complaints or getting rid of the bad apple, which we have--

TOM CHARLES: [interposing] Yes.

CHAIRPERSON RODRIGUEZ: --everywhere.

TOM CHARLES: Well, 50% of those complaints have been coming from our use of car service and taxi. Many of the customers are actually asked not to receive the car service or taxi authorization. They find that the drivers are not being professional, or customer sensitive. So, we have taken away triple assignments to those car services. A broker who has a network of bases and affiliates will also remove an affiliate if they're not performing and replace with another affiliate. We have our own team that conduct rides and also witness some of the poor performance. So, a good-- but 50% of those complaints have been with car service. In terms of our carriers. We also will take away trip assignments, make sure that their drivers are trained. They will not go back in service for example if there's a wheelchair incident until they attend the training and perform their securement in the presence of a manager from Paratransit. So it's a constant vigilance on both dedicated contractors and on our non-dedicated service providers.

CHAIRPERSON RODRIGUEZ: Great. That leads to my next question, which is accessibility for

people with disability. As you know like we have a large group of New Yorkers who need accessibility, and this is all about as a--as a city the senior population is growing. We just hope that we get there, and we feel like anyone is lucky when we are--reach age and--and a percentage of us will need some type of transportation that provides accessibility that sometimes we don't have in the city. How has the MTA been able to do the assessments on how much progress, which I know that you have made in bringing elevators. Especially, I know that those are challenges--

TOM CHARLES: [interposing] Yeah.

CHAIRPERSON RODRIGUEZ: --with the old infrastructure. If you build a new station, I know that it come within new regulations, and that is another thing. But what--how are you addressing many of those training stations build a hundred years ago that they are not accessible? That--that we--right now we need to work on those projects.

TOM CHARLES: Okay. Lois Tandler is going to come up and address your question.

LOIS TENDLER: Good afternoon. My name is Lois Tandler. I'm Vice President of Government

and Community Relations at New York City Transit. As I think the Committee knows, New York City Transit's original commitment was to make 100 stations ADA accessible for 2020, and to further that commitment. In the early '90s, a list of 100 stations was determined working with the disabled community. There was some criteria, which dictated which stations were appropriate for those 100 key stations. We currently have 86 stations ADA accessible. I believe there's five in construction, and the remaining of 100 are in design and our proposed 2015-2019 Capital Plan includes money for the construction of all those elevators. So we are looking forward to--at the end of 2020 having 100 accessible stations in the city. Further, we understand that 100 stations doesn't mean we just go home and stop worrying about accessibility. So we have incrementally been making other stations ADA accessible. For instance right now--we're--we're out on the C Beach Line and two stations there at 8th Avenue, which is being made accessible with ramps, and 62nd Street, which is getting elevators. Those are not key stations, but they will be ADA accessible when those stations finish their renewals. There are

26 other stations that are not ADA accessible, but they have elevators. So we--it's something whenever we look at any station job, we--we look at the station, it's physical layout. Some stations, as you know, are pretty impossible to get accessibility. It's a very old system. But we are forging ahead. There is money proposed in the next plan for an unidentified--as yet unidentified group of stations for accessibility improvements.

CHAIRPERSON RODRIGUEZ: Have you looked on--at other--in our movement to the budget, a few questions. Not on the commitment from the state and the city, but other sources of revenue that we also have in the city. What are the other source of revenue, and have you been able to come out and increase other revenue other more--other than the contribution of the state and the city.

DOUGLAS JOHNSON: Well, we have obviously the fare--fare and tolls are, you know, roughly more than half of the total--cover more than half of the expenses of the MTA. Obviously, a variety of subsidies. Then there's the other line. There's a line called "Other Revenues". That includes advertising concessions, rentals. It includes

paratransit reimbursement from the city. It includes some urban tax from the city. It's--so it's basically all--all the, you know, the little--the smaller revenues sources that--that add up. You know, that do come into our coffers and don't fit in any of the other categories.

TOM CHARLES: I--I might add we also get about 25% of the capital funding from the federal government through formula grants and competitive grants.

CHAIRPERSON RODRIGUEZ: So, what--what about when it comes to the advertising and have you made any moves to go more digital so that there's--it gives you the opportunity that you have with space and other--

CHAIRPERSON RODRIGUEZ: [interposing]
Yeah.

CHAIRPERSON RODRIGUEZ: --infrastructure, and--and be able to increase that revenue to paratransit? (sic)

DOUGLAS JOHNSON: Yeah, I mean that's one of the areas that we're looking to enhance revenue. There's--you know, I'm not privy to those meetings, but I know absolutely that we're looking into trying

to maximize those types of revenues, trying to use technology and, you know, use the assets that we have, the infrastructure that we have to maximize. You know, just as we also like to reduce expenses and become efficient to the extent that we can increase revenue by--by enhancing new ways of doing it, we're certainly open to that, and we're exploring all of those things as we speak.

CHAIRPERSON RODRIGUEZ: Great. My colleague has some questions, and I will be back--I will be back with others. Council Member Constantinides.

COUNCIL MEMBER CONSTANTINIDES: Thank you Chair Rodriguez, and thank you for all of your great in the committee today. Good to see you all. I have some questions regarding a number of things. You brought up accessibility, thank you, Mr. Chair. I know that Astoria Boulevard, the stop in Astoria scheduled for a--for an elevators. It's part of this Five-Year Capital Plan. Just if you could update us on how that works, and when do you think that will be, you know, actually happening?

LOIS TENDLER: I think the--the Astoria Boulevard elevator is in design. I think that the

1 COMMITTEE ON TRANSPORTATION

137

2 money to build it out is in the proposed plan, but we
3 expect it to be done by 2020.

4 COUNCIL MEMBER CONSTANTINIDES: By 2020?

5 LOIS TENDLER: Uh-huh.

6 COUNCIL MEMBER CONSTANTINIDES: Okay.

7 LOIS TENDLER: It's what--it's--it's a
8 key station.

9 COUNCIL MEMBER CONSTANTINIDES: And as
10 well as in this plan, I mean just sort of following
11 along the train line, I know PS City 5 is not too far
12 from there. We've had sound mitigation issues there
13 for a long. The MTA has committed to putting new
14 track down, and really doing a major upgrade there.

15 LOIS TENDLER: It's switchers. That,
16 too, is in the proposed plan. The money for it I
17 think it's like \$17 or \$18 million. So again, upon
18 approval I think we made that commitment to you a
19 couple of years ago, and the capital.

20 COUNCIL MEMBER CONSTANTINIDES: Is that--
21 that still in the budget--

22 LOIS TENDLER: [interposing] it is.

23 COUNCIL MEMBER CONSTANTINIDES: --and
24 that capital.

25 LOIS TENDLER: Uh-huh.

COUNCIL MEMBER CONSTANTINIDES: Do you have any time table at all as to when we can--we can tell the parents there that their kids will have to stop doing this every time a train goes by?

LOIS TENDLER: Well, we--we--we [laughs] the plan needs to be approved, of course, first--

COUNCIL MEMBER CONSTANTINIDES: [interposing] Right, right.

LOIS TENDLER: -right. I think it was scheduled for 2018. I would have to check that---

COUNCIL MEMBER CONSTANTINIDES: [interposing] 2018

LOIS TENDLER: --get it to you.

COUNCIL MEMBER CONSTANTINIDES: Okay. All right, and all of the other renovations we're very--you know, the committee was very excited to hear about the--the renovations along the line. There was a concern about how is it going to be rolled out? How is it going to work or is all of those stations going to be fixed simultaneously. We weren't able really get a--a firm answer. If there's a better answer that I can get today then one on the Access-A-Ride.

LOIS TENDLER: They will not all be done simultaneously. I can tell you that we are in the process. The--the stations you're referring Councilman are part of Governor Cuomo's commitment to do enhanced renewals at 31 stations. We're going to do them quicker than we've done things before. We're going to do them better, and we're still working out all the details. So there will be a schedule looking at those 31 stations.

COUNCIL MEMBER CONSTANTINIDES: And the committee will have a voice, I'm assuming--

LOIS TENDLER: [interposing] Yes.

COUNCIL MEMBER CONSTANTINIDES: --on how, you know, to try to coordinate when, you know, the school is going on or when there's particular events that we're not going to be sort of hamstringing the neighborhood why these--all these great things are happening?

LOIS TENDLER: We--we--we do our best. It's a big system. We do a lot of work--

COUNCIL MEMBER CONSTANTINIDES:
[interposing] Well--

LOIS TENDLER: --but we will certainly speak to the community about the service implications of the work.

COUNCIL MEMBER CONSTANTINIDES: And lastly, the W Train.

LOIS TENDLER: Yes.

COUNCIL MEMBER CONSTANTINIDES: You, we-- we--we really didn't want to see it go away six years ago. We fought really hard to keep it. We thought it was a--a bad idea to initially cut that service and now it's--it's being resurrected from the dead.
[laughs]

LOIS TENDLER: I'm--I guess it's all in the letter. Yes, the W Train will be running through Astoria next year.

COUNCIL MEMBER CONSTANTINIDES: And--and that is--how is it going--how--how do you see that happening moving forward?

LOIS TENDLER: We--we will soon be announcing in the next month or so a public hearing that we're required to have on the service plan for the Second Avenue Subway. As part of that service plan, the Q Train will travel the new Second Avenue Subway stops. It will go for 57th and then up Second

1 COMMITTEE ON TRANSPORTATION 141

2 Avenue to 63rd Street and up Second Avenue, and the W
3 will replace the Q in Astoria.

4 COUNCIL MEMBER CONSTANTINIDES: And the--
5 and the sermon (sic) I've heard is that we're going
6 to actually lose an hour or two of service that Q
7 Train did cover, but the W Train is not.

8 LOIS TENDLER: I think that's not true.

9 COUNCIL MEMBER CONSTANTINIDES: Early in
10 the morning from 6:00 a.m. to 7:00 p.m.

11 LOIS TENDLER: I would have to look at it
12 again. I think that's not true. I think actually
13 you gain an hour of service somewhere.

14 TOM CHARLES: Our--our intention is to
15 run the W at those times of day that the Q now goes
16 to Astoria. Okay, there will be no--

17 COUNCIL MEMBER CONSTANTINIDES: So there
18 will be no services--

19 TOM CHARLES: You've lost your speed.
20 (sic)

21 COUNCIL MEMBER CONSTANTINIDES: --
22 interruption. We will not--we will not receive any
23 loss of service not one minute less.

24 LOIS TENDLER: No.

25 LOIS TENDLER: No.

COUNCIL MEMBER CONSTANTINIDES: Okay.

All right, I just wanted to get that on the record.

Thank you very much. Thank you, Mr. Chair.

CHAIRPERSON RODRIGUEZ: Council Member

Jimmy Van Bramer.

COUNCIL MEMBER VAN BRAMER: Thank you

very much Chair Rodriguez. So I obviously have a few questions for the MTA, and the--the 7 Train continues to be a source of real frustration for my constituents. I'm sure that's no surprise to anyone here. I was on the platform two mornings ago, and it was dangerously crowded and, and--and lots of trains bypassing. Last night, I saw images on--on Facebook and Twitter, something very similar. It seems like an almost daily occurrence, and people are rightly frustrated. So, I know that not--not the whole team is here, but is anyone able to speak about the current state of daily disruptions and--and delays, and--and what's being done to fix it?

LOIS TENDLER: Yeah.

DOUGLAS JOHNSON: We--we are very mindful of the impact of delays in service on our customers, and have set--name three lines one of them being the No. 7 Train for increased attention, if that's the

word. We are monitoring them very carefully. It's been about six months, I would say since we first introduced this, and I believe the statistics are showing some improvement although probably not as much as we would like at the--at this point in time. I think ultimately the--the key to improved service would be capital improvements that--that increase the reliability on the line. In particular, we're replacing a very old signal system with the new CBTC system that's scheduled to roll out next year, and among the benefits of that will be increased reliability.

COUNCIL MEMBER VAN BRAMER: So we appreciate the increased attention, but I think many of my constituents would be surprised to learn that--that you've seen improvements over the last six months. So maybe you can get to me that information on--on where we see those improvements and what that looks like. And then speaking of CBTC, I know that the--the Capital Plan CBTC for EMFR Lines, and the Queens Boulevard Corridor. I want to make sure that that CBTC is not going to overlap with the 7 Train CBTC, and they won't be going at the same time, and there won't be disruptions at the same time.

LOIS TENDLER: No, no, I think--and as you know from our work and our G-Os in--in your neighborhood when we take the 7 out, we never--we hold the E harmless. We hold the G-O harmless, and that's sort of the logic as we work on all these lines. So, no we don't do that.

COUNCIL MEMBER VAN BRAMER: So that doesn't seem to be the case. And CBTC on the 7 is scheduled to be done--

LOIS TENDLER: In 2017.

COUNCIL MEMBER VAN BRAMER: In 2017. We don't have a quarter in 2017?

LOIS TENDLER: I don't.

COUNCIL MEMBER VAN BRAMER: So sometime in Calendar 2017, and I--I know that we've been talking about this, and hopefully, you all can--can commit to having your--your new leader do a town hall with me, and our community and--and to do that as soon as we can work out a date.

LOIS TENDLER: I--I--where we're--our offices are sharing dates.

COUNCIL MEMBER VAN BRAMER: Great. So--so that is a firm commitment from the MTA--

LOIS TENDLER: [interposing] That's an item. Yes.

COUNCIL MEMBER VAN BRAMER: --to do a town hall as--as you all know how important the 7 Train is--and--and we would all like for us to not have to talk about the 7 Train service at every single hearing, but as long as there's a problem, and--and certainly I saw it on the platforms, again two--two Mondays ago, I have to be that voice for my constituents who are not able to get to work on time, and packed into trains or forced to take cabs, and all sorts of other things. It really is--it's not just complaining. It's not people who are simply unhappy with the morning commute. These are people who are facing really serious issues, quality of life issues and I certainly don't want people moving out of Sunnyside, Woodside, and Long Island City because the 7 Train is unreliable and so much so that they're forced to move out of the neighborhood. I have actually heard from a few people sadly who--who have. And you mentioned the number of people who are living in New York City, and more and more people are moving to New York City all the time. A lot of those people are moving to Long Island City at Queens. And as the

Administration proposes a rezoning possibly for Long Island City, has the agency started to look at ways that you might increase service particularly bus service whether it's SBS? [bell] How can we plan for what's happening in the future, and obvious there's a resource question tied to that.

LOIS TENDLER: We are following with great interest and being part of the effort. As the Administration is looking at rezoning neighborhoods, we're close behind looking at what that impact will do to our services, and coming up with sort of plans or wish lists or things we think that should be assumed in the rezonings in terms of infrastructure.

COUNCIL MEMBER VAN BRAMER: I look forward to continuing those discussions and seeing how the interagency planning is--is going. Obviously, the 7 Train is not going to be enough even with CBTC to add to the--the burden that's already there. So with that, I just want to say thank you, and--and I look forward, Lois, to working on you with the town hall meeting that we're having.

LOIS TENDLER: With--with me not only.

[laughs]

COUNCIL MEMBER VAN BRAMER: Yes. You're sure you don't want to do another town hall meeting?

LOIS TENDLER: I'll do this later.

COUNCIL MEMBER VAN BRAMER: Thank you.

CHAIRPERSON RODRIGUEZ: Council Member Miller. [pause]

COUNCIL MEMBER MILLER? Thank you, Mr. Chair. Good afternoon. Thank you for being here. Obviously, we have a lot to talk about in a--in a very short period of time. So I want to be as concise as possible. I want to talk about--there's been a lot of talk about the trans--the transportation deserts throughout the City and--and we heard DOT, and just prior to you being here, and addressing some of the concerns and--and--for those communities, and--and what the plans were to address those. And last year we were here, and we talked about something similar, and obviously Southeast Queens quantifies--qualifies as an extreme transportation desert. We talked about coordination of--with agencies such as DOT and planning bouts and so forth. Have we addressed that any further whether it would be the--the express routes, and we talked about them coming downtown here, or going into

Downtown Brooklyn as well. So, two to three transportation hubs aren't being addressed, and the agency (sic) talks about addressing that or anything in the plans that you've been dealing with to address those issues?

LOIS TENDLER: I'll take it. I--I'll start by saying, Councilman as you know from prior conversations we had about other SBS routes, the DOT and New York City Transit are very, very interested in bringing some SBS routes out to your community. I mean again the concept being that those people furthest away from any subway or other transportation are benefitted greatly by getting those places quicker. So, we--we have--we--we want to speak to the community because there are lots of options out there. You know, you've got the Hillside Avenue buses, you've got the Merrick Buses. So we would like to figure out which--which one we should tackle first.

COUNCIL MEMBER MILLER: So, what--I--I think what I was asking and--and--and I heard Mr.--Mr. Johnson speak to this earlier about the utilization of existing infrastructure and so forth, it being more efficient with that. So I don't want

to reinvent the wheel, and given that--I think that they've already scaled down some of the SBS projects, and I'm of the belief that if we're going to commit, they're going to commit to it. Otherwise, we don't see its full benefit. So again, while we have express bus service, but it doesn't go below 23rd Street or 57th Street. Wouldn't you think it would be beneficial that it came into the main economic hubs such as Downtown Manhattan or in Downtown Brooklyn.

LOIS TENDLER: The--the--the express bus issue, and we found like our express buses in your community as well, and I--you can have a chicken and egg conversation, but the ridership is pretty low, and keeps on going down.

COUNCIL MEMBER MILLER: I disagree.

LOIS TENDLER: All right, we'll pull out the--we'll--

COUNCIL MEMBER MILLER: [interposing] Be--because--because it's simply given the parameters of when it runs to and from, we do at--weekends and we don't do after business hours, and--and those number have been pretty consistent over the last decade. So when you say out in my community, Southeast Queens,

I--I--I--I beg to differ on that. And certainly that there will more efficient if you didn't have to get off of an express bus and get on a train to get downtown I think would be more efficient and more effective in delivering those services, right but I don't want to belabor that.

LOIS TENDLER: Our experience, Councilman has been that the traffic in Manhattan is so horrendous that--that buses get lost in traffic. That's what we have a lot with our Staten Island express buses, which travel from Midtown. They get lost, you know, for a substantial period of time. So, the--

COUNCIL MEMBER MILLER: [interposing]
From City first--

LOIS TENDLER: --the issue from 23rd Street down is we think that's a--the--the--the traffic would make the route inherently unreliable and that a subway they click away to make that trip down that.

COUNCIL MEMBER MILLER: So, I--I--I--I would hope that there is a study that substantiated that, and that we're--we're not just guessing.

LOIS TENDLER: [interposing] Yeah, we'll--we'll--we can go look at buses.

COUNCIL MEMBER MILLER: Like including--I'd love to see that. So on that, I've also--speaking about existing infrastructure, Obviously we introduced the Commuter Rail Equity Resolution. We want to know what--what--what the MTA's current position on that. I know initially you--you--it was a--a--you said that would cost \$70 million, and obviously you were against that. But when you could potentially give 100,000 people back 10 to 20 hours per week to their--to their families, I think it's something that we should consider.

DOUGLAS JOHNSON: Yeah, we're--right now, we're in the preliminary stages of--of setting up the July Financial Plan, which is our next major five-year look. You know, it's kind of the first look at next year's budget, and it's where we start tackling some policy issues, and [bell] we look at fare and tolls, possibilities and structures. And that we'll be looking at--at all of the--those types of discussions.

COUNCIL MEMBER MILLER: Is there anything we can do from the Council's perspective to--to--to--

to--to assist in---in this process here? Is there anything that we should be doing?

LOIS TENDLER: I think that when the discussion is ripe, which will be as we look at next round of fares, the Council should make its opinion known, and--

COUNCIL MEMBER MILLER: Okay, thank you. Is there a--a subway station maintenance program? How--how does that work? Because I--I know we're--we're--we had a conversation. We're looking for updated lighting and we have a lot of--

LOIS TENDLER: You're talking about the rail yards?

COUNCIL MEMBER MILLER: No, I'm talking about the--the trains, the train stations. In particular some that are right there. (sic)

TOM CHARLES: Well, we--we do have a Station Component Program where we look at upgrades to various components that are--that are beyond any useful life, lighting, stairways and other things. It's a very large program. We have about 150 locations that will be planned to--to have repairs in this program.

COUNCIL MEMBER MILLER: Okay.

LOIS TENDLER: If--if--if there are particular conditions at particular stations, please give me a call and we'll see whether they're on the list or what the story is.

COUNCIL MEMBER MILLER: All right, thank you.

CHAIRPERSON RODRIGUEZ: Council Member Lander isn't here. Council Member Reynoso followed by Council Member Chin.

COUNCIL MEMBER REYNOSO: Hello, how are you guys doing. Thank you for being here. I guess I have some questions on the computer, but it's not ready and it will take five minutes to load up. So I'm just ask the R Train. We really want to have a conversation with the MTA eventually when there is a plan. What I want to do is make sure that there are facts and that we know what we're talking about regarding the time line and the expense of the work. And when you have that information that you gave the community some time to go to it, and--and that's all I'm going to ask for. So just when you have the plan, you should come to us. I don't think it makes any sense right now for us to jump the gun without knowing exactly what's going to happen. So I'm going

to step back a little bit and wait for that to happen. I also want to see that there's two perspectives in my community. I have many R Train stops, not just one. I think a lot of attention has been focused mostly on Bedford maybe and Lorimer, and I want to say that I have maybe eight more stops of the L Train where quality transportation options are extremely important to people especially residents that are coming in and out of Manhattan, and using the L Train, and that you don't lose perspective of the entire line over the noise that's happening in one place. While we're expecting the noise in that one place, you just use a balanced effort on addressing the entire line from Canarsie all the way to Eight Avenue. Just wanted to just put that out there as a statement.

The next thing is ADA accessibility, and I keep getting into this issue, and it doesn't seem like it ever gets answered appropriately. There seems to always be this 30% of--of maybe the capital project has to be ADA accessible funding or some number. I don't know exactly what it is, but we already talked about elevators, and--and I think you're doing that specifically to discourage--

discourage us from wanting to put funding or assist the MTA in making projects like opening up new entryways into subway stations. And--and what I'm finding out is that you don't need to build an elevator to meet ADA guidelines that you could do other things that assist for the--the hard of hearing, the blind. Other things that are not just related to wheelchair accessibility, and Grant Street and Union Avenue. We've been trying to get that. You already have a place there. All you need to do is put a railing and turn stile, and I guess we can make it happen. But I want to talk about capital infrastructure, and want you guys to start moving away from this. We always need an elevator in every single subway station.

LOIS TENDLER: Councilman, just to--it's--it's 20% actually and 20% offering, and some jobs doesn't yield enough money for an elevator. But we at Transit do something all progressive--progressive accessibility. So there are things like railings or there are things we do where it's not an elevator, but we move towards providing interventions that make our stations more accessible. So, we do, do that. The---the--it's--

2 COUNCIL MEMBER REYNOSO: So what I've--
3 what I've--when we have another conversation about
4 Grand Street and Union--

5 LOIS TENDLER: [interposing] Uh-huh.

6 COUNCIL MEMBER REYNOSO: I can't have
7 someone tell me it's too expensive because we have to
8 build an elevator. I want to have a real--a real
9 creative conversation about how we can start moving
10 to get that open. And right now the only
11 conversation I have with the MTA is we need an
12 elevator, we need an elevator. That's the peak--

13 LOIS TENDLER: [interposing] Yeah,
14 you're--you're actually the--you're--you're--you're
15 mixing up two different concepts. There's the 20%
16 access--progressive accessibility rule. There's also
17 the--the FTA, which administers, if you will, the ADA
18 requirements on the subway system--has said that if
19 you open a closed entrance, you need to do an
20 elevator. You don't have to do it--like so if I
21 open--if we opened a street stair that led to a
22 mezzanine--

23 COUNCIL MEMBER REYNOSO: [interposing]
24 That's exactly what it takes.

2 LOIS TENDLER: --the requirement--the
3 requirement would be that we would do an elevator
4 from the street to the mezzanine not to the platform.
5 You wouldn't get somebody in a wheelchair down to the
6 train.

7 COUNCIL MEMBER REYNOSO: [interposing]
8 And--and I think that--yeah--

9 LOIS TENDLER: And this is--it's---

10 COUNCIL MEMBER REYNOSO: How high or low
11 it goes is not the issue if building an elevator is
12 too expensive. If that's the case, then you are
13 right that you need to build an elevator there.

14 LOIS TENDLER: [interposing] But you can
15 talk about it.

16 COUNCIL MEMBER REYNOSO: I just wanted to
17 make sure we had that conversation because the folks
18 in the--in the com--in the accessibility community
19 are telling me that that's not true. But obviously
20 you're saying that there's some law that it is true.
21 So I'm glad we have it on record that you're saying
22 that there is something that does that. Then opening
23 up the rear portions of train stations. It seems like
24 it's almost a small cost where we just need to turn
25 stiles. I want to really have a conversation about

doing that as well. It speaks to a time when our neighborhoods might have not been as safe as they are now. But now they're safe, and we need more accessibility. We want to attract to the MTA. So you guys can get this--this--this funding, and I also want to say because my time is up that [bell] I will continue to be an advocate and make sure that we can get as much funding into the MTA as possible to make sure that we have accessible, reliable transportation alternatives especially when it comes to public transportation and the MTA. Just know you always have an advocate, and we need facts, and we need to work together more.

LOIS TENDLER: We appreciate that.

COUNCIL MEMBER REYNOSO: Thank you.

CHAIRPERSON RODRIGUEZ: [off mic]

COUNCIL MEMBER CHIN: Thank you, Chair.

Good afternoon. I'm going to start my question with the J Line. I think we were very excited that it was open on the weekend because of the growing population in Lower Manhattan. But then all of a sudden in the last couple of the weeks--the--and--and the weekend when you see that yellow tape. So the station is not available, and I hope that it is just a short term.

2 You're doing some maintenance or whatever because
3 it's so critical to have that weekend service.

4 LOIS TENDLER: I--we will get back to you
5 and tell you what's going on there, but nobody has--
6 nobody has suspended the J for weekends down at Broad
7 Street.

8 COUNCIL MEMBER CHIN: Okay, because that--
9 --that is really an outer resource to Lower Manhattan.

10 MICHAEL CHUBAK: If--if I may.

11 COUNCIL MEMBER CHIN: Yes.

12 MICHAEL CHUBAK: It--it is, in fact, a
13 temporary condition. There's a capital project a few
14 stations away on the line, and with that project
15 underway, it's not possible to bring the trains down
16 there. But as soon as the project is over, service
17 will resume.

18 COUNCIL MEMBER CHIN: Can we get that
19 information--

20 LOIS TENDLER: [interposing] Uh-huh.

21 COUNCIL MEMBER CHIN: --and use it
22 publicly on the net. (sic)

23 MICHAEL CHUBAK: Yes.

24 COUNCIL MEMBER CHIN: So that we can
25 publicize it and people will know. It's not like you

walk there and just ready to take the train and you can't get in the station.

CRAIG STEWART: The information is made available every weekend in terms of what work is being done, but we can get you details on that particular project as well.

COUNCIL MEMBER CHIN: Yeah, I think it's like, you know, signage outside or even so the people are more aware. They don't know what happened. And so I think that's--that's important. The other issued that I raised earlier about the SBS bus. I mean what would it cost to add a couple of more stops along the way?

LOIS TENDLER: I actually heard Commissioner Trottenberg's response--

COUNCIL MEMBER CHIN: [interposing] Yes.

LOIS TENDLER: --and I think that we certainly would look at the list of spots. As you know, with the SBS it's attention. The whole goal is to make the whole route go faster, and one way we do that is not having to make as many stops. So it's a trade-off between convenience of stop and speed of ride, but if you--

COUNCIL MEMBER CHIN: [interposing] But I think that to really revisit that, to really look at the changing, you know, situation where you have a lot of residential neighborhoods and a major subway line. It makes sense to do that connection and also below Houston we need more services because the local bus doesn't come that often. And now that you have a count down clock, you know, as some of the staff, you could tell the difference. You know, SBS bus oh, it's coming in two minutes, the next local could be like 20 minutes. So it's really--

LOIS TENDLER: [interposing] If--if you could share with us the stop you're looking at accommodating and the number. (sic)

COUNCIL MEMBER CHIN: Yeah, we could--we could do that because of the new development that's happening. So it really makes sense to have to stop there, and then my last question is relating to count down clocks. When the Governor announced last month about accelerating, bring the real time arrival information and count down clocks to the--to the Leisure (sic) line. I mean is that--are you working with that time line? Because it's great on the--on the number line. I mean the count down clock I think

2 everyone loves it because you know when the trains
3 are coming.

4 TOM CHARLES: Yes, we--it is in our plan
5 to--it's ICNB (sic) to deliver countdown clocks. The
6 Governor has asked us to accelerate that, and we're
7 looking at ways to accelerate it now. We believe we--
8 -we can accelerate it. We just have to iron out the
9 schedule and repair.

10 COUNCIL MEMBER CHIN: So what will be a
11 timeline. Your accelerated--

12 TOM CHARLES: We--we don't have a time
13 line right now. Right now, the time line goes go
14 further out in the 2020s, and we--we--we're looking
15 at delivering a lot of division lines within this
16 program time, within the '15 to '19 program.

17 COUNCIL MEMBER CHIN: Because even on--on
18 the number lines, you also added--I mean the
19 information kiosk--

20 TOM CHARLES: [interposing] Yes.

21 COUNCIL MEMBER CHIN: --which--which is
22 great. I see a lot of people using--

23 TOM CHARLES: [interposing] I'm fond of
24 that.

1 COMMITTEE ON TRANSPORTATION

163

2 COUNCIL MEMBER CHIN: --and not just
3 tourists that shows how to get to one point or the
4 other when a map, and the--

5 TOM CHARLES: [interposing] Yeah, that's--
6 --that's--that's the On The Go Kiosk, and we're
7 rolling out more of those. And that's part of the
8 solution because it displays the train arrival when
9 we have it there, but that's a small part right now.
10 But we are rolling more--more of those out right now.

11 COUNCIL MEMBER CHIN: So are you going to
12 roll those out to the--the number line?

13 TOM CHARLES: Some of them yes.

14 COUNCIL MEMBER CHIN: So you'll be able
15 to do that--

16 TOM CHARLES: [interposing] Yes.

17 COUNCIL MEMBER CHIN: --before the count
18 down clock comes on?

19 TOM CHARLES: Yes, we--we are putting
20 some of the On the Go in--in--in--in those division
21 lines.

22 COUNCIL MEMBER CHIN: Okay. All right.
23 Thank you, Chair.

24 CHAIRPERSON RODRIGUEZ: [off mic] Council
25 Member Menchaca and [off mic]

COUNCIL MEMBER TREYGER: All right, thank you Chair. Let me just say that I would really like to be constructive and productive with the MTA, but I represent a region in the city that has just been hammered by a pattern of MTA cuts and disruptions. My colleague before mentioned about the issue of accessibility ele--elevators. I do want to say for the record, and I am not sure if it's in your list or not, but I represent a district that was once of the hardest hit by Super Storm Sandy. Mayor Bloomberg at that time issued a mandatory evacuation for people in the flood zones, and the residents of Warbasse Houses and Trump Village and Luna Park, which are predominately NORCs, Naturally Occurring Retirement Communities, seniors citizens, people with disabilities, could not evacuate because there were not enough Access-A-Rides. There were not enough ways for them to get them out, and many of them have advocated for years that during Sandy it exacerbated the need for an elevator at the Neptune Avenue F Line. That station is right in the center of a tremendous housing area of pre--predominantly made up of senior citizens and people with disabilities. And just this past year we got word of a new 40-story

mega tower that's being built as-of-right project, which also is appealing to the same demographic of seniors. So we are seriously urging the MTA and I think that there's opportunities even with using federal dollars, resiliency dollars. Because if we're in a mandatory evacuation zone, how do we move masses of seniors and people with disabilities out of the zone. And, so is that line in your plans? And this is something I've been in touch with Senator Diane Savino, Assembly Member Pamela Harris, and Bill Colton who are in the State Government. Everyone is on board, Congressman Hakeem Jeffries. Everyone is on board on this. Is this something that is in your plan for an elevator to help people evacuate, and that helps mobility at the Neptune Avenue F Line?

LOIS TENDLER: Today, it is not. We--we--I--I--we will look at Neptune, and look at the--how you positioned your ask, if you will, and we'll get back to you.

COUNCIL MEMBER TREYGER: And who should I speak with the M--who's the person I should meet with?

LOIS TENDLER: You should follow up with me.

2 COUNCIL MEMBER TREYGER: With you?

3 LOIS TENDLER: Yes.

4 COUNCIL MEMBER TREYGER: Okay, and I
5 would like to bring all of my City, State and Federal
6 partners with--with me to the meeting because this is
7 of utmost priority to all levels of government. This
8 is an--this is not just a matter of a luxury. This
9 is--this is just a practical matter that many people
10 could not leave and evacuate have nowhere to go
11 because most--we're dealing with mostly seniors, the
12 most vulnerable of our population, and we're in a
13 mandatory evacuation zone.

14 LOIS TENDLER: Yeah, I--I would know what
15 it's worth, if we're talking about Sandy, the system
16 was closed. So an elevator wasn't going to help
17 anybody in that entrance.

18 COUNCIL MEMBER TREYGER: No, I--I --

19 LOIS TENDLER: [interposing] Uh-huh.

20 COUNCIL MEMBER TREYGER: --what I'm
21 saying is that the Mayor issued an evacuation and
22 then nowhere--nowhere to move them. And so he was
23 telling people that we'll shut the MTA down later--
24 later that night, where--where--where are we moving
25 people? So from a practical matter I think that the

government is not speaking to each other about how do you move masses of vulnerable people around? And again, this is not a luxury item. This is a basic necessity. I also want to say that in 2010, the MTA, you know, took away B 64 service, which we had to work you and mobilize to get that. They took away the X 28 on Saturday, the busiest day of the year in Coney Island. They don't have X 28 service going to Coney Island. The X 29, which also again hit Warbasse and Trump Village, completely gone. And, of course, we used to have many years ago the F Express. I have to tell you, and--and--and also in recent weeks residents of Southern Brooklyn are rightfully complaining that their commutes where they use the N line, the N stations, they're now having to get to work across the region. Not just a different borough, but an hour and a half to get from one end of Brooklyn to the other because of the N Line disruptions. We've been asking for a shuttle bus or some sort of accommodation. But the F Express in--in my opinion we don't have to build a new track. We don't have to build a new line. We don't have to propose a big grandiose project. The infrastructure is there. The Mayor's Housing Plan calls for

thousands of new units in Coney Island. [bell]

There's a concert theater opening up this summer in Coney Island. I also mentioned before if you heard, to the DOT Commissioner that during our New Year event and during July 4th and during some big events in Coney Island to move people faster, they opened the gates, and that hurts us. That hurts because you think there are fewer people coming to Coney Island when in reality we have record numbers. The Speaker of the Council was in Coney on July 4th. You--you could not move, and yet the MTA thinks there are fewer people coming. I invite you respectfully come down to July--July 4th--

LOIS TENDLER: [interposing] I'm in Coney Island also.

COUNCIL MEMBER TREYGER: --to the Bayshore and Brighton Beach Line. (sic)

LOIS TENDLER: [interposing] I'm a Boston girl, I'm in Coney Island also.

COUNCIL MEMBER TREYGER: Look at the crowds. How can think there are fewer people coming to Southern Brooklyn? So we really need to work together on this. I want to be constructive and productive, but this is a top priority for city,

state and federal government. I appreciate your feedback.

LOIS TENDLER: I'll look forward to meeting with you.

CHAIRPERSON RODRIGUEZ: [off mic] Council Member Levin.

COUNCIL MEMBER LEVIN: Thank you, Mr. Chair. I just want to actually follow up on a couple of my colleague's questions. With regard to the 7 Train, my constituents in the northern part of Greenpoint use the 7 Train frequently. I've gotten complaints about service breakdowns--in--in recent months. So I'm seconding Council Member Van Bramer's point we really would love to see dedicated resources, capital improvements where--where needed to ensure that that is a functional means of commuting into work in the morning.

LOIS TENDLER: The 7 Line is undergoing an incredible amount of work. It's almost be careful what to wish for because it's caused disruptions and general orders to service out there. In addition to the CBTC project, the Communication Based Train Control--

2 COUNCIL MEMBER LEVIN: [interposing] Uh-
3 huh.

4 LOIS TENDLER: --where we are rebuilding
5 track throughout the line, another thing that adds to
6 reliability.

7 COUNCIL MEMBER LEVIN: But even the--

8 LOIS TENDLER: [interposing] And we had
9 a--and we had to, something you're going to get more
10 familiar with, we do the Steinway Tube.

11 COUNCIL MEMBER LEVIN: [interposing] Uh-
12 huh.

13 LOIS TENDLER: So there's been a lot of
14 work going on there. You know, we do believe that at
15 the end of the day things are going to be more
16 reliable, but we also know we can't wait until the
17 end of the day. So as Michael referred to before we
18 have a concentrated effort, and a group of people
19 dealing with all things 7--

20 COUNCIL MEMBER LEVIN: [interposing]
21 Right.

22 LOIS TENDLER: --trying to get good
23 fixes.

24 COUNCIL MEMBER LEVIN: Right, I--I--the
25 experience that I've seen in--in recent weeks and

months has been, you know, unanticipated disruptions of service and, you know, at 8:30 in the morning when people aren't able to get in from--from the entire 7 Line into Manhattan it's--it's a--it's a--it's a--real disaster, that in my opinion--

LOIS TENDLER: [interposing] And if we take you to those dates like, you know, if I sat down with you and we looked at each of those dates and each of those incidents, I'm sure they all have their own separate story, but--

COUNCIL MEMBER LEVIN: Right, but that's--

LOIS TENDLER: [interposing] But we do--

COUNCIL MEMBER LEVIN: --actually--

LOIS TENDLER: [interposing] Right.

COUNCIL MEMBER LEVIN: --somewhat more concerning if there's multitude of reasons why--why we would be seeing these interruptions of service. In particular, I think it's important because of the anticipated Canaries Tube reconstruction on the L Line. The 7 Train is going to be a vital part of that network, and obviously as--as--as Council Member Reynoso said, this is going to be I think fairly unprecedented. I don't know if there's any precedent

for the type of closure that we're going to be seeing on the L Line in terms of its impact to riders in this kind of unique circumstance because the L Line for a large section of--of the L Line there's not a lot of readily available alternative options. And so this kind of presents a--a unique challenge. I guess the other one is a--a similar would to be the 7, and similar--a similar line would be the 7 Line. And so, what we are expecting and--and certainly the MTA has shown a good faith effort so far is working with the communities all along the L Line to identify how the (a) what the scope of the--of the--the--the interruptions are going to be, but then (b) how we're going to do mitigations throughout the line. Because, you know, I can just envision the type of nightmare scenario with , you know, the--the crowds of people on--on Bedford Avenue and North Seventh Street, you know, on a Monday morning, which is, you know, kind of a nightmare scenario. So, we just would very much want to--in--in future meetings actually include Council Member Reynoso, the other elected officials along the line into--into Bushwick and--and East New York and Canarsie where--where, you

know, their commuters are going to be feeling the impact for sure.

LOIS TENDLER: We look forward to having conversation with communities throughout the L Line.

COUNCIL MEMBER LEVIN: And then just lastly is that funding for the Canarsie to reconstruction and that's in your FY17 Capital Budget, or how is it--and just if you could just share your--just for the--for the record what's going on in terms of the federal Sandy funds and--and whether that's totally dedicated. You know, God forbid there's a Donald Trump Presidency and like what would happen to our Sandy money.

MICHAEL CHUBAK: Yes, an element of--of--of the funding is Sandy repair money, and we'll look to commit it very quickly as soon as we decide how the--the service plan will--will work, we will probably advertise that job and commit those funds so that we don't lose them very quickly. A good portion of it [bell] is Sandy money.

COUNCIL MEMBER LEVIN: How much?

MICHAEL CHUBAK: We haven't determined exactly how much yet. We have some--some of that--some Sandy money as well as some core capacity money

that will go into this project, which we've applied for, and just recently received a medium to high rating on--on that submission. So this will be a combination of local money. It would be a combination of--of repair money for--for Sand core capacity money.

COUNCIL MEMBER LEVIN: Core capacity is dedicated MTA State funding or is that federal funding.

MICHAEL CHUBAK: No, that's federal funding. That's competitive federal funding.

COUNCIL MEMBER LEVIN: Okay, thank you very much.

CHAIRPERSON RODRIGUEZ: Yes. Council Member Greenfield.

COUNCIL MEMBER GREENFIELD: Thank you very much. It's good to be here today. Good to see the entire team. Welcome to all of you. Lois, good to see you again.

LOIS TENDLER: Same here.

COUNCIL MEMBER GREENFIELD: Mr. Chubak, I don't know I've seen you before up here, but great to see you here as well. Overall, just want to say, you know, I--I don't like to complain. I think the MTA

does a good job with difficult circumstances, and I'm certainly grateful. At the same time, it's a big system, and our job is to advocate for our particular constituencies and to make sure that we don't fall through the cracks and that everyone gets treated fairly. And I think to Council Member Treyger's point is the folks in Southern Brooklyn aren't really feeling the love on honestly and, you know, as you know, the B 23 was cancelled in my district a few years back. That was a very significant--a very significant loss for us, and one of the issues that we've discussed consistently, and which has come to questions such infrastructure and money and funding, all of which we're discussing today, is the F Express. I feel like a broken record because I'm asking about this 2011, 2012, 2013, 2014, 2015, and here we are in 2016. Talk to me. What's going on with the F Express? You've got these two tracks. They're already there. Why are we engaging in multi-billion brand new projects to created more bandwidth and more infrastructure when it already exists, and all you got to do is throw on some more trains onto those lines.

2 LOIS TENDLER: Well, in one of those
3 years we did promise the Council that we would do a
4 study of that, and that study has been done.

5 COUNCIL MEMBER GREENFIELD: A study tat
6 was supposed to be released a couple of years ago.

7 LOIS TENDLER: And--and the problem--not
8 the problem---

9 COUNCIL MEMBER GREENFIELD: [interposing]
10 Have you shared that study with us yet?

11 LOIS TENDLER: No, we have not.

12 COUNCIL MEMBER GREENFIELD: Okay, I just
13 wanted it for the record.

14 LOIS TENDLER: [interposing] No, no, no,
15 no, no. No, we have.

16 COUNCIL MEMBER GREENFIELD: [interposing]
17 I check my email every day.

18 LOIS TENDLER: Before--before we
19 actually--

20 COUNCIL MEMBER GREENFIELD: [interposing]
21 And snail mail.

22 LOIS TENDLER: Council member before we
23 can share the study with you, we need to share it
24 with our new president, and it is on the list of
25 things we need to talk to her about sooner versus

later, and we would hope that once we--you have that meeting with President Hakem we would be able to share the study with you. It is--there are pros and cons. This is--it's not--it depends--I will say with the F Express it depends upon where you sit or where you live, or what station you use whether you're benefitted or not.

COUNCIL MEMBER GREENFIELD: Lois, I'm-- I'm an adult. I'm happy to have these conversations with you--

LOIS TENDLER: [interposing] Right.

COUNCIL MEMBER GREENFIELD: --about the pros and cons and the complications. I mean but we've been asking. In all fairness, we were promised the study a couple of years ago. It seems like the study has been complete. The study has not been shared with us. It's not really fair to keep coming here year after year and saying we're going to have the study. We're going to give you the study. You're going to get the study. Now, it's well, we're sorry you haven't gotten the study yet. I mean from our perspective, you can understand why we would be frustrated. Is that legitimate--

LOIS TENDLER: [interposing] Yes.

2 COUNCIL MEMBER GREENFIELD: --

3 frustration. I know--

4 LOIS TENDLER: [interposing] Yes.

5 COUNCIL MEMBER GREENFIELD: --some of the
6 frustration that we have is not always legitimate.

7 Is this fair?

8 LOIS TENDLER: Yes.

9 COUNCIL MEMBER GREENFIELD: Okay, so can-
10 -can we set up a meeting with your new president and
11 have a conversation about this together like adults
12 and talk about the pros and cons and what we can and
13 can't do. I mean is it fair to say that when the--
14 the--you're looking to spend with our--together with
15 our new improvement over \$25 billion that some of
16 that perhaps can go to improving transportation
17 infrastructure along the F Line? Is that
18 unreasonable?

19 LOIS TENDLER: Not unreasonable to ask,
20 no. I mean it--it--

21 COUNCIL MEMBER GREENFIELD: [interposing]
22 It would be great.

23 LOIS TENDLER: Okay, so--

24 COUNCIL MEMBER GREENFIELD: [interposing]

25 That's all I'm asking for. All right, you know, once

again, I--I--I try to be fair. I'm not--you know, I'm not looking for any God share, and this certainly, you know, certainly as someone who uses your products on a regular basis we all have our criticism. But I'm not looking for the cheap shots. It's just you made a commitment to us. You guys didn't keep the commitment. This is something that we had back in the '80s. As a kid growing up I remember the F Express. You took it away from us, not you personally, just to be clear none of you here are--are personally responsible for that. Then we were told we were getting it back, and it's not really right. So I'm just asking let's--lets' be fair--

LOIS TENDLER: [interposing] Now, let us work towards getting that for you when we can.

COUNCIL MEMBER GREENFIELD: Let's have a meeting, a conversation, where we can all sit in a room, and we can hash this out like adults, and then all will be well. Fair enough?

LOIS TENDLER: Fair enough.

COUNCIL MEMBER GREENFIELD: Excellent. The final--the final issue that my colleagues alluded to, which has to do with the--with the M Line.

There's a lot of work happening on the M Line over the next 14 months. It's necessary and important, and we're grateful, and I'm certainly not going to be somebody who complains about the fact that the MTA is repairing our stations. I think that's a little bit silly when people start yelling at you about that. So thank you for that. But at the same time, there-- there is a transportation issue and myself and other elected officials we have asked for some kind of shuttle to move commuters to the next closest station. Is that something that you've perceived or heard about or looked at, or what

LOIS TENDLER: [interposing] Yes, and actually we--we--

COUNCIL MEMBER GREENFIELD: --are your thoughts on that?

LOIS TENDLER: --we--we- wrote back to Assemblyman Colton a very detailed letter about why a shuttled didn't work here. We basically, and I didn't want to contradict Councilman Treyger, but he said something about trips becoming an hour and a half long. I mean at its maximum with the back riding it could be 15 to 18 minutes. I'm not minimizing 15 t 18 minutes, but it's not an hour and

a half [bell]. As we did when we did the West End Line, it's--it's--it's back riding. Right now there are nine stations. We're bypassing them on--

COUNCIL MEMBER GREENFIELD: [interposing]
Sure.

LOIS TENDLER: --on like Lower Manhattan and that direction, if that makes--

COUNCIL MEMBER GREENFIELD: [interposing]
Yes.

LOIS TENDLER: After we finish the work on that side, we're flipping it the other way. There's--there are temporary platforms at Bay Parkway, and at Eight Avenue. 62nd Street has the D Train there as well. We have a bus that runs on 60th Street that hits many of the stations, which we've added service to, to allow people to get between stations, and we think that's the most efficient way for people to make their trips.

COUNCIL MEMBER GREENFIELD: Okay. I didn't get that letter. If you wouldn't mind sharing it with me.

LOIS TENDLER: I'm happy, yes.

2 COUNCIL MEMBER GREENFIELD: I appreciate
3 it. In this case, the letter actually exits and you
4 shared it with someone, right. I might be--

5 LOIS TENDLER: [interposing] We--we
6 responded to the letter, but also--

7 COUNCIL MEMBER GREENFIELD: [interposing]
8 Yeah, I'm sure so. Just if you can forward that to
9 me--

10 LOIS TENDLER: You got it.

11 COUNCIL MEMBER GREENFIELD: --I'd be
12 incredibly grateful, and then we're going to follow
13 up on that meeting so we can just have a, you know, a
14 mature conversation about something that we've been
15 working on for literally years, and hopefully come to
16 some sort consensus.

17 LOIS TENDLER: And we shall.

18 COUNCIL MEMBER GREENFIELD: Thank you
19 very much.

20 CHAIRPERSON RODRIGUEZ: Well, I have a
21 few questions to add. One is on following the
22 question that Council Member on the study. When was
23 that study finished?

24 LOIS TENDLER: I think it was finished--
25 I--I--I don't know. I would have to get back to you.

I think it's--not years ago for sure. I mean,
[laughs] I think it was probably finished last
spring.

CHAIRPERSON RODRIGUEZ: Last year maybe.

LOIS TENDLER: I--I don't--well, I would
want to look at it.

COUNCIL MEMBER GREENFIELD: We were
supposed to be finished years ago. It was my point,
and I think it was finished around a year ago, and
we're still waiting for it. But just in all
fairness, yes.

CHAIRPERSON RODRIGUEZ: So let's see that
now we can share those findings that you have in the
study. My second question is on minority women--
women business opportunity. How is the agency doing
complying with your goal.

MICHAEL CHUBAK: Last year we had a--last
fiscal year we had a goal of 20%. It was set by the
governor and we--we achieved 23%. This year, as you
know, as of April 15th, April of 2015, we have a goal
of 30%. Right now we're at about 24%, and working
towards 30.

CHAIRPERSON RODRIGUEZ: Okay, how--how
does the process work like you got public--like can--

can the agency share with us the--the information of who benefit on--on--on those with the City?

MICHAEL CHUBAK: Sure, we keep a list of the contractors that work for us, and yes we can share those with you.

CHAIRPERSON RODRIGUEZ: Great. That's what we get, and--and how--what is the process? My thing I'm thinking right now about the--the process to the city made (sic) information. You know to let as many small business, women and minority know that there's opportunity there for them to know that there's a process. When do they have an RFP to apply. You know, what are the pre-qualifications relief--the pre-qualification requirements like have--what have we seen in the last five years. Have you--have we seen an increase of new small business owners, or it is like the same group of individual corporation that have been participating in this opportunity for the last 20 years.

DOUGLAS JOHNSON: Oh, the MTA does extensive outreach and education to small businesses, to minorities to women to try--to try to increase that pipeline of talent to in some cases they're training, you know, younger--younger businesses so

that they can become qualified to become MTA vendors. I know they take it very seriously. They have the extensive training programs on a regular basis, and it's working. It's been a success for us. Then, of course, when we do our fees, we'll have certain goals for different types of contracts. That's why we've been able to achieve a consistent uptick in--in--in those levels and those numbers.

CHAIRPERSON RODRIGUEZ: And I see that area as one of those of we should be able to have some opportunity to or collaboration. I think that it is in the interest of both--

DOUGLAS JOHNSON: [interposing] Uh-huh.

CHAIRPERSON RODRIGUEZ: --the MTA enough to disseminate those information. You know, we have got to do much more to let New Yorkers know because what usually happening, and it's not the MTA but it's all--all sectors. But there's like a group of individuals that they know how to navigate, and we have others who want to have this opportunity, but sometimes they don't even know how to be pre-qualified.

DOUGLAS JOHNSON: That's right and that's what we're talking--we're talking--I think we've made

significant advances in that area, but they do--they do extensive training courses where they get a big turnout, and they've many of the--let's call them graduates from those courses that are now MTA vendors.

CHAIRPERSON RODRIGUEZ: Okay, is there--

DOUGLAS JOHNSON: It's something that's on our website and it's--it's something that's routine, actually.

CHAIRPERSON RODRIGUEZ: So like in this particular year let's say--I assume that with the RFP come the--the opportunity to apply, it has something--the line and you open the process. You know, there's like a window for people. They know that there's an application that open to the MTA, and they should be able to have the two or three months.

DOUGLAS JOHNSON: That's right, and--and hopefully, you know, hopefully more and more people--more and more companies will be aware of how to do that, and that's where we're trying to train those people so that they--they're, you know, right up to speed on how to do that, how to accomplish that.

CHAIRPERSON RODRIGUEZ: Are those information posted on the MTA website when the RFP are coming?

DOUGLAS JOHNSON: Yes, it is. Yes, it is.

MICHAEL CHUBAK: It's interesting.

CHAIRPERSON RODRIGUEZ: My last question is about the Capital Budget. When are you looking to submit.

MICHAEL CHUBAK: We're working with all of our stakeholders to ensure that it's--it--it--that it gets approved. Because of the approval process, we want to make sure that we have the right support before we submit it. So we anticipate submitting soon, in the next--month or two, but we're still talking to our stakeholders.

CHAIRPERSON RODRIGUEZ: Okay, are you looking for any--is--is there room to make any amendments to add to?

MICHAEL CHUBAK: There's always room for amendments. We--we amend our Capital Program several times in the course of the five-year window. So as priorities change, as new--new things come up, we do amend our program.

CHAIRPERSON RODRIGUEZ: Okay. I would like again to make a suggestion. If the opportunity arise for--to consider. I know that I sent the letter the President of MTA about the feasibility study of a train or a--a street car, whatever level of transportation we can build along the 207 Fordham Avenue so that we can connect the A Train Broadway, Metro North the D Train, the 4 Train and then the Metro North at Western Avenue. I think again those are for me probably--we don't get to see. Probably all the generation will that we'll see in the future, but I think if we can do the study, we can have some, you know, information on how important are the pro and con of--of looking at this particular project. I believe that the need is there since, you know, we have the vacant field. (sic) At Columbia we had a hospital. The City is looking on the NYC rezoning to add a maximum of 10,000 new apartments in that area, and whoever who live in Westchester or Connecticut having access to take the Metro North, and to have a hub of transportation in that area. I believe you know, the [bell] marriage is there at least to look at and to do the study.

LOIS TENDLER: We heard what you said, and we will take it under advise--we'll look at it as we go forward with the plan.

CHAIRPERSON RODRIGUEZ: Great, and again and we're looking at--you're saying yes or no we can do the project, but at least to see if we can do the study so that we can have those information. That letter that I sent got signed by all elected officials from Congressman Masserano to Rangel to Senator Klein. I know that he had a copy of the report. I got a responding letter to Assembly Member Abinanti (sp?), Marcos, everyone from the Bronx to come up and sign the letter asking the MTA to please do the study, include the study in the next Capital Plan. So this is something I would like to bring it back to you. And--and on a local level I--I also--I know that when we met, I brought the suggestion that I had made before, the 1 Train, we can bring accessibility to the 1 Train, and it's not bringing the elevators to the 1--to the platform. It's by building a ramp. I even walk--I did my own walk, and I see that there's not like a walk like 50 feet from when the--when the stairs go down.

LOIS TENDLER: We have already started asking the right people to look at it for you, Councilman.

CHAIRPERSON RODRIGUEZ: Okay, great. So, my last thing is about something that also we took, but I just want--I'm not expecting to bring any questions is how can we move our trains faster? You know, how--and I know that it is in the plan. It is in--we have heard before, but how long it will take for us to us to just say--for us to say that the technology is installed so that the A Train that we leave behind, you know, the street signal that we've been using right now in those stations that is because of the street signal it's taking longer for the train to move faster.

[background comments]

MICHAEL CHUBAK: Our new standard for signal systems, CBTC allows for greater capacity, and the--the possibility of faster speeds and safety. It's more flexible than our conventional signals, but having said that, I would have to caution that the rollout plan for CBTC will take quite a few years, and in addition-- Well, that's--it's--it's really a long-term effort I think. It's--it's a good idea. We

would like to go faster if we can, but I don't think in all honesty that time has come yet.

[pause] [gavel]

CHAIRPERSON RODRIGUEZ: Good afternoon.

We will resume now to our hearing, and finally we will hear from the Taxi and Limousine Commissioner about the--this project for the 2017 project. It has \$72 million, and as everyone knows, there's a lot of work that we need to do to level the playing field in this industry. I know that the administration and the commissioner is committed to accomplish the goal. In working together, we want to create opportunity for everyone, for the probational (sic) sectors that have made this--they create the opportunity--this industry as the new one, the new place. This budget is incorporated--this budget incorporates a number of initiatives that begun recently including the citywide accessible dispatch system, the street Hail Livery Program or green cabs, and the accessibility for the yellow and green cabs to convert to accessible taxi in order to meet the goal of 50% of this fleet being accessible by 2020. Those areas and others will be discussed with the Commissioner, and now I would like to ask our Finance Analyst Chima

Obichere to administer the affirmation, and have the TLC Commissioner speaking.

CHIMA OBICHERE: Please raise your right hand. Do you affirm to tell the truth, the whole truth and nothing but the truth in your testimony before the committee today, and to respond honestly to council members' questions?

COMMISSIONER JOSHI: I do. Good afternoon, Chair Rodriguez. I am Meera Joshi, Commissioner and Chair of the New York City Taxi and Limousine Commission. Thank you for an opportunity to speak today regarding the TLC's Fiscal 2017 Preliminary Budget, our accomplishments in the past year and our goals for the coming year.

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

ensure that taxi and for-hire vehicle industries remain safe, accountable and accessible. 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 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 taxi fleet to wheelchair accessible vehicles pursuant to the goals--the City's goal of a 50% accessible fleet by 2020. To achieve this, 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 to 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 the purchase of a wheelchair-accessible taxi, and \$4,000 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 cost of conversion of the vehicle of--the cost of conversion for vehicle owners and drivers will be defrayed in part by a 30 cent per ride Taxicab Improvement Fund on all yellow and green 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-accessible and about 950 are accessible. These efforts are crucial to expanding our Accessible Dispatch Programs citywide, which we hope to complete this year. 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 for-hire vehicle drivers including a driver safety component, which we created together with the Department of Transportation. The TLC will soon over a continuing education course for every driver renewing his or her license, which will help

keep us [coughs] help us keep all medallion and for-hire drivers up to date on new Vision Zero initiatives, TLC rules and programs. In other outreach, the TLC conducted over 200 base visits to discuss Vision Zero and traffic safety rules with drivers at our Second Annual Honor Role recognized over 250 licensed drivers who had no crashes involving fatality or injury, no traffic violations, and no violations of TLC safety related rules for five years or more.

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 over 50 vehicles including yellow medallion taxis, green borough taxis and for-hire vehicles. 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 to inform any future policy making involving these technologies. The TLC worked

with Families for Safe Streets, Transportation Alternatives and the Department of Transportation to tell the stories of five families whose lives have been devastated by crashes resulting in the film *Drive Like Your Family Lives Here*. It has been integrated into driver training programs for all prospective drivers. That includes taxi and for-hire, and the new training course for our for-hire 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 city high schools. The film has had over 1,700 hits on TLC's You Tube channel. The TLC Traffic Safety Squad, a subset of TLC enforcement officers formed in January 2015, focuses specifically on traffic safety and has issued over 5,000 traffic safety summonses in 2015. This squad focuses on deterring dangerous behavior such as speeding, distracted driving and other moving violations. And before moving on from safety, I want to address the topic of drive--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 initiative in the third year of the Vision Zero program.

In 2015, the TLC began collecting electronic trip records from for-hire bases, which are now required to provide them monthly. Last year we collected over 62 million trip records, and our FHC 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 fore-hire sector. For example, drop-off locations and fare data that would better help us understand driving behaviors and economics as we do in the yellow and Green Taxis. This data will allow the city to craft better 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, marketing 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's grown on New York City.

The TLC's major enforcement concern is with livery and black car drivers illegally picking up street hails in 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 drivers have not been subjected 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 Court judge ruled that in certain circumstances, seizing vehicles used for illegal pickups as authorized under 19-506 of the Administrative Code was unconstitutional. While that litigation continues, we're exploring other enforcement methods. For example, we're 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 or the vehicle owner's registration. Further, under local laws, 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 the TLC seizures, did not eliminate TLC's ability to seize vehicles subject to forfeiture or 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 seizure power is restored. Before the court decision, the TLC has seized 2,957 vehicles in Fiscal Year 2016 compare to six--over 6,000 in Fiscal Year 2015. With that said, TLC continues to enforce against for-hire licensees who illegally accept street hails, and so far this fiscal year we've issued almost 3,800 summonses for illegal street hails including over 1,000 in the Manhattan Exclusion Zone.

So far this year our Licensing Unit has processed almost 69,000 driver applications for new and renewal driver's license versus 52,000 in the same

period last year. That's a 32% increase, and almost 40,000 vehicle applications for new and renewal and transfer vehicle licenses up from 34,000 for the same period last year, a 16% increase. This ever-increasing volume has strained our ability to lessen wait time, a high priority for the agency. In the first six months of Fiscal 2015 the average wait time to get a driver's license was 75 days for taxi and 50 for for-hire. However, the continued heavy volumes in increase in for-hire applications these licensing application wait times--those licensing application wait times for the first six months of Fiscal 2016 averaged at 61 days for taxi and 71 days for for-hire. So in the past year, the TLC has prioritized licensing efficiencies and customer service. We recently extended the driver license terms from two three years for renewal. This reduces the amount of time the driver--driver time spent on license renewals, and it also reduces the overall volume of renewal applications the staff must process--process, which is key for improving times given the high application volume we've 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.

In November 2015, the License 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 2015. The facility features an open accessible waiting room that allows for easy--easier access to customer service. The new location provides a combination of self-service ticketing options together with additional rep--customer service representation--representation on the floor to assist in answering questions and providing direction. Coupled with the move to our new facility, we've cross-trained our counter operators to accept all application types. So we're able to spread the workload over a wider number of operators. In addition to licensing's new home, we've made other changes to include 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 incidents of particularly high volume days. This in combination with new cue management techniques that we implemented starting in December has virtually eliminated the lines that TLC customers sometimes experience simply to enter our facility. Just as important is improving the experience for visitors to our facility, we've also made changes to minimize demands on driver's time and provide more options to them on how to interact with the agency. We've moved to an online only driver license renewal process so drivers can complete the forms from a home computer or through email allowing them to spend more time on the road. We're also automating many of our back office functions to free up staff so we can process at higher volumes. We're working with DOITT to put our entire new vehicle and driver application processes on line except for fingerprinting and photographing, which could take place at sites throughout the City. We continue to improve

communications with our customers. Each applicant now receives a personalized renewal letter that tells them exactly what is needed. Text messaging helps us now connect directly and quickly with driver's to give them information about missing requirements. And 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. Our Plain Language Project continues with the ultimate goal of simplifying all public facing documents. We've revised all prosecution summonses and written consumer communications, and we've begun the same task with all of our licensing and inspection 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 space and communications, encourage the hiring of

bilingual staff, and continue to revive public space and communications into plain language. We've translated our rules into Spanish, Urdu and Bengali, and we'll translate them into other languages common to our drivers and post them on our TLC website.

The Budget. Our Preliminary Budget for Fiscal Year 2017 is \$71.8 million broken down into \$39.6 million for personnel services and \$30.--\$32.2 million for other than personnel services. 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 Borough Taxi Permit holders to bring wheelchair-accessible vehicles into service. This line item represents a \$3 million 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 cost of wheelchair-accessible vehicles as--to defray the cost of wheelchair-accessible vehicles. As of mid-February, the TLC has awarded 1,152 grants totaling \$17 million. The Fiscal Year 2017 Budget also reflects our new needs. The TLC completed the

initial construction and moved to our new licensing facility in Long Island. 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 growth of stakeholder 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 the 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'm pleased to report that DCAS has completed the investigation of 182 candidates from the Taxi and Limousine Inspection Certification List, and that interviews have already begun to be scheduled for candidates next week.

The TLC is looking forward to welcoming additional inspectors later this fiscal year. The TLC has a projected Fiscal Year 2017 Revenue Budget

of \$53.5 million, which does not provide for medallion sales. The Preliminary Budget has been adjusted to defer medallion sales into Fiscal Year 2018, which will allow for continued monitoring in the industry. This year we're 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 Council on identifying and addressing any additional market obstacles in the Admin--Administrative Code. It's been a busy year. We've increased access for people with disabilities, implemented new programs to improve safety for the riding public, and we've 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 that our regulated industries remain safe, accountable and accessible. This concludes the TLC's Preliminary Budget Testimony for Fiscal Year 2017. Thank you for the opportunity to speak, and I'd be happy to answer any questions you may have.

CHAIRPERSON RODRIGUEZ: [off mic] Thank you for your testimony (sic) [on mic] as we--as we address, you know, many challenges in this particular industry. You know, where we are we never win because it doesn't matter how we are able to always advocate to level the playing field, there's always going to be sectors of individuals that they would not be happy about it. At the end of the day, this is all about doing what we've been assigned to. So thank you for your leadership. My first question is related to how many livery drivers do you have registered at the TLC?

COMMISSIONER JOSHI: We don't distinguish between livery and black car drivers. They're all licensed as for-hire vehicle drivers, and we have about 90,000.

CHAIRPERSON RODRIGUEZ: And what--what is the estimate? Do you have any idea how many of those 90,000 are--

COMMISSIONER JOSHI: [interposing] I know that--so if--if we've used the assumption that for every livery vehicle there is a driver attached, then that would tell me that there's probably about 25,000 livery drivers. Today, we have about 22,000 livery

vehicles affiliated with bases. I think that's probably a lower number because not every vehicle might have more than one person driving.

CHAIRPERSON RODRIGUEZ: Okay.

COMMISSIONER JOSHI: But I think 25,000 is a good estimate.

CHAIRPERSON RODRIGUEZ: I--I think--I think that probably this is one of those areas that if you can look at with your team.

COMMISSIONER JOSHI: We actually--there's no way to distinguish because a driver is able to drive a livery or black car. So they're not given a license that identifies livery only or black car only. They're only given a for-hire vehicle license. That allows them to drive either. What we do distinguish is between the cars. So how many black cars do we have registered? How many livery cars do we have registered? That is the proxy for how I think the driver population breaks down.

CHAIRPERSON RODRIGUEZ: So then the license that the driver gets at TLC if he or she decides to drive a black car, he's authorized to do it, and after he decides to now switch to work as a

livery driver in a base, he also can drive with the same license?

COMMISSIONER JOSHI: Yes. The only prohibition he has is that he can't drive a taxi unless he's also gotten that license.

CHAIRPERSON RODRIGUEZ: What about information for the bases? Does entries--does the bases have to provide information to TLC when--when the drivers are registering those bases?

COMMISSIONER JOSHI: So the drivers--the bases let us know how many affiliated vehicles they have, and then through the trip record program they tell us every time they dispatch one of those affiliated vehicles who's driving it. So we get the driver license number. I think the vehicles are a good proxy for how the--the drivers break down. So we've got about, you know, 22 to 25,000 livery. I'm going to do some bad math quickly on the back here. I--I think it's--yeah, so it's about, you know, close to 70,000 total. So that I think you--it's--it's--it's safe to say out of the SHV population, a third of them are livery drivers now, and about two-thirds of them are black car drivers.

CHAIRPERSON RODRIGUEZ: Okay, and what I'm coming from is that thinking on that particular sector of the livery and the green car because, you know, now that we are talking about or we also are trying to work with the livery drivers' population, the green and the other livery drivers. Now, we-- there's a dynamic that have been created. I know the different interest that both sectors have, and I was thinking on how many licenses or how many permits do you still have available, Green Taxis, for the Green Taxi industry that drivers have not buy--that you have it available for drivers that comply with other requirements of TLC that they can request in those?

COMMISSIONER JOSHI: So the--who can buy a Green Taxi permit, this is kind of an interesting point because the first year they were all sold. So 6,000 were sold and that was in 2013, and in that year the only people who could buy them for the first nine months were people that had a for-hire vehicle driver's license or a for-hire driver--or a for-hire driver's license. They were either vehicle owners or drivers, and they'd held that license for a year or more. In the last three months of 2013, that market opened up, and anybody could buy an accessible

license. And--and we gave away for free the accessible licenses. We were--they were--under the law the max we could changes is \$1,500, but we gave them away for free to promote the program. In the second year, the price went up to \$3,000. The restriction on who can buy them lasts all the way up until August of this year. So right, the now the market of who's able to buy them is restricted to only drivers and owners that have had their license for year. And we have sold in wave two, 1,389 non-accessible ones, and 732 accessible ones. So they--they are not selling at the same rate as the first tranche, but there are definitely more parameters on them in the second tranche, and also it's not new any more. There's, you know, it's a--it's a program people are used to. In August 2016, I think something interesting happens, and we'll have to see how it affects sales. The market opens up to anybody. So anybody can purchase a Green Taxi license accessible or non-accessible. If they purchase the accessible one, they're entitled to all the financial benefits that come under the grant program, which is \$14,000 to help defray the cost of the vehicle. They don't have to drive the vehicle.

2 They can be a passive investor, and they can lease it
3 out for other people to drive. So I do think the
4 market will open up, and--and we may see some of that
5 reflected in the sale patterns.

6 CHAIRPERSON RODRIGUEZ: And how many more
7 do you have still available?

8 COMMISSIONER JOSHI: We have a total of
9 18,000 available. So we have the remaining--the
10 remaining balance of 6,000 minus what's sold already
11 in the second tranche, and then another 6,000 in the
12 third, and this is an open-ended market. So it
13 doesn't--the window doesn't close at any time. It's
14 as people want them, they can come and get them.

15 CHAIRPERSON RODRIGUEZ: Okay. But I--I
16 think that probably will be, you know, one of those
17 areas that where we can work together with especially
18 those livery driver taxi drivers and encourage them
19 to--you know, if they want to avoid like, you know,
20 take it from the TLC because they do illegal--illegal
21 street hails, they should--

22 COMMISSIONER JOSHI: [interposing] Yes,
23 we'd be happy to coordinate because this is the
24 answer to someone who's relied on illegal street
25 hails is to figure out how to get them into a Green

Taxi so that they can work legally. And we'd be happy to work with your office on--

CHAIRPERSON RODRIGUEZ: [interposing] You will get the funding. [slamming door]

COMMISSIONER JOSHI: --any of initiatives that we could do to incentivize that transfer.

CHAIRPERSON RODRIGUEZ: Okay, great. My other question is on--on your OTPS. How--what--what is the average of expense that you have on the OTPS let's say from--do you usually keep it at the same level? Do you--don't--do you use the whole amount, or what percentage do you use?

COMMISSIONER JOSHI: So I have to apologize because I didn't at the outset introduce our Deputy Commissioner for Finance and Administration who's much better at answer those number questions than I am. And so she will give you an explanation.

DEPUTY COMMISSIONER VALDIVIA: Our OTPS levels are usually at the same level each year. We're about--as you can see, a significant portion of the OTPS, is related to the street hail livery grants, the --the, you know, \$15,000 grant program.

2 COUNCIL MEMBER: [off mic] In the
3 interest of communication, can you please, can you
4 speak into the mic?

5 CHAIRPERSON RODRIGUEZ: Sorry.

6 DEPUTY COMMISSIONER: Sorry. The majority
7 of the OTPS costs is associated with the grant
8 program that we have. So in reality TLC uses the
9 approximately anywhere from \$10 to \$12 million a year
10 in OTPS and we're pretty steady on that.

11 CHAIRPERSON RODRIGUEZ: Great. So what
12 about with my other question of the area that I would
13 like to hear more details about the accessibility
14 piece.

15 COMMISSIONER JOSHI: Accessibility?

16 CHAIRPERSON RODRIGUEZ: Accessibility.
17 How are we doing? What is your goal to continue
18 moving forward--

19 COMMISSIONER JOSHI: [interposing] Uh-
20 huh.

21 CHAIRPERSON RODRIGUEZ: You know, we pray
22 to any God that we believe to that if we live to be a
23 senior citizen that, you know, that we are proud New
24 Yorkers who most likely we're under--we need some
25 level of accessible--accessibility, Access-A-Ride,

and--and I think that right now we are in the middle on two things. One is many it's the Access-A-Ride, but I'm talking about the accessibility. The yellow and green they are mandated to provide--to accomplish what is--what is the percentage by--?

COMMISSIONER JOSHI: On yellow it's 50% by 2020--

CHAIRPERSON RODRIGUEZ: [interposing]
2020

COMMISSIONER JOSHI: --and on green the city set a goal of 33% by 2024.

CHAIRPERSON RODRIGUEZ: Yeah, and--and we hear from, you know, any sectors that advocate for people with disabilities that we need to do better, that we need to do more, and then the question now is as the green and yellow they have to accomplish that goal. What is our vision for working with the other sectors that provides--the other stakeholders of the taxi industry.

COMMISSIONER JOSHI: So, yes, we're in agreement. There's--there's definitely a--a population today, and probably a growing population of passengers who need vehicles that accommodate wheelchairs and other mobility devices as well as

other disabilities like for the blind and for the hearing impaired. As I said in my testimony, we're-- we're doing sort of two things at the same time. One I didn't elaborate in as much. On the green and the yellow, we are using the 30 cent surcharge as well as our Accessible Dispatch Program to help defray the cost of running these vehicle. Green and yellow taxis do not get--they don't--they can't--they don't have flexible fares. They have whatever the fare is that we set as a--as a consequence of our public process. So, their ability to make up for the cost of accessibility through fare increases is non-existent. They just have to sort of live within the bounds of the fare that we've set. So that's why we have a fund that helps defray some of the cost. But it has been particularly challenging. I've said before and I'll say it again, writing the rules to require or the laws to require accessible service are probably the easiest part. The reality of getting people to drive the vehicles, trained on how to provide the right passenger assistance, and have the patience to work with a new vehicle with new equipment and getting the vehicle--you know, and the cost of running vehicles that have more moving parts

as well as ones that have not the best gas mileage historically. Although, some of them are getting better. That's the real practical challenge, and we're seeing that in the green and yellow industries where those practical challenges are--are roadblocks for some people. And that has become more difficult because the other sectors, particularly the black car sector, has no accessibility mandates. So drives that choose to drive a non-accessible vehicle can find plenty of income opportunities in the black car sector. And that is having the affect of undermining our accessibility mandates in the green and the yellow sectors undoubtedly. So we are in the midst of meeting with stakeholders across the board, black, livery, disability advocates to figure out what the right requirement should be especially in the black car sector. And our hope is to have a proposal, and we'd love to work with you on that proposal by the spring because we do need to have some additional mandates on the black car sector so--for two reasons. One to help promote the entire health of the accessibility mandate across sectors and two because passengers in every--that patronize every sector deserve to have access to vehicles.

CHAIRPERSON RODRIGUEZ: [off mic/pause] -
-on sales. How--[pause] wait. I'm almost--so one
more year 2017, as we did in 2017, this sector has
not seen any move or any interest from the market to
buy any yellow taxi medallions. This affect no--
those who has some interest in that in the--in the
sale environment of the yellow taxi medallion, but we
as a city I know we will be able to raise the revenue
from selling the yellow taxi medallions. So how--
what, you know, what is the dynamic? How do you see
the future of the yellow tax medallions.

COMMISSIONER JOSHI: There's--there's
really two things. One as a city our primary concern
is making sure that there's publicly available
hailable service, and accessible service. So our
concern is less about the funds, and more about
making sure that the public actually has access to
cars on the road, and getting cars out on the road
becomes our primary goal. They--we work closely
with the Office of Management and Budget on
scheduling sales, and take their lead. They analyze
past sales, and they also are aware of the basic
frozen nature of the market today. We've had a lot
less transactions than we've had in years past. And

based on that, they decided to postpone the sales that were originally scheduled for 2017 out a year. There are areas that we have taken the initiative to try to lessen some of the administrative hurdles of owning a medallion. Last week, we repealed the Owner Must Drive Rules, which made every independent owner drive--personally drive their taxicab a certain number of shifts per year, and that became difficult especially as people got older. But also it reduced flexibility in ownership, and flexibility in transferring. So we repealed that rule, and we are-- we'd love to explore especially with your committee the prospect of the--getting rid of the distinction between independent and corporate medallions. Independent medallions can only be owned by one person, and that makes them a less desirable commodity than maybe if they had the--if one person could own more than one. So that's something we'd like to explore as well as other things like there are a whole host of bureaucratic requirements. I am calling them bureaucratic. I'm sure they weren't thought of that way when they were originally enacted, but they've become that over time that make it very difficult for new investors to want to get

into this market. And I think it's important that we--that we realign the law with the market realities, and not make our law obstacles to people that are interested in investing in this market.

CHAIRPERSON RODRIGUEZ: Great, my approach, and what I add to what you described is that it is true that, you know, that our concern is first the consumers. Second, everyone who is behind the wheel. However, we as a city created an industry where sold the expectation to people who invest that they will be the only ones that have the right to do a street hail. So for me the challenge is that now we have as a city to be sure that everyone live to that expectation. So, it's not that I have any problem for the 75-app company, corporation. It can be the \$60 billion corporation or the new entrepreneur, who is coming out with a new idea or innovation how to provide services with an app. To add the additional services to the consumers. Now, we walk in any place, Park Avenue and 50 something street where you can see people with a sign of company that they've been promoting for years to provide the services to through the app. However, they get into this illegal street hail. That's what we--where I

see the challenges. Where we establish that the JFK and La Guardia are two places where we saw the expectation. To those motorists whoever own hundreds of medallions or a thousand medallions, but to the 6,000 medallion owners, individual medallion owners who are driving their own car, you know, I--I believe that--and I know that-- First of all, I respect your leadership, and I know that they--everyone is committed to continue working and exploring on how to define the role of everyone. But I think that as we have the 57 million tourists that came here last year and the eight million New Yorkers, and everyone wants to, you know, get the best services. I believe that when it comes to those medallion owners, we also have some understanding that as to day, they are the only ones that have the right to do a street hail in the city down 96th and 110th Street in Manhattan and the other central location at JFK. So are we doing, and what is the vision to improve the TLC perspective enforcement. So that those that they don't have the right, don't get into those illegal activities?

COMMISSIONER JOSHI: So on enforcement, as I testified, we did lose one important tool, but we are working on additional methods to target

illegal operators, and that is working with the summonsing under the VTL so that people's driver's license and vehicles registrations can be suspended or revoked if they do illegal street hails. We'll look to start rolling out a forfeiture program. So anyone who is a repeat offender, doesn't get their care seized. They get their car permanently taken away. We do plan to bring on more inspectors. We definitely will never have enough inspectors. We always need more help in that way. We're confident that, though, that if we continue to be vigilant and continue to use our assets efficiently, enforcement is the way to sort maintain the distinction between those who have the right to--of street hail, and those that are operating illegally.

CHAIRPERSON RODRIGUEZ: [off mic] So on Vision Zero, [on mic] and you've been like a key player with the other agency to whether we--NYPD and DOT and we've been able to do some initiatives together. How do you see drivers being more educated when it comes to slowing down so that we also can hope to save lives in New York City?

COMMISSIONER JOSHI: It's--it's not an easy task because we're trying to change culture. So

we can add penalties, but I'm not sure that at the end of the day that's our best tool. Our best tool is education and outreach, and not just from us. It's from the owners, the garage owners and the base owners talking to the drivers that they see everyday, and making sure that the drivers understand that the owners prioritize safety as well. So that's something that we're trying to do through a lot of our outreach efforts when we individually visit bases and garages and give them material and send that message. And I think that we've seen a change definitely in the culture of the owners and operators in New York City of what they expect of their drivers. And we also promote the same thing among passengers. That's a culture change as well. Passengers shouldn't expect to get in a for-hire vehicle for fast service. They should expect to get in for safe service, and a driver should feel comfortable to respond to any request to speed with a justifiable response, which is no, safety is more important. And that's another outreach effort that we're trying to do through culture change. We do have a very large driver population, and it's growing everyday. Like I said, we're at about 150,000, and

they're not our employees. So we don't have the level of control that we would have over their day-to-day conduct if they were our employees. They're independent contractors who work for people that are also not our employees. They're people that we regulate. So we really have to work hard on getting the message out there in a variety of ways, and getting it out there in a way that drivers will absorb and find meaningful.

CHAIRPERSON RODRIGUEZ: Great. So with that, thank you, Commissioner, and we will continue working together.

COMMISSIONER JOSHI: Thank you very much.

CHAIRPERSON RODRIGUEZ: Thank you. Thanks. So we have Julia Kites from New York Transportation Alternatives and we have Alex Wallace, huh, or Alex Slatka--Salatka (sic) [background comments, pause] Three minutes. [background comments, pause] Begin. You have a three-minute clock.

JULIA KITE: Great. [coughs] Thank you, Chair Rodriguez and member of the Committee on Transportation for convening this hearing on the Preliminary Budget. My name is Julia Kite and I'm

the Policy and Research Manager at Transportation Alternatives. We're a 43-year-old non-profit with more than 150,000 activists in our network dedicated to improving the safety of New York City streets. And as an organization at the forefront of Vision Zero, we're proud to see it's working. The number of traffic deaths continues to drop in New York City thanks to Mayor de Blasio's leadership in the Vision Zero effort to eliminate fatalities and serious injuries. But the statistics are falling fast enough to meet the Mayor's 2024 goal, however, and the numbers could begin to creep up again unless the city commits to additional investments. 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 DOT 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 Investments*, detailing the necessary financial commitments. 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 toward the completion of these plans. In January, Mayor de Blasio announced the \$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 fore reconstructing New York City's most dangerous streets, and it must be increased in order for us to make adequate movement forward. Going by the recent numbers in the Mayor's Management Reports, street reconstruction is proceeding at far 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 price of delay will be lives lost. Therefore, we are recommending, \$240 million in new capital funding for Fiscal Year 2017

dedicated to our arterial street transformation around the principles of complete streets, which ensures that city roads are safe for and usable by people walking, cycling, using public transit and driving and they're suitable for all ages and abilities. This keeps New York City on track to redesign every arterial within 50 years, an industry standard that we set forward as our goal last year in the Vision Zero investment. We also recommend that the city funds 98 operational projects to fix priority intersections and corridors that were highlighted in those action plans. In order to increase staffing and budget for resurfacing, road marking, signaling and outreach [bell] the DOT will need an increase in the operating budget, not stagnation or potential decrease. I will paraphrase the rest here. We also are aware of the Mayor's goal of doubling cycling by 2020, which we strongly support. We believe the city must commit to a yearly standard of 15 miles of new protected bike lanes. This goal is definitely attainable since the DOT is already on track to install 13.9 miles this year. The city must also make progress on large scale bike projects on bridges and greenways ensuring they are

fully funded, and on schedule. Finally, the City must make an investment to help Citi Bike grow rapidly and equitably so that more New Yorkers can take advantage of this emerging transportation option. The Administration can accomplish this by working with the operator Motivate to form the kind of public-private partnership that has helped over bike share programs succeed around the world. The next step should be for the City Council, cycling advocates and Motivate to meet to discuss the appropriate and necessary level of city funding to be used for network expansion and membership subsidy. Thank you for your time today, and we look forward to further progress towards Vision Zero and truly livable streets in Fiscal Year 17 and beyond.

ALEX SALATKA: Good afternoon, Chairman Rodriguez and committee staff, I guess. My name is Alex Salatka (sp?). I'm here representing Triple A Northeast which serves a membership of over 570,000 drivers in the five boroughs of New York City. I want to thank you for holding this hearing, and for-- everyone here for--for sticking around. The proposed budget is large sensible, deserving particular praised for the investment in road resurfacing for

1,300 lane miles this year for which, you know, you in the Council and the Mayor deserve a lot of credit. It's going to be the highest number in 25 years, and I think that is definitely very laudable. I just want to bring a couple of maybe new ideas to your attention. One is in regards to the traffic enforcement agents. We certainly the need for \$12.1 million expenditure to hire 327 new TEAs. They'll be deployed in the CBD to direct traffic, and hopefully ease congestion, and hopefully reduce instances of blocking the box without the need for some visual (sic). They should certainly feel free to issue them if that's the case, but according to the Mayor, those TEAs will also ticket parking violations that pose a particular threat to safety like double parking and parking in a bike lane. That's a mindset that should expand citywide. For example, in Fiscal Year 15 there were more tickets issued to drivers who were six minutes late moving their cars for ultimate side parking than for cars parking in a crosswalk. There were more tickets issues to drivers who registration was a single day late than all of the tickets issued for blocking the blocks. These prior--priorities are obviously misplaced, and the city should, you know,

work with I guess the NYPD, and the DOT to direct TEAs to prioritize parking violations that imperil safety and mobility over technical offenses.

Secondly, in terms of automated enforcement, this budget increases the estimate for Fiscal Year 17 through 20 of revenue that will be received from cameras, red light and speed and bus line cameras.

It's increased by 146 million, and the City and you should consider creating some sort of dedicated fund where the pot of money from camera revenue goes into that can be used for safety projects, for bus lane cameras. They could be used to improve bus reliability and service, and it would really, you know, you're--you're looking for more funds, where everyone is looking for more funds. That's a pot of money, you know, that hasn't been--you know, you--you don't have it yet. And so, it would be great to set it aside, once you get it, for those purposes and have that, you know, be a--a separate fund in--in perpetuity. And I think this is the first time that I've ever finished under the three minutes. So I'm going to end now. Thanks for the opportunity to comment.

1 COMMITTEE ON TRANSPORTATION

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2 CHAIRPERSON RODRIGUEZ: [off mic] And
3 with that, this meeting is adjourned. [gavel]

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C E R T I F I C A T E

World Wide Dictation certifies that the foregoing transcript is a true and accurate record of the proceedings. We further certify that there is no relation to any of the parties to this action by blood or marriage, and that there is interest in the outcome of this matter.



Date April 1, 2016