

Testimony of Meera Joshi
NYC Taxi & Limousine Commission Commissioner/Chair
EXECUTIVE BUDGET for FISCAL YEAR 2017
City Council Committees on Transportation and Finance
May 17, 2016

Introduction

Good afternoon Chair Rodriguez, Chair Ferreras-Copeland and members of the Transportation and Finance Committees. I am Meera Joshi, Commissioner and Chair of the New York City Taxi and Limousine Commission, and I'm pleased to join you today to present the TLC's proposed Executive Budget for Fiscal Year 2017. With me today is Midori Valdivia, our Deputy Commissioner for Finance and Administration.

The TLC's proposed budget is \$72.5 million dollars, and we are confident that this amount is appropriate to help us achieve several goals in furtherance of our agency mission: to continue and improve upon the best for-hire service in the nation, to provide even better customer service to the City's growing population of TLC-licensed drivers; to improve enforcement against illegal street hails and traffic safety violations citywide; to expand our driver education program; and to develop the policies to bring accessibility to passengers in all the sectors we regulate.

As background for these important goals, let me give you a quick update on our numbers. The TLC now licenses over 150,000 drivers. In Fiscal Year 2011, that number was 57,000. This breaks down to almost 59,000 yellow medallion drivers and almost 90,000 FHV drivers. Although the rate of increase in new drivers appears to have slowed since last year, the TLC just issued over 1900 driver licenses in April 2016, of which over 1500 were FHV licenses.

There has also been continued vehicle growth in the for-hire market. Today, the TLC licenses almost 77,512 FHV vehicles compared to 38,000 in fiscal 2011. The growth continues to be the most dramatic in the black car sector, which grew from approximately 8,000 vehicles in 2011 to almost 45,000 vehicles today. Additionally, because of mandated accessibility requirements in the green and yellow taxi fleets, the overall number of wheelchair-accessible taxis has grown. On any given day, there are over 1200 yellow and green accessible taxis on the road, , and that number is growing. By 2020, fifty percent of the yellow fleet should be accessible, and at least 33% of the green fleet is scheduled to be accessible by 2024.

In June 2013, one year after the launch of the Street Hail Livery or Green Boro Taxi program, over 5,000 green taxis made 44,000 trips per day. Today, two years later, we have over 7,400 green taxis on the road making approximately 50,000 trips per day. Our green taxis are a crucial part of the transportation choice offered to passengers every day, particularly in the outer boroughs.

Vision Zero

As the agency that sets and monitors the ground rules for companies moving over a million a people a day on the City's streets, the TLC plays a critical role in Mayor de Blasio's Vision Zero program. The TLC continues its driver safety education and outreach with base visits and public awareness campaigns. Every driver must now a 24-hour pre-licensure course, which includes driver safety content, and in the coming year, the TLC will offer a continuing education course for every driver renewing his or her license, which will help us keep all drivers up to date on new Vision Zero initiatives and TLC rules and programs.

As promised, the TLC has been evaluating industry research on best practices to combat the hazards of driver fatigue. The cumulative effects of fatigue can affect driver perception and reaction time as much as alcohol, and the TLC has committed to addressing fatigued driving this year. We salute operators who have pledged to reduce their driver hours to safer limits, and soon we will publish proposed rules setting clear limits on the amount of time drivers can be on the road with passengers.

2016 Factbook

Since last year we have increased our data analysis capacity to process and analyze the trip data that we now get from the for-hire vehicle industry, as well as our yellow and green data streams. We are very proud of the amount of data we manage at the TLC. It helps us improve customer service and deploy our enforcement assets more strategically. We are putting more data on line, not only in service of our agency mission, but also to assist other agencies and the public in planning and understanding the City's transportation patterns and trends. Some of the products of that analysis are visible in the latest edition of the TLC Factbook, which is now online now on the TLC website.

Education

For years yellow and green drivers have gone to Taxi School, and the TLC now requires all new drivers to receive relevant driver education. The courses feature a wide-ranging curriculum, including TLC rules and regulations, Vision Zero, customer service, driver rights, a technology overview, and basic NYC geography.

We have more drivers attending each month, and I am happy to report that the number of school locations has grown from four to six, and we welcome more competition in this market. The courses are offered in four languages: English, Spanish, Bengali and Urdu.

Licensing

Since I testified in March, we opened a new Licensing Inspection facility in the Concord section of Staten Island to meet the needs of our growing licensee population. The new building replaced a smaller facility that was devastated by Hurricane Sandy. This new location will complement the TLC's Woodside inspection facility and reduce wait times for visiting applicants and existing licensees. Not only does this enable more immediate service for our Staten Island licensees, it is just one more of many recent improvements that allow us to provide better customer service to licensees and potential licensees.

These other improvements have included extending our driver license terms from two years to three years; replacing a variety of timelines for different items with a uniform 90-day window to complete all application requirements; increasing the use of text messaging to alert applicants to missing documents; moving to an online-only driver license renewal process, so drivers can complete forms from a home computer or through email; and in the near future putting our entire new vehicle and driver application processes online, except for finger-printing and photographing, which will take place at various sites Citywide to provide greater flexibility for drivers to meet these requirements on their schedule. I am pleased to announce that, starting this week, potential licensees will be able to track the progress of their applications on line.

FY 2017 Budget

Our Executive Budget for Fiscal Year 2017 is \$72.5 million, broken down into \$40.4 million in personal services (PS), and \$32.1 million in other than personal services (OTPS).

Expense

The Executive Budget has increased by \$5.7 million over Fiscal Year 2016. This amount will meet our operational needs such as supporting ongoing maintenance at our new Licensing facility in Long Island City. This budget will also advance priority initiatives such as Vision Zero, trip records for the for-hire vehicle sector and adding the number of languages for translations of TLC materials. Additionally, the critical work of introducing green taxis throughout the City is progressing. Compared to Fiscal Year 2016, there is a \$3 million increase to support the ongoing rollout of grants for green wheelchair accessible taxis, as originally envisioned in the Five-Borough Taxi Plan. That Plan called for grants to provide up to \$15,000 to subsidize the cost of wheelchair accessible vehicles. By the end of April, the TLC has awarded 1,158 grants, totaling over \$17.2 million. Today, only FHV licensees of at least one year can buy a green taxi permit, but this restriction will end on June 13, and the opening of the market may affect demand.

Revenue

The TLC's projected Fiscal Year 2017 revenue budget is \$63 million. This represents a \$9.6 million increase from the January Preliminary Budget, after adjusting our driver license revenue to account for our new, three-year renewal period, versus a two year renewal. This budget also reflects heightened demand for driver licenses, which has increased in the past year,. Compared to Fiscal Year 2017, the revenue budget is \$9.7 million less, because the extension of

driver license terms from two to three years means that driver license applicants paid more upfront for driver and renewal licenses, although not more on annual basis. The decline also takes into account the planned decrease in revenue from the sale of permits associated with the Five-Borough Taxi Plan. Finally, this Executive Revenue Budget maintains the change made in the preliminary plan to defer medallion sales until Fiscal Year 2018. In partnership with OMB, the TLC continues to monitor market trends. Our review of laws and regulations governing medallions is ongoing, and intend to propose revisions, in consultation with the Council, to eliminate any unnecessary market obstacles.

Conclusion

In this time of continued growth in the industries we regulate, our challenge is to maintain and improve our standards of customer service, accessibility, safety and accountability. We are grateful for our partnership with the Transportation Committee under the leadership of Chairman Rodriguez, and with so many councilmembers. We look forward to continuing to work with you as we expand and improve customer service for passengers with disabilities.

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

**Statement by Michael Chubak, Acting Executive Vice President
MTA New York City Transit
before the New York City Council's Committees on Transportation and Finance
Tuesday, May 17, 2016 at 1 p.m.**

Good afternoon, Chairpersons Rodriguez and Ferreras-Copeland, and members of the City Council. I'm Michael Chubak, Acting Executive Vice President of MTA New York City Transit. I'm joined today by: Craig Stewart, the MTA's Senior Director of Capital Programs; Natatia Griffith, Deputy Director of MTA Budgets; Peter Cafiero, Chief of NYC Transit Operations Planning; and Lois Tendler, New York City Transit's Vice President of Government and Community Relations.

As you may remember, the MTA testified here about two months ago to discuss the Mayor's Fiscal Year 2017 Preliminary Budget and its relationship to the MTA's budget. We said that the MTA's operating budget this year is about \$15 billion, of which about one billion dollars will be funded by New York City.

Since that time, our operating budget outlook is unchanged, but there has been a significant change on our budget's capital side. You may also recall that last year at this forum, we discussed the urgent need to fund the MTA's 2015 to 2019 Capital Program. We asked for your support as we worked to fund the Program, which as you know is critically important to the overall health and success of New York City.

Today, I am happy to report that last month, Governor Cuomo and the State legislature passed a budget that commits state funding toward the largest ever Capital Program in the MTA's history—\$27 billion of investment in transit infrastructure for New York City subways, buses, and commuter rail. The 2015 to 2019 Capital Program includes billions of dollars for the essential work of keeping our transit system safe and reliable. Projects in this category include introducing about 1,000 new subway cars, 1,700 new buses, and replacing 73 miles of subway track with safer, smoother track.

This Capital Program will also help us expand our system to meet the ridership and growth demands of today and tomorrow. Last month, we announced that annual subway ridership increased once again last year to more than 1.7 billion—the highest since 1948—and we're now regularly carrying more than six million daily customers. That's quite a change from 1994, when we carried about 3.5 million customers a day.

Record ridership is great news overall for our economy and our city, but it also means that our network is stretched almost to capacity. Subways are more crowded than ever, and commutes are more difficult. A minor delay on one subway at rush hour can have a massive ripple effect—leading to overcrowding on the platform, doors being held open at every station, and spiraling delays for every train that follows. In some places, like Manhattan's East Side, our system was simply not built to handle the demand it's facing today as the region continues to grow.

We're addressing these constraints on several fronts. Most significantly, we're expanding our network for the first time in more than 60 years. Last year in September, we opened the 7 Train Extension, instantly creating an accessible new neighborhood here in Manhattan. This December, we'll open the first phase of the Second Avenue Subway, and Governor Cuomo has earmarked more than a billion dollars for the line's second phase into East Harlem.

On the ground, we've added platform conductors and assigned them to busy stations throughout the system, to keep subway doors from getting jammed. We've introduced a new electronic train tracking system on our lettered lines, to better record delays. Using this and other real-time tools in our Rail Control Center, our rail service management team has been adjusting running times to make service more reliable, and trains more evenly spaced. We have also been adding service where constraints

allow us to. For example, beginning in June, there will be service increases on the 1, 2, 4, 5, 6, A, C, E, J, and Q lines, and on the 42nd Street Shuttle. And we recently announced that we'll be adding weekend service in the Fall on the 2 Line, and evening service on the 7 Line.

For the longer term, we're busy outfitting our subway system with Communications-Based Train Control, or CBTC. This modern subway signal system is fully in place on the L Line and under construction on the 7 Line. Through the 2015 to 2019 Capital Program, we'll begin to install CBTC on the E, F, M, and R lines in Queens, the A, C, and E lines in Manhattan, and the F line in Brooklyn. CBTC will make our service safer while adding significant capacity to the system. For example, when CBTC is finished on the 7 Line, we'll be able to increase the Line's capacity by 10 percent and move about 15,000 additional customers during rush hour. While the L has already seen capacity increases following the installation of CBTC, power improvements included in the 2015 to 2019 Program will enable two additional trains per hour.

All of these mitigations will help, but make no mistake: This ridership surge is and will continue to be a huge challenge for us in the years to come. Our challenge is to continue maintaining and improving, even as growing ridership puts more demands on our 112-year old system. It's to work more efficiently, to respond to delays even faster, and to find less expensive ways to build and to move our customers.

Before I wrap up, I'd like to briefly touch on another huge challenge we're facing: The upcoming closure, in 2019, of the L Train's Canarsie tunnel. Canarsie was the most severely damaged subway tunnel among the nine under-river tunnels that flooded during Superstorm Sandy. To date, we've completed Sandy-related repair work at three of these tunnels: Montague, Greenpoint, and Steinway. Repairs are underway at the 53rd Street, Cranberry, and Joralemon tunnels. That leaves us with three tunnels that still must be repaired: Clark Street, Rutgers, and Canarsie.

There is no other option but to close the Canarsie tunnel—through either a full shutdown for around 18 months, or a partial shutdown for around three years—and we're working as hard as we can to make this process as transparent and painless as possible. We've already held two public meetings to listen to community concerns and recommendations, and we'll continue to work closely with New York City's Department of Transportation and with affected communities to mitigate the effects of both construction and subway service changes.

Rebuilding the Canarsie tunnel will be extremely tough on L train riders and on our entire city, but I'd like to leave you today with the "big picture" update on our operations. In no uncertain terms, the MTA's fully-funded 2015 to 2019 Capital Program is a monumental win for the people of New York. It will help us keep our network safe and reliable. It will create hundreds of thousands of jobs—in New York and throughout our nation. It will continue to fuel our region's \$1.4 trillion economy, second in the world only to Tokyo. And as all of you know better than anyone, it will yield dividends for New York and for our entire nation, for decades and even centuries to come. My colleagues and I are now happy to answer any questions you may have.



**Department of
Youth & Community
Development**

**NEW YORK CITY COUNCIL
COMMITTEES ON FINANCE, YOUTH SERVICES
AND IMMIGRATION**

FISCAL YEAR 2017 EXECUTIVE BUDGET

**BILL CHONG
COMMISSIONER**

MAY 17, 2016

Good morning Chairwoman Ferreras-Copeland, Chairman Eugene, Chairman Menchaca and members of the Finance, Youth Services and Immigration Committees. I am Bill Chong, Commissioner of the Department of Youth and Community Development (DYCD). I'm joined by my senior budget and finance staff, Alan Cheng, Chief Financial Officer and Associate Commissioner; and Jagdeen Phanor, Assistant Commissioner. Thank you for the opportunity to discuss DYCD's Fiscal Year 2017 Executive Budget.

I will start my testimony this morning by highlighting Mayor de Blasio's major new investment in Beacon Community Centers in the Executive Budget. Beacon funding will increase by \$5.6 million in Fiscal Year 2017 and by another \$16.8 million in Fiscal Year 2018. This new investment is a tremendous victory, and a very timely way to celebrate the 25th anniversary of Beacon programs. It is the first significant increase in public Beacon resources in over two decades. The new funding will strengthen the community building functions of Beacon services as follows:

- In Fiscal Year 2017, funding for each of the 80 Beacons will increase by over 20 percent on average, to \$400,000 per site, to address previous funding reductions.
- In Fiscal Year 2018, funding for each of the 80 Beacons will further increase to \$550,000 per site, which is expected to support enhanced services. A concept paper will be developed prior to issuing a new RFP.

I want to thank Mayor de Blasio for his leadership in expanding Beacon funding. I also want to thank the City Council, Chairwoman Ferreras-Copeland and Chairman Eugene, for your leadership and steadfast support of Beacons as well. And of course, thanks are due to the Beacon providers, and larger Beacon community. This new investment honors how you uphold the Beacon model to improve the lives of thousands of youth and families every day and every year. Thank you for all your efforts!

I also want to update the Council on our latest efforts to enhance DYCD's Comprehensive Afterschool System of New York City (COMPASS) programs, which builds on the unprecedented expansion of high quality School's Out NYC middle school afterschool services, that now serve over 65,000 young people. Last week, we announced the awards of the recent COMPASS High request for proposals (RFP). We also expect to announce the COMPASS Explore awardees soon. New contracts for both programs will begin July 1, 2016.

COMPASS High is an update of our Out-of-School Time Transition to High School programs, and will be funded at \$2.3 million dollars. COMPASS High programs are for students entering grades 9 and 10. These programs will offer peer support and positive adult role models, to motivate students to remain engaged in school, pursue their goals and interests, and explore post-secondary and career options. In addition, programs will facilitate participants' access to needed services, inside and outside of school.

COMPASS Explore is an update of DYCD's Out-of-School Time, Option II programs, and will be funded at \$2.2 million dollars. COMPASS Explore will promote positive youth development and leadership through a single-focus activity area. It will offer students the opportunity to devote time and energy to a particular interest or passion. It also includes specific service options for LGBTQ youth and youth with special needs.

We are very excited about DYCD's new Workforce Innovation and Opportunity Act (WIOA) programs for Out-of-School Youth (OSY). As you know, out-of-school youth need a second chance to succeed, through efforts to re-connect to education and the world of work and careers. The 23 new WIOA OSY programs begin on July 1, 2016. Examples include:

- In Manhattan, through Comprehensive Development, Inc., Borough of Manhattan Community College, and Continuing Education at CUNY, participants will receive occupational training in the health care sector for entry level positions as Certified Medical Assistants and Patient Service Representatives. Participants will work in laboratories operated by CUNY and New York University's Langone Medical Center.
- In Brooklyn, Opportunities for a Better Tomorrow (OBT) has partnered with the Industry City Innovation Lab in Sunset Park. The Innovation Lab provides a wide range of training and job placement services geared towards employment in the City's rapidly emerging innovation economy. OBT will offer web design and coding fundamentals at the Innovation Lab and connect with Industry City businesses for internship and employment opportunities.
- Also in Brooklyn, Cypress Hills Local Development Corporation and the New York District Council of Carpenters will operate a pre-apprenticeship program in construction. Participants who successfully complete the "Building Works" program, gain entry into the carpenters union.

Last summer, we successfully increased the percentage of private sector employers in the Summer Youth Employment Program to 35%. For this summer, we have re-engaged past employers and developed some new partners, such as AppNexus, Con Edison, Sotheby's, and Hyatt Place Flushing/LaGuardia Airport. Past employers partnering again this year include KPMG, Bank of America, Morgan Stanley, Young & Rubicam, Pandora, and Modell's. The Mayor's Fund to Advance New York City and the Center for Youth Employment have been leading industry-focused efforts to increase employer partnerships for Ladders for Leaders. The industries include fashion, media and entertainment, hospitality, real estate, technology and financial services.

We also want to thank you, the City Council and the Progressive Caucus, for working with us to streamline the process to place SYEP youth at Council Member offices this summer. Your efforts are setting the stage for very positive summer job experiences in government.

Last but not least, thanks are also due to the New York City Workforce Development Board, for thoroughly engaging their board members to encourage participation with the SYEP and Ladders programs. The Board is on track to significantly increase the number of placements in both programs this summer.

The new investments in DYCD's Fiscal Year 2017 Executive budget demonstrates Mayor de Blasio's ongoing commitment to youth, families and communities. It builds on the DYCD investments he has already made to support COMPASS and SONYC after school programs, Cornerstone community centers, SYEP, and runaway and homeless youth residential services. DYCD's growth and number of expanded programs under Mayor de Blasio has been historic and unprecedented.

Thank you again for the chance to testify today about DYCD's Executive budget. We greatly appreciate the City Council's commitment to New York City's youth, and for your strong support of our agency. We are ready to answer any questions.

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY
JOINT HEARING BEFORE THE CITY COUNCIL
COMMITTEES ON TRANSPORTATION AND FINANCE
May 17, 2016**

Good morning Chairwoman Ferreras-Copeland, Chairman Rodriguez and members of the Finance and Transportation Committees. My name is Polly Trottenberg and I am the Commissioner of the New York City Department of Transportation (DOT).

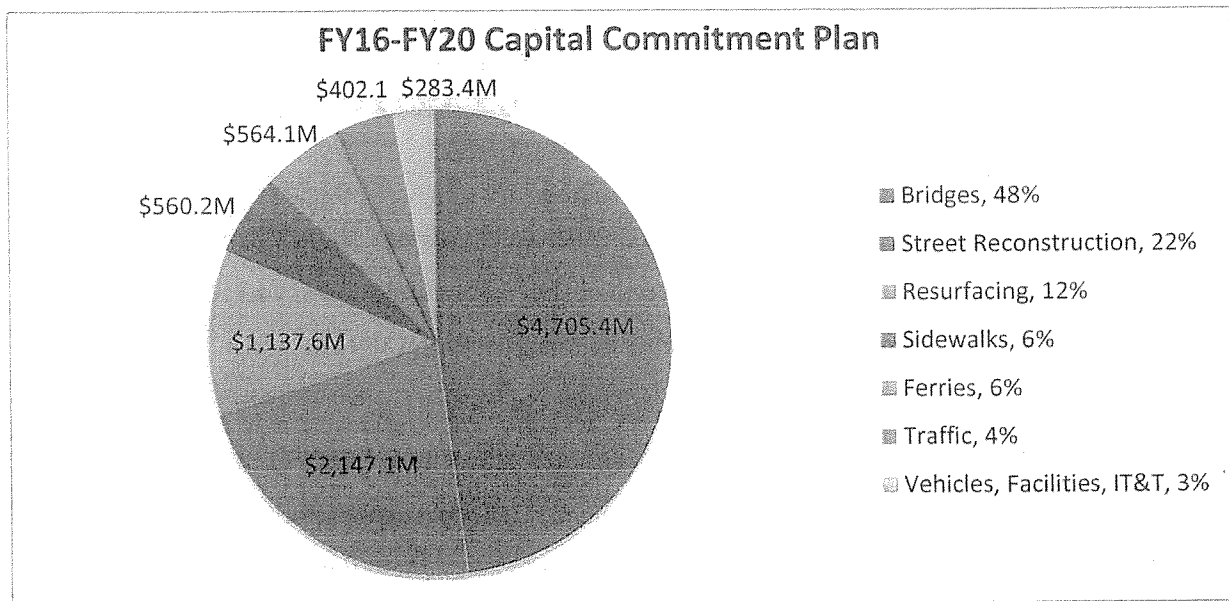
With me today are Joseph Jarrin, Deputy Commissioner for Finance, Contracting, and Program Management, and Jeff Lynch, Assistant Commissioner of Intergovernmental and Community Affairs. I am pleased to be here on behalf of Mayor Bill de Blasio testifying on DOT's fiscal year 2017 (FY17) Executive Budget.

The Mayor's FY17 Executive Budget reaffirms our commitment to progressive, responsible government that meets challenges head on. We continue to address the needs of New Yorkers through targeted investments while ensuring the City is prepared for potential future economic downturns.

For DOT, this budget builds on our agency's accomplishments from the last two years and will enable us to execute our three major priorities this year: (1) progress on Vision Zero, (2) maintaining a state of good repair on our transportation infrastructure while improving project delivery, and (3) enhancing mobility and economic opportunity for all New Yorkers. Let me walk you through the numbers and then discuss these priorities.

The City's third largest capital agency, DOT's \$9.8 billion Capital Plan for FY16-20 includes:

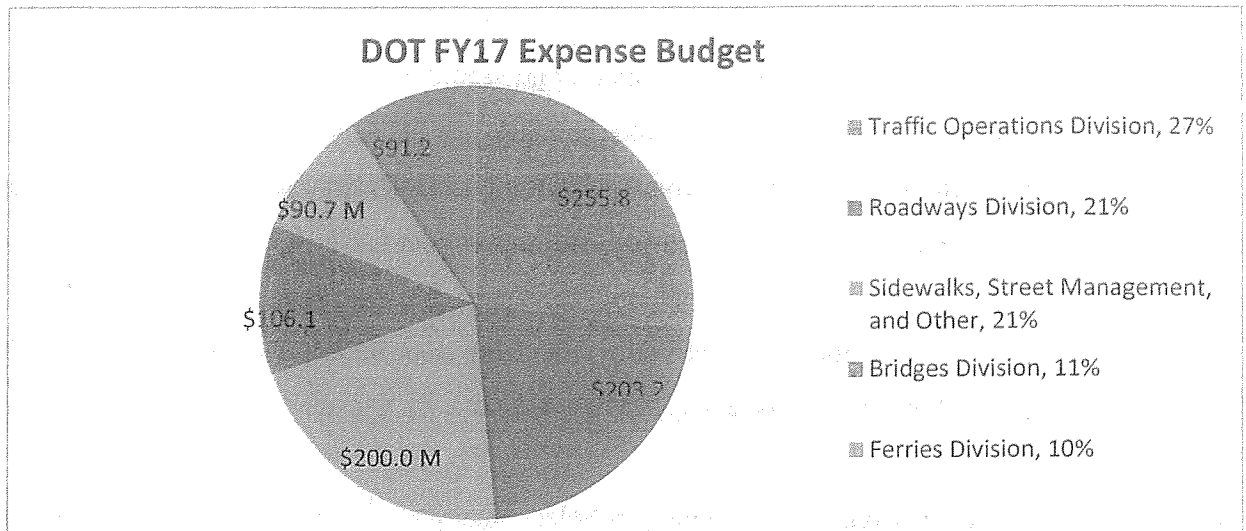
- \$4.7 billion for bridge reconstruction and rehabilitation;
- \$3.3 billion for street reconstruction and resurfacing;
- \$564 million for the Staten Island Ferry;
- \$560 million for sidewalk and pedestrian ramp repair and reconstruction;
- \$402 million for streetlights and signals; and
- \$283 million for the facilities and equipment needed to support DOT operations.



This next five-year Capital Plan will build on the \$4.2 billion we committed in the last five years.

Additionally, in DOT's FY17 Expense Budget, the Mayor is proposing \$947 million for operations, and containing some critical new funding:

- \$256 million for traffic operations, including signals, streetlights, and parking;
- \$203 million for roadway maintenance;
- \$200 million for DOT operations, including sidewalk management and inspection;
- \$106 million for bridge maintenance and inspection;
- \$91 million for ferry operations and maintenance; and
- \$91 million for transportation planning and management, including installation of street signs and roadway markings.



EFFICIENCIES

The Mayor and the Council have challenged City agencies to identify ways to reduce expenses and build recurring savings as a safeguard against a future economic downturn. Here at DOT, we found significant savings in this FY17 Expense Budget from advances in technology, increased productivity, and a reduction in vehicle rentals, while maintaining vital services to the public.

By replacing high pressure sodium streetlights with LEDs across the five boroughs, the City will be paying less for our electricity bill. Because these lights use dramatically less energy, we expect these savings will increase to \$8.6 million annually by FY20. These new LED lights last longer and therefore require less upkeep, with savings of \$1.1 million in maintenance costs over the next two fiscal years.

This budget includes substantial savings in DOT's fleet. About ten years ago, DOT began leasing many vehicles instead of buying them, which was a bad deal for the City. I am happy to report that as part of this budget, the Mayor is giving us the funds to purchase vehicles, both heavy-duty and light-duty, that will lead to cost savings in the long run. As more new vehicles are purchased and we phase out rentals, we expect annual reductions to the operating budget of over \$900,000 per year as soon as FY20.

We are also modernizing our Highway Inspection and Quality Assurance (HIQA) unit which ensures that work on our streets is done properly and safely by contractors. HIQA inspectors have begun issuing Notice of Violations electronically via iPads, increasing productivity by ending an inefficient, paper-based system, and saving us \$1 million over the next four years while increasing compliance and generating millions in revenue.

These savings build on proposed initiatives in the Preliminary FY17 Financial Plan, including DOT's innovation for our red bus lanes.

In FY17, we will apply bus lane markings on Select Bus Service routes using red-colored asphalt instead of paint, which will save us approximately \$250,000 for every lane mile. In addition, the life expectancy of red-asphalt lanes is twelve years compared to five years for red paint. The funding provided for this project will allow us to treat eight lane miles per year and save approximately \$2 million starting in FY17.

While we pursue these savings and efficiencies in our expense budget, we will continue to find other ways to be the most effective stewards of taxpayer money, including better project delivery of our capital program, which will save City dollars too.

VISION ZERO

Thank you once again to Chairman Rodríguez, Chairwoman Ferreras-Copeland, and these Committees for your unwavering support for Vision Zero. DOT's Expense and Capital budgets include an unprecedented five-year \$1.2 billion commitment to Vision Zero.

In 2015, we implemented 80 street improvement projects (SIPs), a record number, and we have many more SIPs coming up in 2016. Over the next four years, we have over \$600 million for capital street reconstruction projects that will make dangerous intersections and corridors safer and more livable. This work is in addition to our aggressive Great Streets program.

Among the highlights is the upcoming \$24 million rehabilitation of Tillary Street in Brooklyn that will enhance connections between DUMBO and downtown with the addition of bike lanes,

landscaping, street lighting, and public open spaces. We will also extend sidewalks to shorten crossing distances for pedestrians.

Similarly, in the Bronx, we are transforming a complex intersection at 177th Street and Devoe Avenue into a major gateway and access point to the beautiful Bronx River Greenway. This \$17 million project will improve safety for all users and encourage walking and cycling in the area.

Lastly among our major construction projects, we are committing \$6.4 million to enhance pedestrian safety on Flatbush Avenue from Atlantic Avenue to Grand Army Plaza. Here, we will upgrade and expand the existing pedestrian triangles along Flatbush Ave, increase sidewalk widths and shorten crossing distances at intersections, add tables and seating, improve green spaces, and provide better lighting along this heavily trafficked and challenging corridor.

The Capital Plan also includes \$327 million for our Great Streets initiative. We will redesign and reconstruct Queens Boulevard, 4th Avenue in Brooklyn, Atlantic Avenue in East New York, and the Grand Concourse in the Bronx.

I want to thank the Mayor for his leadership last week on Queens Boulevard. After a vigorous community engagement process that included the vital support of local Council Members, we are moving ahead with our continued efforts to transform Queens Boulevard. We will convert the street's center medians into green walkable, bikeable spaces and redesign dangerous intersections.

In addition to our aggressive construction work for safety projects, this capital budget includes \$120 million through FY20 for streetlight installation and signals, including \$18 million for accessible pedestrian signals to make our streets safer for visually impaired New Yorkers.

Since Mayor de Blasio took office, our capital investment in street safety has increased by over 170 percent. From FY11 to FY13, DOT committed \$180 million for street safety projects; our FY14 to FY16 commitments for these safety projects are on track to reach \$485 million.

We still have much work to do to achieve Vision Zero and we grieve over every death, but as traffic deaths are on the rise nationally, it is clear that our safety work has made a real difference here in New York City.

STATE OF GOOD REPAIR

Now, I want to discuss state of good repair for our transportation infrastructure and our efforts to improve our project delivery. The City's transportation network—consisting of subways, roads, bridges, ferries, street signals and lights—is valued at over a trillion dollars and requires ongoing capital investment.

The Mayor's Executive Capital Plan allows DOT to continue our critical work keeping our 789 bridges and tunnels in good repair.

Our bridge reconstruction and rehabilitation program received \$320 million in new City funds in this Plan, with a majority of these funds dedicated to the Queensboro Bridge.

The Queensboro Bridge, built in 1909, carries an extraordinary daily volume of over 174,000 cars and trucks between Manhattan and Queens. This is the busiest of the East River bridges. Design is well underway for the total replacement of the Queensboro's upper roadways—including the superstructure, approach roads, barriers, and utilities—at an estimated cost of \$250 million.

And across the City, we are looking to kick off several large bridge rehabilitation contracts this summer. The Westchester Avenue Bridge, over the Hutchinson River Parkway in the Bronx, has been a persistent target of bridge strikes from trucks exceeding height limits. This \$42 million rehabilitation will provide additional clearance. The reconstruction contract for Park Avenue Tunnel in Manhattan, funded at \$28 million, should also start this summer.

In 2017, we will see more significant repair work for our bridge structures in greatest need including Unionport Bridge in the Bronx, Broadway Bridge over the Harlem River, and the Henry Hudson Parkway over 72nd Street.

In this budget, the Mayor continues his remarkable investment in roadway repair. We are on track to pave 1,200 lane miles in FY16. In both FY17 and FY18, we will be paving 1,300 lane miles across the City, creating a safer, smoother ride for New Yorkers. This will be the most lane-miles paved in one year since 1992 and we will do it two years in a row. This means fewer potholes and markings that will last longer. This yields improved safety for drivers, cyclists, and pedestrians, and street crossings that are easier for people using walkers or wheelchairs.

Further, an addition of \$60 million in this Executive Budget will allow us to tackle trench failures that have caused residential streets to buckle in several neighborhoods throughout the City, including Bay Ridge and Bensonhurst.

As I mentioned in March, DOT could deliver even more projects in less time and at a lower cost to the taxpayer using Design-Build. Assembly Member Benedetto and State Senator Lanza have been Design-Build champions in Albany sponsoring the bill to give select City agencies authorization. We hope Council will also continue to advocate for Design-Build this year.

MOBILITY

Moving on to our next priority, the Mayor has proposed \$1.5 billion in the five year capital budget for projects to expand mobility and economic opportunity for New Yorkers by funding improvements to DOT's Select Bus Service (SBS) network, bike network, our ferries, and sidewalks.

In July of this year, we will start the build-out of the Webster Avenue SBS route that serves Morrisania, Fordham Plaza, and Norwood in the Bronx, adding enhanced stations and bringing streetscape improvements to this growing part of the City.

We are also continuing to work with our partners at the MTA with the goal of launching up to three new SBS routes for this year: Utica Avenue (B46), 23rd Street (M23), and the LaGuardia Limited route (Q70). These routes will save commuting times for tens of thousands of New Yorkers.

Turning to our bike network during Bike to Work Week, today New Yorkers can ride on more than 1,000 miles of bike routes. We built over 12 miles of protected lanes in 2015, an unprecedented pace. In 2016, we will expand and enhance the bicycle network by over 50 miles in key neighborhoods throughout the City, including 15 miles of protected lanes.

Expanding our network is important to keep up with the exciting reality that more people are biking in New York City each year. As noted in the Cycling in the City report we released with Chairman Rodriguez this month, New York City saw an estimated 420,000 daily cycling trips in 2014, a 68 percent increase over 2010. Overall, the number of New Yorkers cycling regularly has increased by over 300 percent since 1990.

We are also expanding the Citi Bike program, to neighborhoods including Crown Heights, Red Hook, Park Slope, Astoria and Harlem in 2016 and 2017. The completion of the Phase II Citi Bike expansion will bring the total program to 12,000 bikes and approximately 750 stations by the end of 2017. We know the Council is interested in Phase III and we look forward to having those discussions with each of you.

Now turning to transit, where the City is seeing surging ridership. The MTA now regularly sees 8.8 million daily weekday trips on subways and buses.

Last year, the City and the State reached an agreement to fund the MTA Capital Program with the Mayor making a historic commitment of \$2.5 billion, the City's largest ever contribution, and the State agreeing to commit \$8.3 billion.

There are many important MTA projects pending in that Capital Plan including Metro North to Penn Station Access, the next phase of the Second Avenue subway, the Livonia-Junius connector, 10 station access projects in growing neighborhoods in the City, studies for a possible Utica Avenue subway and Staten Island North Shore BRT, the West Shore light rail study, system improvements such as communications-based train control, and replacement of track and signals. We expect that the plan will receive final approval by the end of the month.

The City is also moving ahead with the Brooklyn-Queens Connector (BQX). As you know, the BQX would run along a 16-mile waterfront corridor from Astoria down to Sunset Park, serving over 400,000 residents and linking to 13 NYCHA developments. Partnering with EDC, we are briefing elected officials at all levels of government and presenting to Community Boards. The Executive Budget also provides one position here at DOT to serve as principal project coordinator. DOT and EDC look forward to working with the Council as the BQX project, potentially the biggest urban streetcar system in the nation, moves forward.

In conclusion, the Mayor's budget for DOT provides us with the needed resources to continue advancing our progress towards Vision Zero, increasing mobility and economic opportunity for all New Yorkers, and maintaining a state of good repair for a transportation system that serves as the lifeblood of our City.

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

Name: Meera Joshi (PLEASE PRINT)

Address: _____

I represent: Chair, Taxi and Limousine Commission

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

Name: Midori Valdivia (PLEASE PRINT)

Address: _____

I represent: Deputy Commissioner for Finance and Administration
TLC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

Name: Peter Cafiero (PLEASE PRINT)

Address: Chief, Operations Planning

I represent: MTA NYC Transit

Address: 2 Broadway

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**THE COUNCIL
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Appearance Card

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

☐ in favor ☐ in opposition

Date: 5/17/16

(PLEASE PRINT)

Name: Michael Chubak

Address: Acting Executive VP

I represent: MTA NY C Transit

Address: 2 Broadway NY NY

**THE COUNCIL
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Appearance Card

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☐ in favor ☐ in opposition

Date: 5/17/16

(PLEASE PRINT)

Name: NATATIA Griffith

Address: Deputy Director MTA Budgets

I represent: MTA

Address: 2 Broadway

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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Date: _____

(PLEASE PRINT)

Name: Lois Tandler

Address: VP Government & Community Relations

I represent: MTA NYC Transit

Address: _____

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**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: _____

Name: Polly Trottenberg, Commissioner (PLEASE PRINT)

Address: _____

I represent: DOT

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: _____

Name: Jeff Lynch (PLEASE PRINT)

Address: _____

I represent: DOT

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: _____

Name: Joe Tamin (PLEASE PRINT)

Address: _____

I represent: DOT

Address: _____

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Date: _____

(PLEASE PRINT)
Name: Darryl Rattray

Address: 2 Lafayette St

I represent: DYCD

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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Date: 5/17/16

(PLEASE PRINT)
Name: BILL CHONG, COMMISSIONER

Address: 123 William St.

I represent: DYCD

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: 5/17/16

(PLEASE PRINT)
Name: ALAN CHENG, CHIEF FINANCIAL OFFICER
ASSOCIATE COMMISSIONER

Address: 123 William St.

I represent: DYCD

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: 5/17/16

(PLEASE PRINT)

Name: JAGDEEN PHANDR, ASSISTANT COMMISSIONER

Address: 123 William St.

I represent: DYCD

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Craig Stewart

Address: Serial Director

I represent: CAPITAL Programs

Address: MTA

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