

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON FINANCE JOINTLY WITH COMMITTEE ON
YOUTH SERVICES, COMMITTEE ON IMMIGRATION AND
COMMITTEE ON TRANSPORTATION

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May 17, 2016
Start: 10:10 a.m.
Recess: 4:32 p.m.

HELD AT: City Council Chambers - City Hall

B E F O R E: JULISSA FERRERAS-COPELAND
Chairperson

MATHIEU EUGENE
Chairperson

CARLOS MENCHACA
Chairperson

YDANIS A. RODRIGUEZ
Chairperson

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James Vacca
Stephen T. Levin
Deborah L. Rose
Costa G. Constantinides
Antonio Reynoso
Donovan J. Richards

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

Bill Chong, Commissioner
Department of Youth and Community Development, DYCD

Alan Cheng, CFO and Associate Commissioner
Department of Youth and Community Development, DYCD

Jujean Fenora (sic), Assistant Commissioner
Department of Youth and Community Development, DYCD

Darryl Rattray, Associate Commissioner
Strategic Partnership
Department of Youth and Community Development, DYCD

Polly Trottenberg, Commissioner
NYC Department of Transportation, DOT

Joseph Jarrin, Deputy Commissioner
Finance, Contracting and Program Management
NYC Department of Transportation, DOT

Jeff Lynch, Assistant Commissioner of
Intergovernmental and Community Affairs
NYC Department of Transportation, DOT

Michael Chubak, Acting Executive Vice President
Metropolitan Transit Authority, MTA

Craig Stewart, Senior Director
Capital Programs
Metropolitan Transit Authority, MTA

Natatia Griffith, Deputy Director Agency Analysis
Division of Management and Budgets
Metropolitan Transit Authority, MTA

Peter Cafiero, Chief of Operations and Planning
New York City Transit

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

Meera Joshi, Commissioner
NYC Taxi and Limousine Commission, TLC

Midori Valdivia, Deputy Commissioner
Finance and Administration

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[sound check, pause]

CHAIRPERSON FERRERAS-COPELAND: Good

morning and welcome to the City Council's eighth day
of hearings on the Mayor's Executive Budget for
Fiscal 2017. My name is Julissa Ferreras-Copeland,
and I'm the Chair of the Finance Committee. We are
joined by the Committee on Youth Services chaired by
my colleague Council Member Eugene, and the Committee
on Immigrations chaired by my Council Member--Council
Member Menchaca. We've been joined by Council
Members Matteo, Koo, Dromm, Cornegy and Chin. Today,
we will hear from the Department of Youth and
Community Development, the Department of
Transportation, the Metropolitan Transit Authority
and the Taxi and Limousine Commission. Before we
begin, I'd like to thank that Finance Division staff
for putting this hearing together including Director
Latonia McKinney, the Committee Counsel Rebecca
Chasen, Deputy Directors Regina Poreda Ryan and
Nathan Toth, units Ayisha Wright and Chema Obichere;
Finance Analyst Jessica Ackerman and Wui Su (sp?) and
the Finance Division Administrative Support Unit
Nicole Anderson, Maria Pagan and Roberta Caturano who
pull everything together. Thank you all for your

efforts. I'd also like to remind everyone that the public will be invited to testify on the last day of budget hearings on May 24th beginning at approximately 3:00 p.m. in this room. For members of the public who wish to testify but cannot attend the hearing, you can email your testimony to the Finance Division at financetestimony@council.nyc.gov, and the staff will make sure that it is a part of the official record. Today's Executive Budget hearing kicks off with the Department of Youth and Community Development. The department's Fiscal 2017 Executive Budget totals \$562.4 million, which represents a \$96 million increase from the Fiscal 2016 Adopted Budget. The Council is pleased that the \$6.6 million was added to the budget for a much deserved increase for Beacon at schools including operations at Cornerstones. However, we are extremely disappointed that the Administration has failed to make a significant investment in our city's youth in the Executive Budget. For years, the Council has prioritized increased funding of public programs for youth, and this year was no exception with our Budget Response clearly setting for the areas in which the preliminary plan was lack. The Council called for

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\$42.2 million to baseline the year-round Youth
Employment Program, Work, Learn and Grow; \$20 million
to create a year-round youth employment program for
youth in the NYCHA developments targeted by the
Mayor's Action Plan for Neighborhood Safety; \$6
million to expand year-round employment opportunities
for youth involved in the Crisis Management System;
\$41.8 million to expand the Summer Youth Employment
Program to accommodate 100,000 jobs by Fiscal 2019;
\$13.8 million to overhaul the current SYEP model;
\$74.3 million to expand the number of COMPASS seats
to \$65,000 elementary students; \$20.4 million to
baseline summer after school programs and restore
\$34,000 slots for middle school students SONYC;
\$76,000 to reach more students through the Student
Voter Registration Day; and \$800,000 to create a New
York City Social Justice Post-Graduate Fellowship.
The Council has done its part to expand opportunities
for youth. In Fiscal 2016 alone, the Council
committed more than \$83 million for youth programming
comprising more than 12% of DYCD's Fiscal Adopted
Budget. By while Council's--our dictations are often
critical for the expansion or enhancement of existing
programs, the Council alone cannot bear the burden of

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supporting the expansion of all youth services
provided in New York City. Families across the city
need the Administration to step up and provide more
reliable high quality services both for youth in and
out of school with special attention to vulnerable
youth. Yet, DYCD's importance does not end here.
Today, we are also engaging with the public through
comments and questions using the hashtag--hashtag
NYC4Families. This is appropriate because DYCD is an
agency that supports entire families with programs
like English classes and others. So while we are
certainly in discussing youth programming, we also
must strengthen the entire family to ensure success.
I look forward to the conversation on Twitter to hear
from everyone. Before we begin, I'd like to--to
remind my colleagues that the first round of
questions for the agency will be limited to five
minutes per council member, and if council members
have additional questions, we will have a second
round at three minutes per council member. I will
now turn my mic over to my co-chairs, Council Member
Eugene and Council Member Menchaca for their
statements, and then we will hear from--testimony

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form the Commissioner of the Department of Youth and
Community Development Bill Chong.

CHAIRPERSON EUGENE: Thank you very much,
Chair Ferreras-Copeland, and good morning. I'm
Council Member Mathieu Eugene Chair of--of the
Committee on Youth Services. I thank you all for
coming in this morning. This is a very important
hearing today to review the Administration's Fiscal
2017 Executive Budget for the Department of Youth and
Community Development. Like Chair Ferreras-Copeland
and my colleagues here at the City Council I'm very
disappointed in the administration's failure to
address the requests outline in our Preliminary
Budget Response. We call for more \$234,000 and
program support and improvements. These improvements
are not extravagances, but urgently needed investment
in some of our youngest and most vulnerable New
Yorkers. Yesterday, my colleagues and I rallied
before the--this administration to increase support
for summer youth programs addressing the failure to
restore 34,000 summer after school programs for
middle-school students. This morning we have rallied
for more investment in the Summer Youth Employment
Program, which the Council strongly feels must

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increase to support 60,000 jobs this year. These as
well as other Preliminary Budget response requests
are extremely important, and I'm eager to discuss
them with the Commissioner--Commissioner Chong today.
For the moment, however, I look forward to the
opening statement of my Co-Chair Council Member
Menchaca.

CHAIRPERSON MENCHACA: Buenas dias,
everyone and thank you to Council Member and Chair
Mathieu Eugene and our Finance Chair Julissa
Ferrerias-Copeland. I'm Council Member Carlos
Menchaca, and I'm the Chair of the Committee on
Immigration. Today, the Council will address how the
Mayor's Fiscal 2017 Executive Budget for the
Department of Youth and Community Development meets
the needs of immigrant New Yorkers, and more broadly
the needs of working families. This committee is
disappointed that the Administration did not include
additional funding for adult literacy education. We
are very disappointed. Given that there are
approximately 1.8 million New Yorkers or 23% of all
residents who speak English less--less than very well
or have Limited English Proficiency, LEP. The
Council continues to call for an additional \$16

million of investment in adult education, which will add 13,300 seats, most of which were lost during the recent recession, and no new funding was allocated for these services. This is unacceptable. This is an injustice. At a time when the Supreme Court is considering the President--President's Executive Actions and approximately 24,000 immigrant New Yorkers are DACA--DAPA and DACA plus eligible, but lack education requirements and programs to get through the entire process. With that said, in the interest of time I'd like to quickly point out a couple of items of concern of this committee in regards to the New York City working family including immigrant families, which we expect to have addressed at today's hearings.

1. The consideration given to multi-status immigrant families when it comes to literacy and immigration programming. Multi-status families are important in this conversation.

2. The connection between the lack of youth services, specifically SONYC summer slots and the impact on immigrant families. We've got to think about those things together, and that--and finally, the extent to which DYCD's Out-of-School Youth

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Services target immigrant and non-English proficient
populations. There needs to be a direct and
different approach to these communities and
populations. Additionally, the Committee on
Immigration expects to hear how DYCD addresses gaps
in services. At--as it relates to services aimed at
immigrant New Yorkers, DYCD's capacity and advocacy
on expansion of literacy services--literacy services
and the level of interagency coordination with regard
to immigrant services. And that's--that's a really
important point to make here when we--we think about
immigrant services is how we're having that
interagency conversation, or where it's not happening
and where we could open new doors of conversation.
Additionally, this committee is interested in hearing
how the Council's call for investment in adult
literacy services and summer youth jobs will impact
our families. I want to thank Finance Unit Head
Crilhien Francisco; Committee Counsel Deanne Porta,
as well as my Director of Policy and Budget Odiana
Garcia. And, I just want to say that [Speaking
Spanish] These are called LEPs. [Speaking Spanish]
And with that, I hand it over to the Chair for our
panel.

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CHAIRPERSON FERRERAS-COPELAND: Gracias.

You will be sworn in by our counsel, and then you may
begin your testimony.

LEGAL COUNSEL: Do you affirm that your
testimony will be truthful to the best of your
knowledge, information and belief?

COMMISSIONER CHONG: I do.

LEGAL COUNSEL: Thank you.

CHAIRPERSON FERRERAS-COPELAND: [off mic]

You may begin.

COMMISSIONER CHONG: Thank you, Chairman-
-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. I'm joined by my Senior
Budget and Finance staff Alan Cheng, Chief Financial
Officer and Associate Commissioner and Jujean Fenora
(sp?), Assistant Commissioner. Thank you for the
opportunity to discuss DYCD's Fiscal 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

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Fiscal 2017, and by another \$16.8 million Fiscal
2018. This new investment is a tremendous victory,
and very timely way to celebrate the 25th Anniversary
of Beacon programs. It is the first significant
increase in public Beacon resources in other two
decades. New funding will strengthen the community
building functions of Beacon Services as follow: The
Fiscal Year 2016 funding for each of the 80 Beacons
will increase by over 20% on average to \$400,000 per
site to address previous funding reductions. In
Fiscal 2018, funding for each of the 80 Beacons will
further increase to 550,000 per site, which is
expected to enhance services. A concept paper will
be developed prior to the issuing a new RFP.

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

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you for all your efforts. I also want to update the
Council on our latest efforts to enhance DYCD's
Comprehensive After School System of New York City,
COMPASS programs, which builds on the unprecedented
expansion of high quality Schools Out NYC, middle
school after school services or called SONYC that now
serve over 65,000 young people. Last week we
announced the awards of the most recent COMPASS High
request for proposals. We also expect to announce
the COMPASS Explorer awardees soon. New York
contracts for both events will begin July 1st, 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. 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
a post-secondary and career options. In addition,
programs to facilitate participant's access to need
services inside and outside of school. COMPASS
Explorer is an update of DYCD's Out of School Time
Option 2 programs, and will be funded at \$2.2
million. COMPASS Explorer will promoted positive

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youth development and leadership through a single
focused activity. It will offer students the
opportunity to devote time and energy to a particular
interest or passion. It also includes for the first
time specific service options for LG--LGBTQ youth,
and youth with special needs. We are also very
excited about DYCD's new workforce innovation and
opportunity app programs for Out-of-School Youth or
OSY. As you--as you may know, Out-of-School Youth
need a second chance to succeed through efforts to
reconnect to education and the world of work and
careers. The 23 WIOA OSY programs begin on July 1st,
2016. Examples include in Manhattan through
comprehensive development, Borough of Manhattan
Community College and continuing education at CUNY,
participants will receive occupational training in
the healthcare sector for entry level position such
as certified medical assistants and patient service
representatives. Participants will work in
laboratories operated by CUNY and the New York
University of Langone Medical Center. In Brooklyn
Opportunities for a Better Tomorrow, or OBT has
partnered with the Industry City Innovation Lab in
Sunset Park. Innovation Lab provides a wide range of

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training and job placement services geared towards
employment in the city's rapidly emergency innovation
economy. OBT will offer web design and coding
fundamentals at the Innovation Lab and connect the
Industry--Industry City business for internship and
employment opportunities. Also in Brooklyn, Cypress
Hills Local Development Corporation and the New York
City District Council Carpenters will operate a pre-
apprenticeship program in construction. With this
events will essentially complete the Building Works
Program and gain entry into the Carpenter's Union.

Last summer, we successfully engaged and
we certainly increased the percentage of product
sector employers in the Summer Youth Employment
Program, the 20 to 35%. For this summer we have re-
engaged past employers and developed some new
partners such as Apple Nexis, Con Edison, Solavei,
and High Place Flushing, La Guardia Airport. Past
employers partnering this year include KPMG, Bank of
America, Morgan Stanley, Stanley Ruibcan (sp?),
Pandor and Modells. The Mayor's Fund to Advance New
York and the Center for Youth Employment have been
leading industry focused efforts to increase
partnership for Ladders for Leaders. Industries

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include fashion, media and entertainment,
hospitality, real estate, technology and financial
services. We also want to thank the City Council and
the Progressive Caucus for working with us to
streamline the process to place Summer Youth
Employment youth at council member offices this
summer. Your efforts are setting the stage for a
very positive summer job experience in government.

 Last but not least, thanks are due to the
New York City Workforce Development Board for
thoroughly engaging their board members to encourage
participation with the Summer Youth Employment
Program and the Ladders Program. The Board is on
track to significantly increase the number of
placements in both programs this summer. The new
investments in DYCD's Fiscal 2017 Executive Budget
demonstrate Mayor de Blasio's ongoing commitment to
youth, families and communities, and bills on the
DYCD investments he has already made to support
COMPASS and SONY after school programs.
Cornerstones, community centers, SYEP and Runaway and
Homeless Youth Residential Services. DYCD's growth
in the number of SNAP programs with Mayor de Blasio
has been historic and unprecedented. Thank you again

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

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Commissioner. I want to first thank you for
keeping your opening testimony short, which gives us
an opportunity to engage and ask questions. We've
been joined by Council Member Rodriguez and Council
Member Rosenthal. I'm going to ask a few questions,
and then I'm going to leave the rest to the second
round so that members have an opportunity to ask
their questions. Now, big picture, the Council put
forth in our budget response \$234 million worth of
youth--of youth investment, \$218 million are still
unmet, and while we have heard nothing from DYCD
precisely advocating for the programs in our budget
response, I wanted to ask you after reviewing our
budget response where--what do you feel about the
items in our budget response. We feel very much like
they should be a part of DYCD, but as I stated in my
opening statement, it's about a partnership, not just

the Council funding them. So, I wanted to understand
your thinking behind that.

COMMISSIONER CHONG: So let me make two
points. The first one I think I'll just start
context because I think having served as both an
Assistant Deputy Commissioner at DYCD and under the
previous administration, I think I bring a sort of
unique historical perspective to the history of this
agency. So in Fiscal 2013, which was the last full
year of the--of the--of the Bloomberg Administration,
the agency's budget was about \$350 million. This
year, three years later, not even done with FY16,
we're at almost \$700 million. That's 100% increase.
So I can say really with confidence that this Mayor
is extremely committed to the programs of DYCD. I
think he's demonstrated that along with the support
of the City Council over the last three years. Now,
having said that, if you ask me or any DYCD
commissioner in any administration or any
commissioner or any agency if we went more money,
that obvious answer is yes. I mean, but I'm also
mindful of the many demands in the city's budget, the
finite budget, and the balancing act that I think
has to be part of the budget process I think the

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Budget Director spoke about a few weeks ago that is going to be part of the negotiation. How do you balance out all of the competing needs and interests of New Yorkers with the finite resources the city has. I was up in the Bronx last week. I had a town hall meeting that the Mayor convened in Councilwoman Gibson's area--neighborhood. And it was clear to me that there's a multitude of needs that New Yorkers have. Youth programs came up, but the public safety issues came, housing issues came up. So, certainly we welcome any additional funding.

CHAIRPERSON FERRERAS-COPELAND: I respect that, commissioner, and I think you and I have engaged in this conversation--

COMMISSIONER CHONG: [interposing] Right.

CHAIRPERSON FERRERAS-COPELAND: --but the reality is that you are the Commissioner of DYCD, and you're the only commissioner that comes before this committee that speaks about the big picture, and while it is probably a great thing for the Administration, I would hope that the DYCD Commissioner is focused on the programs for DYCD. And they were in there, and you're pushing back and you're fighting and you're engage with OMB on what is

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pertinent and important to your agency. Big picture
yes. I understand that you have to look--

COMMISSIONER CHONG: [interposing] Right.

CHAIRPERSON FERRERAS-COPELAND: --at
everything and--but as the Commissioner, you
shouldn't be concerned with anything other than
making sure that your agency is getting the services
that it needs. Because what happens is then the
Council has to put in to make up for our priorities,
and this is joint priority. So while you're focused
on the Mayor's priority, this is a joint conversation
that we're having here, and this budget doesn't get
passed unless the City Council approves it.

COMMISSIONER CHONG: Well, I'll give you
one example. The Beacon program was a priority of
mine. I fought for it, and it happened. So I think--

-

CHAIRPERSON FERRERAS-COPELAND:
[interposing] The Beacons were a priority for this
Council also, and I think it was very timely and very
appropriate.

COMMISSIONER CHONG: [interposing] I
that's what I had an example of where you had a
merger of--

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CHAIRPERSON FERRERAS-COPELAND:

[interposing] So what I am saying, and I think you're
right. That was a perfect example. So we've given
you--

COMMISSIONER CHONG: [interposing] Right.

CHAIRPERSON FERRERAS-COPELAND: --\$218
million of other examples that we would like you to
advocate for.

COMMISSIONER CHONG: And I think that's
part of what the budget process is about. I'm sure
negotiations already are underway. We welcome to
support the Council. As I said--

CHAIRPERSON FERRERAS-COPELAND:

[interposing] And we want it in the Executive Budget

COMMISSIONER CHONG: [interposing] As I
said, I would--

CHAIRPERSON FERRERAS-COPELAND: --but
we'll continue. We--we get--this is big picture.
Let's get into the--more of the nitty-gritty. SONYC
summer slots. So I am concerned that the SONYC
summer slots were not included in the response. Can
you walk me through what the decision making process
was for these slots and not being included in the
Executive Budget?

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COMMISSIONER CHONG: I think to--again,
not repeat myself, but as I said a year ago, and as
recently as a few months ago, the expansion of SONYC
Summer Services last year was intended as a one-time
investment. It was the result of unintended
miscommunication to providers, but the SONYC program
from the very outset, if you look at the white paper
issues in February of 2014, the RFP, never had a
summer component. It was unfortunate. It's
miscommunication last year. We made it clear, the
Mayor made it clear, the Budget Director made it
clear that it was a one-time investment. The
providers who received the money last year were told
it was a one-time investment.

CHAIRPERSON FERRERAS-COPELAND: So do you
believe that summer slots should be eliminated for
SONYC?

COMMISSIONER CHONG: I think--I'm mindful
finite availability of funds, and we want to stick to
the original design of the program.

CHAIRPERSON FERRERAS-COPELAND: So you we
believe that we should eliminate summer programs--

COMMISSIONER CHONG: [interposing] I'm
thinking giving all the different resources that are

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available, the Mayor made a decision, which was
quietly--clearly communicated that it was a one-time
investment.

CHAIRPERSON FERRERAS-COPELAND: But the
Mayor has made other decisions, and that's part of
the negotiations. What I don't want to be is in the
back and forth of we put the slot-- Do we fund the
slot, do you fund the slots when--? I just want to
know in your thinking do you believe that these
summer slots help with our--where to put our young
people because the other point that I want to make if
you shut down these summers--if these summer slots
are closed, most--there's a lot of placement for
summer youth employment to be within the summer
camps. That's one of your locations. So potentially
this could take--eliminated five, just over 5,000
slots that you would place young people to work in
summer camps. So this is you--by eliminating these
summer camp slots, you're also impacting the Summer
Youth Employment Program because those are places
where young people will go work.

COMMISSIONER CHONG: Not necessarily. In
fact I think we're actually ahead of last year's pace
and development job sites for--for the Summer Youth

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Employment Program. Last year at this time we had
5,000 work sites. We have 7,000 work sites already
in the five. Last year we ended up with 9,000, and
so we're not relying on summer camps. In fact, the
beef that we've heard some providers that for an
older youth, summer camp isn't the best placements.
So that's why in the Summer Youth Employment Program
we've started earlier again this year. We've reached
out to many new employers some of which I mentioned
in my testimony. Others I can share when we get to
the SYEP questions. So we want to get away from
summer camps being the only place a young person can
work in the summer. It's great for a 14 or 15-year-
old, and as you know, as a former Beacon Director
it's a great model for youth development. In fact, I
know Lucy Friedman and Expanded Schools is developing
a--a career path for youth workers and so--and there
are many examples of staff we have on our-- Darryl
Rattray (sp?) started as a youth worker, started as a
statistic man. (sic)

CHAIRPERSON FERRERAS-COPELAND: Right.

COMMISSIONER CHONG: So--so for--

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CHAIRPERSON FERRERAS-COPELAND:

[interposing] Many--many council members started as
SYEP workers so--

COMMISSIONER CHONG: Yeah, so it's a
great career path, but it shouldn't be the only
career path for a young person. So I understand what
you're saying.

CHAIRPERSON FERRERAS-COPELAND:

[interposing] So--

COMMISSIONER CHONG: I think the impact
will be minimal because we're doing more job
development in other areas.

CHAIRPERSON FERRERAS-COPELAND: So what I
would like to ask, and I know that you might not have
this available right now, but if you can get this
before me about the budget is the breakdown of FY16's
placement--

COMMISSIONER CHONG: Sure.

CHAIRPERSON FERRERAS-COPELAND: --on
jobs.

COMMISSIONER CHONG: I mean, before--

CHAIRPERSON FERRERAS-COPELAND:

[interposing] You know, summer camp. Where--where
were our young people placed last year, and also the

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number particular to SONYC how many Summer Youth
Employment--how many summer youth workers were placed
at the SONYC camps? I want to pivot to SYEP, and
then I'm going to give an opportunity to the rest of
my colleagues to ask questions. So in meeting with
you at the beginning of April, which I really
appreciate that we met, we asked about details for
the baseline of DYCD's short and long-term goals with
regarding to the expansion and improvement of Summer
Youth Employment. Can you expand on the short and
long-term goals, and include specific steps to reach
each goal? And what did we need to--what do we need
to do this year to move towards our long-term goal?
Can we--can you work with us to create a timeline for
reaching our goal of potentially employing 100,000
young people by 2019?

COMMISSIONER CHONG: Okay, so let me deal
with the short term because short term is seven weeks
from today.

CHAIRPERSON FERRERAS-COPELAND: Right.

COMMISSIONER CHONG: That's the start of
the Summer Youth Employment Program. So what's
happening now and happens every year, and I think we
take it for granted how hard the non-profit staff

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work and how--how hard the DYCD staff work. That
your--SONYC enrolled 35,000 young people. In fact, I
know people working to 8:00 or 9:00 last week. I got
an email from a parent at 10:00 on Friday night
because she was concerned that her son, who had been
called to be enrolled couldn't enroll because the
building closed at 8:00, and so we followed up and
she got her son enrolled yesterday. So, right now
our focus is finalizing the job worksites where it's
7,000 and growing. Our staff is improving them
daily. We're bringing in young people, enrolling
them.

CHAIRPERSON FERRERAS-COPELAND: Now,
there's 7,000 slites--slots based on the 35--

COMMISSIONER CHONG: [interposing] Four
sites.

CHAIRPERSON FERRERAS-COPELAND: Right but
is that for 34,000 young people.

COMMISSIONER CHONG: That's for 35,000
but we've told providers something that we--we did
last year. We extended the deadline to develop our
worksites. We started earlier this year. I think we
started in mid-January, and normally we end like mid-
May. We're extending it to mid-June in anticipation

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of last year we had, as you know, got additional
support from the Council. So we want to have a
reservoir of jobs. We did some things differently
this year. For the first time, the Mayor reached out
to the Commissioners. He never did that. We've
brought on SVS, EDC to--to go along with the Fire
Department, Police Department, DYCD. As you know
about the great partnership we had with the Office of
Chief Medical Examiner in the DNA Crime Lab. I mean
there's--there's a great opportunity in public
service that we want to expose young people to. As I
mentioned to you before the hearing, we got our first
major union to the work site, and that was thanks to
the Workforce Development Board. DC37 I think is
going to have 30 young people in the Summer Youth
Employment Program. I want to get other unions
involved. I would love a young person in addition to
be being--working in the Council Offices. That's the
kind of careers we want to explore young--expose
young people to. That's why summer camp is great.
I'm not saying it's not great, but we want to give
young people particular older high school students
the opportunity to work in a union, to work at a
Council office. I'm trying to get foundations.

Foundations have been tough--tough to crack, and we're paying the wages. So what we're asking employers to do is to be mentors, and so that's the direction we're heading in the short term. Long-term there basically is three things we have to do once we get clarity on whether there is long-term funding. So I tried too--too much energy into a long-term plan until I have certainty, but we would--Obviously, if we got long-term funding from--starting next year because this year we'd work with existing programs--we would issue a concept, something we had done all the time even before the Council passed a law to require it because we think it's good practice to really solicit the opinions of all the different stakeholders. Many--there are many great ideas and last time we improved the program in 2011, we added Ladders for Leaders. We added the separate program for young people who are in foster care, homeless and court involved. We--for the first time we designed the program so the experience for the 14 and 15-year-old is different than for older youth. It never happened in 48 years. I--I--there are some people who have mistakenly said the program hasn't been redesigned in 50 years. It's not true. So--so the

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concept paper we value that as an important way to
get feedback from stakeholders, and within 45 days of
the release of the concept paper, we'll do an RFP and
within six weeks to two months after the release of
the RFP, proposals will be due. I'm mindful of that
that will be in the fall, we'll have to work around
the holidays, both the Jewish holidays, and all the
different holidays. And then hopefully have programs
up and running, new programs up and running sometime
in February of next year. But that's assuming we
have long-term funding. So I can't give you any more
detail than that until we have certainty on whether
there's long-term funding.

CHAIRPERSON FERRERAS-COPELAND: Okay, so
when say long-term funding because that's exactly
what we're advocating for--

COMMISSIONER CHONG: [interposing] Right,

CHAIRPERSON FERRERAS-COPELAND: --and we
want there to be--this needs to be basedlined because
there's no way for you to plan if it's very
difficult. So, you know, on one hand you tell me
about the challenges of--that city faces with all the
other agencies, which, you know, we all understand
who sit on this committee. But on the other hand,

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there's--you're actually saying exactly what we've
been saying, which is you need long-term planning,
and you need stability in funding. Is that correct?

COMMISSIONER CHONG: Well, I'm--I'm
saying two things. One is on the short term I think
we've been extremely adaptive.

CHAIRPERSON FERRERAS-COPELAND: Of
course, and we don't want you to be adaptive. We
don't want you to be reactive. We want you to be
proactive.

COMMISSIONER CHONG: Well, but I think
given the--the situation now, I think we've continued
to move the dial on quality. The very fact that
we've gotten so many more worksites and better
worksites, I think speaks to our ability to move
quickly when we get funding, and we continue to do
that. Obviously, if as a result in negotiations with
the Mayor's Office, if there is the decision on long-
term planning, we're prepared to move quickly on
that. But that's a decision, that--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] Okay.

COMMISSIONER CHONG: --obviously I can't
make.

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CHAIRPERSON FERRERAS-COPELAND:

Commissioner, I am taking this as yes, we agree with
you City Council. If we get this baseline we can
plan properly. That's what I'm hearing you say. All
right, so I'm going to give it to my co-chair. Chair
Eugene and Menchaca.

CHAIRPERSON EUGENE: [off mic] You--you
need to take this. He asked me on it.

CHAIRPERSON MENCHACA: Thank you. Thank
you and let's just go right into that--that sentiment
of baselining and just changing the way that DYCD
both advocates, but also plans. And so really what
I--I kind of want to get a sense from you is how are
you on the adult literacy front advocating for more
funding on the adult literacy education funding?
Tell us a little bit about what your role has been,
and what your role will be in this negotiation for
FY2017.

COMMISSIONER CHONG: So as you know, Mike
Howley (sp?) and Make the Road a proposal to--to
increase the adult literacy funding by \$16 million.
That proposal is still being evaluated by OMB. No
decision has been made on whether to fund it or not,
but we've been able to work with Make the Road and

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Mike Howley, and work group that the Mayor's Office
of Immigrant Affairs and--convened along with us in
the Office of Workforce Development to flesh that out
some more. At that point, that's where it's at.
We've gotten valuable feedback from the stakeholders.
You know, this is the first new funding, the
potential new funding that's being considered and not
necessarily (sic)-- So we want to make sure it has
everyone's voices, but no decision has been made. So
I can't say more than that.

CHAIRPERSON MENCHACA: Can you--can you
respond to the 15,000 in the waitlist that was
reported in several--several places, but that we all
understand. How does DYCD that there are 15,000
people waiting for adult education classes across the
spectrum?

COMMISSIONER CHONG: So what we're trying
to do is leverage other resources. So what we've
been looking at and with the enhanced funding for
Beacon program we do a better job of this is how to
leverage the resources we have. So in the old days--
and I'm talking about 20 years--when the Beacon
program funded, it was not unusual to have adult
literacy programs at a Beacon and it would be--it

would be operated by or collated--co-located by
another groups. And so the Beacons provide is an
enormous resource, free space, free classroom space
that's open at night and on weekends, which is when
we know many adult learners need to attend, not
during the school day, but during night and weekends.
So we're hoping now to be able to do much better to
begin to map where the Beacons will be located, what
the adult literacy programs are nearby, and begin to
encourage partnerships. Now, as you know, non-
profits don't necessarily collaborate on their own.
We have to encourage them because they're competitors
by nature. So--but if the RFPs are--are settled, we
can look to actively encourage collaboration because
it's in everyone's best interest to swap free space
for free service. And then instead of a literacy
program spending finite dollars on renting classroom
space, they can do it at a Beacon or a Cornerstone.

CHAIRPERSON MENCHACA: So I--I just want
to highlight what you just said, and I think that's
an incredible positioning point for us now where the
Beacons are seeing a first time increase ever. Thank
you for that advocacy. This is joint like the Chair
said, but also thinking about how we unveil all the

partners in adult literacy, and you mentioned CBOs.

I'm got push you back on that. I think CBOs are ready to co--cooperate and connect and they are already doing that on the ground, and I--I just want to thank all the--the CBOs that continually with--with little funding today are--are transforming lives and bringing people education services. So I think--I think we got to change that--that mentality there, but one of the things we keep on hearing from the CBOs is that the--the current reimbursement rate at DYCD is \$1,000 per student. How did you set that rate and are you responding to requests that we review the reimbursement rate to \$1,200 rather than \$1,000 per student?

COMMISSIONER CHONG: That came up in the Working Report.

CHAIRPERSON MENCHACA: [interposing] The Report, yep.

COMMISSIONER CHONG: And so until we get certainty on whether there's new funding, there's not much we can do. But, you know, it's certainly something we recognize that costs. The living service has gone up in--in a long, and so we want to make those adjustments. But until we get clarity on

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whether there's additional funding, if there is
additional funding then we'll do what we always do,
issue a concept paper to again solicit opinions. But
it's premature at this point since no decision has
been made.

CHAIRPERSON MENCHACA: So I just want to
get this right, Commissioner. You're saying that you
won't look at reimbursement rates and change the
reimbursements rates until we get new funding?

COMMISSIONER CHONG: [interposing]
Because--

CHAIRPERSON MENCHACA: Those--those are--
those are connected?

COMMISSIONER CHONG: Well, if we don't
get new funding, then we end up serving fewer people
with the same amount of money.

CHAIRPERSON MENCHACA: Okay. So I guess
I just want to make sure that we--we're clear about
the direction because I think there might be a
different direction about how we get higher quality
services with the correct reimbursement rate, and I
think that's an important thing--

COMMISSIONER CHONG: [interposing] Right.

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CHAIRPERSON MENCHACA: --and--and kind of
separating both of those questions so we can make
decisions. And we're hoping for that \$16 million,
and we're going to be fighting extremely hard for
that. But I just want to make sure that we separate
those questions, and one is not linked to the other
because they deserve analysis for themselves.

So next, I want to--I want to ask a
little bit about other pockets of dollars. Are you
aware or tell us a little bit about your
relationships with other agencies including the
Department of Education and--and where you see some
possible linkages in partnership, as--as an agency
that is working with so many agencies already, and
specifically the Department of Education?

COMMISSIONER CHONG: Well, the Department
of Education is probably our--our--our largest
partner. Eighty percent of our programs are based in
schools. All the Beacon programs are based in
schools. The majority of the SONYC programs are
based in schools. So when we look at services for
middle school youth, and this again something, there
is not going to be New York Post headline about this.
But for two consecutive years, the city has served

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over 110,000 young people in middle school. The first time we ever served--we never served 100,000, and that's because the SONYC expansion based in schools, the Cornerstones and the Beacon programs, and there's the Department of Education funded programs. I--I--the last number is like 113,000 as of April 30th. So I think without the support of principals and of the staff of schools, we wouldn't succeed in those programs. I think the Department of Education also is a partner with us in the Career Developmental Education world. We work with them in trying to place some of their students in our workforce programs as well, and it's-- Again, the more we can do alignment with the summer experience with the career interest, well I've learned from own experience that not--not every high school student knows what they want to do when they're in high school. I'm a perfect example of that. I wanted to be a aeronautical engineer. Was inspired by Neil Armstrong's landing on the moon, which tells you how old I am. I realized I didn't like math. A big deal if your parents are Chinese and explored a career in journalism, and then found my true passion in public service. So we want to, you know, work with DOE and

particularly a lot of our high school programs try to encourage career exploration because we-- Not--very few--you know, I mean I--I spoke that Saturday at Grand Street Settlement House at the first citywide summit of the Mayor's Youth Leadership Council. And I asked how many young people knew what they wanted to do. Very few people knew what they want to do. And I said, you know, don't--don't knock public service, and so that's how we work more closely with DOE is how do we better align what they learn in school with what career explorations. One of the exciting things we're doing in the SONYC program is since we have so many SONYC programs now, I think it's 500 SONYC programs, we're piloting a high school navigation program because the--the biggest determinative--the biggest thing that will determine a young person's career path is what high school to go to. And so many working parents need help, and the young people need help to pick the right high school. So working with CUNY on a pilot to help navigate the high school selection process. So they picked the right high school, and not just boxes-- boxes aimlessly.

CHAIRPERSON MENCHACA: And--and I guess what--what I'm going to end with here is--is we're pushing for adult education, and we know that DYCD cannot be the only transformational space on this conversation and this topic. The Department of Education holds almost over \$80 million of funding that is going into our communities, larger than anything DYCD has ever had in its history, and--and--and I'm so happy that our--our Chair for the Education Committee is here as well, and working within-- He's actually a member of the Immigration Committee as well. I know we can kind of think about how to expand those opportunities of progress in making dollars that are already coming into our communities, felt more intensely by our CBOs. Our CBOs have a higher rate of efficiency in getting English standards up when you compare them to the Department of Education. We'll be talking to everybody that we can to make sure that we unlock current dollars, and we need you at the forefront. And I think this is Chair Ferreras-Copeland's main point is that we need you at the table to advocate with us in partnership as hard as you can like you did with the Beacons. Because if--if we can't have

you at that table, it doesn't--it doesn't work, and
now we're going to go to the Department of Education.
But I--we just need--we just need to continue to
point out that there are dollars already coming into
our communities that are doing nothing. And that is--
-that is unacceptable. That is an injustice to this--
-this conversation, and that \$16 million is still a
drop in the bucket of all the people who need
literacy, not just immigrants, but New Yorkers that
are graduating school right now without a proficiency
in the language. So this is--this is a real--this is
a real topic, and we have a lot of things in the air
right now on the federal level with immigration, and
we need your support.

COMMISSIONER CHONG: [interposing] I'd be
happy for the work group.

CHAIRPERSON MENCHACA: Great. So I'm
going to--I'm going to hand it over to the--to our
other Chair Mathieu Eugene, but I--I just can say
that hard--hard enough on--on what we need to do
together. Thank you.

CHAIRPERSON EUGENE: Thank you very,
Chair Menchaca, and thank you Chair Copeland.
Commissioner, you said some good thing about Beacon

1 Program. I'm very pleased to hear what you have been
2 saying this is wonder, and that mean you did it for
3 the Beacon program. That means we can do it also for
4 Summer Youth Employment Programs because it's about,
5 you know, priorities. That's means if we work
6 together, the same thing that you were able to do for
7 the Beacon program, I think you would be able to do
8 it also for Summer Program. As we speak, there are
9 about 30,000 slots or 30,000 children who don't know
10 where they're going to spend their summer time. And
11 we all know that summer programs are very important
12 to the--for the children, for the parents and for the
13 great city of New York also. As I say usually, the--
14 the children they are on vacation, but the parents
15 they are not on vacation. They have to go to work to
16 bring food on their children for their children to
17 eat. They have to continue to work to pay the roof
18 over their head, and you mentioned that at the very
19 beginning the Administration mentioned that they were
20 not going to provide funding for summer program. But
21 do the parent have to do? Where the children are
22 going to spend their time? We are talking about
23 hardworking people in New York City. People go to
24 work every single day to provide for their families.
25

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People are supporting the fineness of New York City,
what they are going to--what they are going to do?
What they are supposed to do, Commissioner?

COMMISSIONER CHONG: So aside from the
31,000 seats you referenced from last year's one-time
expansion, there are over 70,000 young people who
have been getting summer services. I just want to
make clear for the record that there is not a
situation where there are no summer services. We
have COMPASS elementary programs operating throughout
the summer. They're in the process of being
relocated to different schools. We have the Beacons
and Cornerstones, 174 community centers operating in
the summer as well. So it's not that there is no
commitment, it's that the design of the SONYC program
from the outset was never intended to be a year-round
program. And as I said, unfortunately it was a
miscommunication last year, and because it was late
in the process and parents have been misinformed, we
decided to fund programs last year. I think we've
given parents over a year to look for alternate
arrangements. The non-profits have assisted parents.
So I--I--I understand your concern, but I think we've
given enough notice to--to parents, and middle school

is a very different situation than elementary because young people of that age group tend to have a lot more independence. They don't need a program that is Monday through Friday. What they--they want is to do more drop-in activities. So a lot of the community centers can accommodate some of those needs, and then there are other facilities that--other--other agencies like the Department of Education is expanding their summer offerings as well.

CHAIRPERSON EUGENE: Commissioner, let's think about. You said that your--that the organization enough notice to the parents. They are supposed to find alternate program for their children. We are talking about people cannot afford it. We are talking about people who cannot even eat properly. They are working hard. They're working every single day. They cannot even pay their rent. Where they are going to find the resources the money to pay for babysitters and other alternatives for the children to go to? Because they cannot afford it. They cannot and we know that New York is a very expensive place. I was in a meeting on Saturday with SEWALA (sic) members of my communities, and there were two gentlemen, hard working people. They have

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been living in New York City for many years. They
are leaders in the community in the Fabu Shire (sic).
They had to move to go to New Jersey, and they're
working. We are talking about people cannot afford
it. So, you're talking about, you know, alternative
program for the parents. Could you tell us what they
are supposed to do?

COMMISSIONER CHONG: [interposing] I
think--

CHAIRPERSON EUGENE: They cannot--

COMMISSIONER CHONG: [interposing] I
think--

CHAIRPERSON EUGENE: --they just cannot
afford it.

COMMISSIONER CHONG: As I said, like last
year was a one-time investment. It is not a service
that has been offered by the city before. Last
summer because of miscommunication, parents were
misinformed that the service really exists. So I
think we have done all that was possible to inform
parents and the--through the non-profits that we fund
that the service would not be available this year. I
understand. I mean I think people make a lot of
informal arrangements. Family members help out.

Many of the young people who are 12, 13 spend time with friends. Some go away. So I understand what you're saying, but as I--as the Mayor said and as the Budget Director said, it was a one-time investment last year, and I think we've been pretty consistent about that.

CHAIRPERSON EUGENE: Commissioner, we are not talking about ample time, you know, for the parents, but we're talking about affordability. They cannot afford to have, you know, another site or other program for the children because they cannot. And I believe this is our responsibility. We in government, we in the city of New York, it is our moral obligation today anything that we can do to provide for those children, a place to stay, a safe place to stay for the summer. In addition to that, we know that the summer programs is another opportunity for the children to continue to learn. They should not stop learning during the summer and we all know that there's a gap in the education of the children during the summer. And when they get back to school, the teachers have to go back to what they learned in the previous year. But if they go through the summer program, it's an opportunity to

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continue to learn. This is our responsibility that,
and we have to prioritize, you know, the summer
program also. As you know, summer jobs, summer
programs are priorities, you know, for the City
Council and if your administration work together with
us, I believe that the Mayor will understand that we
as a city we should have the resources of the summer
jobs and the summer program. Let me ask one other
question, you know, just to finish because I know
that my other colleagues have to ask questions also.

COMMISSIONER CHONG: As I said, both the
Cornerstone--

CHAIRPERSON EUGENE: Besides SONYC and
COMPASS?

COMMISSIONER CHONG: Yes. The
Cornerstone programs are 94 community centers are
operating summer. It will be the third summer that
they've been operating in the evenings to 11:00 at
night, and the Beacons programs have always operated
in the summer. This time, all the Beacons will have
a 20% increase in funding, which will allow them to
serve even more young people and families.

CHAIRPERSON EUGENE: What is the capacity
of those programs?

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COMMISSIONER CHONG: I can give you the
exact. I don't know the exact here, but-- Do you?
18,000.

CHAIRPERSON EUGENE: 18--

COMMISSIONER CHONG: [off mic] 18,000?

MALE SPEAKER: I think so.

COMMISSIONER CHONG: Cornerstone is
18,000. [pause] About--oh, this is year-end,
correct? Yeah, so it's a year-round number. 18,000
for the Cornerstones and 86,000 for the Beacons.
That's an annual number.

CHAIRPERSON EUGENE: So that means the
34,000 children we are talking about they still won't
have a place to go for the summer.

COMMISSIONER CHONG: No, as I said that
the Beacon Program has 20% increase in funding this
year as a result of the proposal in the Executive
Budget. So that means they will be able to serve
more young people. The Cornerstones for the first
time in history will be operating again in the
evening. So their capacity to serve people will go
up, and then-- So I think there is growth in the
Beacon program and it--it will play out in different

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ways in different neighborhoods based on the needs of
a given community.

CHAIRPERSON EUGENE: Okay, Commissioner,
I'll be back to you but we are--we have been joined
by our Speaker--Speaker Melissa Mark-Viverito. Thank
you Speaker for your leadership, and I'm going to
turn it over to the Speaker. Before I do that, I
just want to mention that we have been joined by
Council Member Koo, Council Member Chin, Cornegy,
Rosenthal and Rodriguez, Council Member Cumbo and
Treyger. Let me turn it over to our Speaker Melissa
Mark-Viverito. Okay.

SPEAKER MARK-VIVERITO: Thank you,
Council Member Eugene and thank you Council Member
Julissa Ferreras for facilitating this budget
hearing, and I wanted to come to this hearing in
particular because young people are a priority for us
in this Council, and it's good to see you
Commissioner and--and those that are with you today.
But I'm very concerned obviously and I know that
we've had some questions already asked and some back
and forth with as Commissioner. There's--there's
real concerns that we have with regards to this
budget, and we have been consistent and staunch and

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vocal advocates for the vast range of services that
you and your staff work to provide at DYCD. So far
in this week alone our members have hosted rallies to
support summer programming for youth, and the Summer
Youth Employment Program. And even today the Council
is hosting a group of civic minded current and former
foster youth with a vested interest in services like
expanded year round youth employed opportunities and
outreach to disconnected youth. In Fiscal Year 2016,
we contribute \$83 million or 13% of DYCD's total
Operating Budget of \$658.4 million to support
programs and services. We contributed \$21 million,
an unprecedented amount to grow SYEP to more than
54,000 jobs. We allocated \$8.8 million to ensure the
preservation of COMPASS slots DYCD defunded through
its Fiscal 2015 procurement process. We invested
\$16.2 million in the creation of the city's first
year-round Youth Employment Program. With nearly two
million city residents under the age of 18, these and
all of the services offered by the DYCD are
incredibly important to this Council. In our
Preliminary Budget Response this year we call for ten
policy and budget initiatives totaling more than \$234
million in added support for DYCD services and that's

more than 40% of your total Fiscal 2017 Executive Budget of \$562.4 million. However, the Fiscal 2017 Executive Budget only addresses one of our ten requests for more DYCD funding and even that fails to directly correlate with our response. Likewise, \$60 million in additional funding for adult literacy services is also not addressed in the Executive Budget. So with all of our efforts to advocate, grow and improve youth services, we continually find ourselves asking where DYCD is in this process. I feel like we're back in the Bloomberg Administration where this is the game of chicken, right, and you are challenging us and daring us with regards to the money that we've committed to supplant your budget and enhance your budget daring us to cut. And I think that that is the wrong approach, right? If the young people in this city are a priority, then they need to be factored into the budget that is presented to this Council, and that has not been the case. The only thing and your testimony, with all due respect, it's quite brief. There really is nothing exemplary here other than the Beacon stuff, you know, and that's something that we've been advocating for years. Julissa has experience with a Beacon. She

ran a Beacon. I used to work in an organization that
ran four Beacons. I have a long history with
Beacons. I've been a strong supporter of them. So
it's been something I've been advocating for in this
Council forever but, you know, there's a long way to
go. And in considering that the Mayor has presented
\$2 billion of additional funding--I'm sorry--
additional spending. The fact that young people
aren't really factored in that as a priority concerns
me. It concerns--it concerns all of us. So, you
know, we--we have a long ways to go in this process,
and we are just starting, but obviously there has
been a lot of spending that is being proposed in this
Executive Budget, and young people were not
prioritized within that spending. That is my
interpretation, and that is the way I would present
it. This is vital programming. I think it really is
irresponsible to govern in this way, and presenting a
budget that to us is not complete. It is not
comprehensive. So, you know, we have, you know, a
lot of questions, and I don't know if you want to
respond to anything I've said but--

COMMISSIONER CHONG: Well, I mean I'll--
I'll restate what I said earlier is that I also have

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the benefit of some historical perspective having
served at DYCD as an Assistant Deputy Commissioner
under Mayor Bloomberg, and I asked the staff earlier
this morning, what was FY13, which was the budget--
the last full budget of Bloomberg, and it was \$350
million. This year with the Council's support, we're
at almost \$700 million. That's 100% increase, and as
I said, you know, as any DYCD Commissioner in any
administration if you asked me would we want more
money, obviously we would. But I'm also mindful of
all the demands on the City's finite resources, and
that's what the budget--

SPEAKER MARK-VIVERITO: [interposing]

Yeah, but you're the Commissioner of DYCD, and your
job and responsibility is to advocate for the young
people that your organization, your agency addresses--

-

COMMISSIONER CHONG: [interposing] But--

SPEAKER MARK-VIVERITO: --and that's not--

COMMISSIONER CHONG: [interposing] But

I'm also--

SPEAKER MARK-VIVERITO: --if you're

telling me you're resorting to other-- No, everybody
here, the Police Commissioner comes here, the DFTA

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Commissioner comes, everybody comes here, and talks about all of the things that they've advocated for and the successes in--in what they've been able to increase, and we need the same consideration for our young people.

COMMISSIONER CHONG: [interposing] So--

SPEAKER MARK-VIVERITO: And so that--that really is something that I think was lacking. The SYEP issue along to me is--is really problematic. But then there's symbolically you look down the line at the other programs that have been cut back or have been in the budget. There's a lot here that is missing.

COMMISSIONER CHONG: So, as I said earlier that I was at a town hall meeting last week with the Mayor in Vanessa Gibson's district, and it was clear to me that for every New Yorker there's a range of concerns, and as the Budget Director said in his testimony last week that it's a balancing act that the budget negotiation process has to be. I will accept any additional funding that results from that negotiation. We fought together to make sure that there was funding for the Beacon programs, something was--which has been long needed. If we

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prepare to move ahead if there is long-term funding
for the Summer Youth Employment Program. That's
something that--

SPEAKER MARK-VIVERITO: [interposing] So
let me ask you, Commissioner, if--if I may, you know,
every--every Commissioner wants to come here and they
parade and talk about all these great programming. A
lot of times when you dig deeply, it's a lot of stuff
that we are enhancing in your budgets, right. So--
and commissioners come here and tell us about all the
great stuff they're doing, and you dig down and say
wow, a large percentage of that was-- I think
Cultural Affairs is a prime example.

COMMISSIONER CHONG: Uh-huh.

SPEAKER MARK-VIVERITO: You know, a lot
of it is stuff that we fund because it's not
considered a priority or it hasn't been prioritized.
I would like you to tell me what were the three items
that you ask and demand that this Administration
prioritize in DYCD's budget, that you advocated for
strongly, and unfortunately you weren't able to
succeed. I mean I would--I would like to know what
you prioritized when you engaged with the
Administration, and what you fought for and--and that

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we now have, you know, where it is in--in--in your
presentation?

COMMISSIONER CHONG: Well, I think the
Beacons was my number one priority. Obviously, we've
achieved that. We've gotten additional funding for
the Runaway and Homeless Youth programs, something
that again, three years--people forget that--

SPEAKER MARK-VIVERITO: [interposing] I'm
sorry, you know, you--you want to talk about Beacons
and you want to talk about Runaway and Homeless
Youth. I mean if this Council had not been at the
forefront of our Runaway and Homeless Youth--

COMMISSIONER CHONG: [interposing] Well--

SPEAKER MARK-VIVERITO: --and we
succeeded and--and the Mayor, with all due respect,
was part of this Council when he made that a
priority. Our prior colleagues Lew Fiddler--

COMMISSIONER CHONG: Right.

SPEAKER MARK-VIVERITO: --took a lot of
credit. He has--he is--he is to be given a lot of
credit for having made that a priority, and we have
seen as a result of the advocacy--I don't want any
one of you to short change this Council.

COMMISSIONER CHONG: No.

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SPEAKER MARK-VIVERITO: Okay, you want to
take credit for it--

COMMISSIONER CHONG: [interposing] If I
could finish.

SPEAKER MARK-VIVERITO: We advocated on-

COMMISSIONER CHONG: [interposing] If I
could.

SPEAKER MARK-VIVERITO: --on the steps of
City Hall, and we were the ones that advocated very
strongly for those program to be increase.

COMMISSIONER CHONG: [interposing] Yep,
in fact, I said in my--my comments that it was only
three years ago that half the program that served
Runaway and Homeless Youth were operating on one-year
budget. So that's the historical perspective I
bring. That's not the situation any more with
Runaway and Homeless Youth. We're going from a
situation where half the programs that served Runaway
and Homeless Youth the most vulnerable young people
were operating on the one-year budgets where people
didn't know whether they had money to pay their staff
much less house young people. We are going from that
reality to a situation now where we're on the path to
tripling the capacity of the system. So I don't want

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to--I think we take these things for granted that--
that--I remember that. In fact, when I saw Lew
Fiddler a few months after I--took office, I said if
it wasn't for him, there would be no Runaway and
Homeless Youth programs--

SPEAKER MARK-VIVERITO: [interposing] And
we got that.

COMMISSIONER CHONG: --and I really do
mean that. So I'm just saying that under the
previous administration and now, we--we have--we have
a new reality in that. Under--with the Beacons we--
we're in a situation where we were again living on
restorations. Now, we're talking about growth. For
middle school one of the startling statistics
whenever we were preparing for the Town Hall meeting
in Councilman--Councilwoman Gibson's district, prior--
in the prior administration there was one SONYC
program in my district. Today, there's 20. So
that's where the 100% growth has been in the last
three years. So, I know--I know the bad times. I
lived through the bad times. I personally had to
oversee ten rounds of cuts. So I have a great
appreciation for this Mayor's commitment where our
budget is almost doubled with the Council's support

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to almost \$700 million. So I said, I would welcome
any additional resources, but I also am mindful that
the Mayor has his set of priorities and in the back
and forth negotiations with the Council this will be
sorted out, and prepared to move ahead. I laid out
in some detail what our long-term plan for SYEP would
be, but I can't give a detailed timeline because we
don't know whether there's long-term funding. But
certainly we're prepared to move quickly on--to pass
the paper this summer, an RFP this fall, and new
programs starting in the early part of next year, but
that has to be worked out in the budget negotiation
process. And we will obviously improve the program
as we have done every single time we've done an RFP
for Summer Youth Employment Program. People forget
the days when there was carbon--carbon paper
applications--

SPEAKER MARK-VIVERITO: [off mic] I hear
you.

COMMISSIONER CHONG: --and paper checks
where young people would have to line up hours. So,
we're prepared to move ahead, but I'm also--

SPEAKER MARK-VIVERITO: [interposing]
Yes.

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COMMISSIONER CHONG: --mindful of the
city's overall needs.

SPEAKER MARK-VIVERITO: Right, I mean I
again believe because been on the front line with a
lot of the demands to baseline some of these projects
so it is not a one-year things. It's too precarious
a way to govern. We shouldn't be doing it that way.
So the fact that we have a commitment on Runaway and
Homeless Youth, the fact that we have a commitment on
expansion of Beacons, you know, I dare say, and you
should not be excluded in that conversation to giver
credit to this Council because we are the ones that
really advocated for those things to happen. And you
as a commissioner, and a beneficiary of that in your
agency because you've seen an increase in those
resources. But we believe that out of the ten solid
proposals that we provided in our budget response
particularly around young people only one was picked
up is problematic. And we believe at the crux, and
we understand the Mayor and with the success he has
had with the Pre-K, we understand early intervention
and the importance of that and the value, but along
the way our young people need continued support, and
we need to figure out how government lends that--

extends that lending hand, and that is what these programs mean for us. We have to look at our foster care youth. When they age out, what are we doing for them. Those are things that have not really seriously been looked at. There's a lot of work to be done, which we provided in our budget response and unfortunately not--net--almost none of that was picked up. So, yes, are in budget negotiations. There hearing here is to challenge as to why these things were not considered. These are priorities for us, and we are going to continue down that road. Yeah, we can--I'll--I'll hand it back to the chairs, and I probably may come back. Yeah.

CHAIRPERSON FERRERAS-COPELAND: So, thank you Commissioner. I just wanted to follow up, and we're trying to get the numbers now, which I've asked the Finance Division staff. I know that you've highlighted the increase and it is a valid increase. I think we need to recognize that you've probably got one of the lowest amount of increase of all agencies. So you often compare yourself and understand the bigger picture, but your increase in an \$82.2 billion budget is still the smallest increase of all city agencies, and that is what we're trying to

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communicate effectively here. So we're going to hear
from Council Member Koo followed by Council Member
Chin and followed by Council Member Cornegy, and then
we're going to follow up on your after school funding
numbers. Council Member Koo.

COUNCIL MEMBER KOO: Thank you and thank
you, Commissioner for your leadership in DYCD.

[coughs] My question is we need more funding for
after school programs and adult literacy programs in
my district. In my district P.S. 120 last year they
lost after school programs, and about 200 families
they don't have any place to go. But luckily, we
have a local organization they step in to do the
programs, but they have--the--the parents have to pay
out of their pocket. So, and this is Title 1 school.
A lot of the parents there cannot afford to pay--to
pay. So, my point is that we need more after school
programs. Especially in my area, in my district over
half the--the population are immigrant families. So
this is critical for them to have after school
programs. Then, my second question is adult literacy
programs. As I said before, 41% of the population in
my area they are from foreign countries, over 40
maybe--maybe 60%, you know, and a lot of people they

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don't speak English. It's--it's their mother as
their first language. So they have a hard time to
understand the kids when they come back from school
or anyone who come whether they're teachers. So it's
essential for us to have more adult literacy programs
to teach them English so that they can communicate
better with the teachers, and--or when they go back
or when they want to go to work. In my area, the
YMCA last year the budget they lost the programs. So
200 people cannot attend the adult literacy program.
So I'm asking you to advocate for more funding for
these two particular programs. Thank you.

COMMISSIONER CHONG: So on after school,
I can have someone call your office and get the
specifics about that particular program, but I know
there is the Beacon in Flushing, which just got a 20%
increase. And so, there will be immediately an
increase in their budget to provide more services
after school. Citywide our after school budget has
almost doubled in the last two years. We have
approximately 1,000 after school programs in the city
of New York now, an unprecedented number. So we can
always actually do more. I think, you know, there's
always effort and repeatedly needs for more services

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for elementary, and so that wasn't in this budget,
but I think if you look at the last two years,
unprecedented growth in after school programs, but
we'll have someone from our office follow up with you
on the specifics of--of that school. As far as adult
literacy, as I said, a proposal that was developed by
NYCALI, and Make the Road. It is being evaluated by
OMB. We've got a lot of helpful feedback from the
advocates on how to expand and improve adult
literacy. There is no decision yet made on that. I
assume it will be part of the discussions that come
up in the budget negotiations, and we're prepared to
move ahead as additional funding becomes available.

COUNCIL MEMBER KOO: So thank you. The
school I mentioned before, I mentioned was a P.S. 120
in my school area. So I hope you--

COMMISSIONER CHONG: [interposing] And
that's something I'll follow up with you.

COUNCIL MEMBER KOO: --you would follow
up with that. Thank you.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, council member. We've been joined by Council
Member Levine. We will now hear from Council Member

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Chin followed by Council Member Cornegy followed by
Council Member Rodriguez.

COUNCIL MEMBER CHIN: Thank you, Madam
Chair. Good morning, Commissioner.

COMMISSIONER CHONG: Good morning.

COUNCIL MEMBER CHIN: We are going to be
asking the same questions over and over again until
the Administration and you, Commissioner, value the
some of the components as much as you value the three
hours after school. Because it doesn't make any
sense to me. I mean we really appreciate. I think
parents, and advocates and community members, and the
kids themselves really appreciate the Mayor in
expanding the summer--expanding the after school
program, the SONYC program for our middle school
kids, and we've heard many, many discussions about
how kids of that are teenagers, they're the ones that
gets in trouble if there's no organized program for
them. And the kids have taken advantage of the after
school program. I have heard nothing but praise from
parents and kids themselves especially from parents
when they see their kids engage and they get to learn
so many different types of activity. And now the
summer is coming, and they are like what am I going

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to do with those kids? Because last year even though
you said the Mayor, you know, committed one year,
more than 30,000 students were enrolled in these
summer programs. In my district alone I'm going lose
700 slots this summer. Seven hundred kids are going
to be like searching for something to do. So how can
the Administration testify not continuing the summer
program when you did it last year? I mean this whole
thing of our one-year commitment. That doesn't make
sense because and you ask any advocate or anybody,
and you just ask people on the street, they assume
the summer program is part of the after school
program. When you say out of school time, well in
the summer they have no regular school. They're not
in school. So why is the Administration and why are
you, Commissioner, not fighting hard to incorporate
the summer program, and really admit that the summer
program is part of the after school program?

COMMISSIONER CHONG: So as I said
earlier, and I apologize for repeating myself but,
you know, we are--we do have the summer services this
summer. It's going to be reflected in the 174
community centers, the Beacon--

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COUNCIL MEMBER CHIN: [interposing] I
know, but those are not organized in a way that--like
the regular summer programs, right?

COMMISSIONER CHONG: [interposing] I know
that--

COUNCIL MEMBER CHIN: They're not the
same. They're not the same.

COMMISSIONER CHONG: I mean the Beacons
and Cornerstones have structured programming. They
also have drop-in activities. We have COMPASS
programs that are operating so it's not--

COUNCIL MEMBER CHIN: [interposing] I'm
talking about the--the--the middle school kids.

COMMISSIONER CHONG: [interposing] And
are they--

COUNCIL MEMBER CHIN: --in the SONYC
program that are going to lose their summer program.

COMMISSIONER CHONG: As I said, again, I
apologize for repeating myself, but the design of the
program was never intended to be a year-round
program.

COUNCIL MEMBER CHIN: And that's wrong,
and that's wrong.

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COMMISSIONER CHONG: But--but then, you
know, that's unfortunately the design of the program.
That's what we stuck to. Providers were part of the
work group that issued the--

COUNCIL MEMBER CHIN: [interposing] The
provider also told me that they were part of the
discussion and that got left out in you white paper.
But if you talk to anyone, any parent, the
understanding all along--I was in summer--and I was
an after school teacher. Working in the summer was
part of the job. That was the job. You work in the
after school program, and you work the summer
program, and that was like many, many years ago.
So, it's just it won't be the same. I don't
understand why it was separated out, and why the
Mayor can tell us during the budget briefing and say
it's not a priority. If you say the middle-school,
you know, after school program is a priority, then
that summer program is part of that. It doesn't make
sense when you break it out. It doesn't make sense
at all. So how are we going to tell the parents and
the kids who were enrolled in a summer program last
summer, and now they've go to run around and--and
look for something. And have you--have DYCD matched

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every single kid? Are those kids signed up with some
kind of program in the summer? Whatever you are
offering--

COMMISSIONER CHONG: I think--

COUNCIL MEMBER CHIN: --do you guarantee
to us that every single one of them is going to be
matched up with a program?

COMMISSIONER CHONG: I think it's up to
each provider that serves the young people to make
those arrangements. Libraries have resource. The
Department of Education has expanded its robust
summer program. So I think it's a mistake to simply
say DYCD has to provide all of the services this
summer. It isn't. There are many other city
agencies that provide services in the summer.

COUNCIL MEMBER CHIN: And that's true,
but the 31 kids that your provided a summer program
to?

COMMISSIONER CHONG: I think there are
[bell] a lot of them.

COUNCIL MEMBER CHIN: [interposing] And
it's an obligation I think of DYCD to make sure that
they are connected this summer, and I think that we
will continue to advocate, and we continue to make

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the Administration and the Mayor and you commit that
summer component as part of the after school. Thank
you, Chair.

CHAIRPERSON FERRERAS-COPELAND: Thank you
Council Member. We'll hear from Council Member
Corney followed by Council Member Rodriguez followed
by Council Member Rosenthal. Council Member Corney.
No. Council Member Rodriguez.

COUNCIL MEMBER RODRIGUEZ: Thank you,
Chair. First of all, I would like to take this
moment thanks the Chairman of Finance, but also
Speaker Melissa Mark-Viverito and Mayor de Blasio
for--and all my colleagues at the Council for the big
increase that we've been able to provide on--for our
young people to be able to be--to be able to get or
the opportunities to what is the--the summer jobs. I
have said it before, and say it today, you know, this
is about inequality. A young person whose parents
are reached when they reach their senior year of
college, their senior year of high school, you know,
parents are committed to provide the opportunity for
that youngster to get some experience in his or her
life. So getting a job is not about making the \$3,
\$4,000 because you need the money. Getting the money

for the 1% is about go out, get a job, know what does
it mean to be working. But for the majority, if not
all, of our teenagers who apply for the Summer Youth
Program who are our working class and middle class,
most of the working class Black and Latino, this
means the only opportunity that they have to bring
the additional \$3,000 to cover the expense of their
senior to buy their clothes, to support their family.
Sometimes families even rely on that additional
couple of thousand dollars for them to be able to
help them to pay the rent, to help them to support
their families. So this is, you know, the importance
of the Summer Youth Program. I hope that DYCD
working with the NYPD also they should be able to
close the number and see what is the difference of
those young people who spend the whole summer working
compared to the rest of the rest who are not working.
And how--what is the variable on how many of those
who are not working get in trouble compared to the
rest who really dedicated those couple of weeks
getting the experience of working, but also making a
couple of dollars to support the family. So that's
the first thing that I want reinforce. Summer Youth
Program is not only a job experience. Sum--Summer

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Program is about the opportunity for those kids to be
able to--to support their family. April 29 was the
deadline for the students to apply. I would like to
know a few things. One, what is the number of young
people that by the 29th, they apply for the Summer
Youth Program? How many do we know if the number
stays as it is right now, would not have any
opportunity to get a job? And the second piece, the
other piece of my question is about how are we making
the business community accountable also to help us to
provide opportunity to hire some of those young
people that will applying for the Summer Youth
Program that with the city dollars that we have right
now most likely we cannot cover everything. But
again, what number has applied, this with the number
that we have we secured so far, how many number--how
many would not have any opportunity to get a job?
And how are we working also with the business
community for them also to do their part to add more-
-more Summer Youth Programs?

COMMISSIONER CHONG: First of all, thank
you for your kind comments about the Summer Youth
Employment Program. I think for many people,
probably many council members it was their first job.

It was my first job as well, and I look back at it
44 years ago, and probably opened my eyes to the--a
career in public services because it was working with
a non-profit group. I believe we had 130,000
applications, 137,000 applications as they--which
included the Ladders for Leaders, which I think was
about 6,000. Right now at this moment and we know
this will probably change, we have approximately--
money for about 36,000 jobs, and we're right now
enrolling young people. The other point I would like
to make is that every year we know there is a drop
off in young people who apply and don't accept jobs.
It--it varies year to year for a variety of reasons.
Sometimes they find other jobs. Sometimes they do
summer school. Sometimes they have family
commitments. So the gap is much smaller than those
who apply and those who get a job because we make
multiple offers to fill the job because young people
who have more work experience [bell] can't find other
jobs. So that's the answer to your number, 137,000.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Council Member. We will now hear from Council
Member Rosenthal followed by Council Member Cumbo
followed by Council Treyger. Council Member

Rosenthal. Is she? She's not here. Okay, Council
Member Cumbo.

COUNCIL MEMBER CUMBO: Thank you,
Chair. I'm going to reiterate the same point. I
feel that it's just that important, and I feel that
obviously this issue around the after school age
children is becoming a point of contention in the
budget negotiations. In good faith, it's going to be
very difficult to support a budget on the whole
that's going to eliminated 34,000 summer slots for
our young people. I wanted to just quote to bring it
home we understand that in an article written called
Gang Membership Between 5 and 17 Years in the U.S.
that was published by the Journal of Adolescent
Health, that 2% of youth in the U.S. are gang members
with involvement highest at age 14 when about 5% of
youth are in gangs at the age of 14. The early
adolescent year is 11 to 14 years of age are a
crucial time when youth are exposed to gangs and may
consider joining a gang. Recruitment into the gang
usually starts in middle school where the age group
is between 10 and 13. So we're recognizing that we
have very vulnerable population, a population that
during the summer months unintended particularly in

our NYCHA developments where gangs are not even necessarily the new order of the day. It's more crews that are built into what development you live in, what building you live in, what building you live in, and this has now become in many ways the new breeding ground for so many of our young people. I also want to--in a New York Times article that states, quote, unquote, "Still the prime time for murder is clear, summertime from June to September across the decades has been that timeframe when gun violence is at its highest." So, we understand that there are two facts going on: That young people are recruited into gangs between the ages of 10 and 14. We understand that the highest shooting numbers happen during June through September, and to make a decision like this is really irresponsible on our part. It's going to put our youth in a very vulnerable situation. In my short time as a council member I've been to far too many funerals, have been to the hospital far too many times for not only shootings, but also stabbings, for gang beatings, for incidents that happen right outside our McDonald's. In that area in front of our Appleby's where our young people find themselves without something to do

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during after school time, engaging in violent
behavior, and so I just want to conclude just by
saying that this is a decision that the
Administration is making that is putting our young
people in a very vulnerable place. This continues to
be a point of contention for this Council, and will
continue to be so. And so I will just close my
statement with that. It's more of a comment than it
is a question. Thank you. [pause]

CHAIRPERSON FERRERAS-COPELAND: We have
Council Member Treyger followed by Council Member
Levine followed by Council Member Mealy. We've been
joined by Councilor Mealy--Council Members Levine,
Mealy and Greenfield.

COUNCIL MEMBER TREYGER: Thank you to
both of the chairs and the Speaker for very powerful
advocacy and all my colleagues. Welcome,
Commissioner. I--I just want to just begin by saying
that if--if--if we're--if the Administration is truly
serious about public safety, then I think we have to
come to terms with saying that we just can't police
our way out of challenges. We can't just rely on the
New York City Police Department to address things
that we see. Historically, challenges arise in

summer months as the weather gets warmer and, you know, I--I represent a district that thanks to the Speaker and my colleagues, we were able to get included in the Cure Violence program to make sure that we don't just simply handcuff our way out of issues. We try to prevent crimes from happening in the first place, but the--the common themes that seem to be coming back and over and over and over again jobs in education. Jobs in education, jobs in education and there are people who truly want to work, who truly want to be given an opportunity, you know, and a chance. And I believe that your agency is so critical to that fight, critical. Some might think that DYCD is not the most high profile agency in New York City, but I--I would disagree, and I would say that you have an enormous role, enormous responsibility in making sure we address common challenges seen throughout. And so we are imploring the Mayor of New York, we're imploring the Administration that we do a lot more to see the goal of universal youth employment. It's not enough in my opinion just to focus on some slots in the summer. This should be a goal all year round, and as a former public school teacher I could tell you that there are

things you ant on a job, that's more powerful than a
textbook. They're more powerful than a classroom,
and I would say it enriches the learning experience
when young people are working and gaining the dignity
of--of a job. So if the Mayor truly says he cares
about public safety, let him put his money where his
mouth is, and invest more in DYCD and get more youth
people--more young people hired. I also want to say
with regards to the after school slots in the summer
for middle school kids, as a high school teacher I
could tell you it was the incoming ninth graders that
sometimes had challenges, and the incoming freshmen.
So this is a critical vulnerable age that I think
Chancellor Farina would agree with me in saying we
must make sure that we are keeping our young people
engaged as much as possible. This is not just a
public safety issue. This is an education issue.
This is also about leveling the playing field for our
young people. With regards to adult literacy,
Commissioner, we boast rightfully so that we are city
of immigrants, that we are a city that welcomes all
from around the world. How can we can we not help
them adjust and accommodate them to make sure that we
empower them with the skills, the knowledge to--to--

to be successful and prosperous in our city. Adult literacy is not just about education. It is about political, social and economic empowerment. For them, my parents came here from the Ukraine, and once they were able to learn the language and they were able to grow their family, go to school, and enter the working middle class of the city of New York. Every family deserves that opportunity, and the last point I want to say, Commissioner, we hear--you--you mentioned over and over again the issues of Cornerstone programs. I--I've reminded your agency, and I'll--I'll remind you again that in Coney Island we're still down two community centers from Hurricane Sandy three years after the storm. Where is the funding for those two centers, and how can we work to accommodate a new location to make sure that our young people are still given a chance for an additional--for additional programs, Gravesend Houses and Surfside Houses at NYCHA are still down. FEMA has committed monies finally, but that work will take years to complete. So in the meantime we do need additional spaces and programming because that money sure does belong in Coney Island, and the needs of our community remain great. And I know I've packaged

my questions and concerns into my comments, and I
look forward to your response.

COMMISSIONER CHONG: So, let me just take
off with some of the earlier ones, and then Darryl
can address the Cornerstone question. So I think you
might have missed my earlier comments that I kind of
have a very historical perspective of DYCD having
served in the previous administration for almost
eight years. And so, I asked [bell] my staff, in
2013 the last adopted budget of the Bloomberg
Administration our agency's budget was \$350 million.
I think it probably was like \$150 million in Council
restorations. I mean I referenced earlier the--half
the after school programs under the Bloomberg budget
were operating on one-year budgets. Half the Runaway
and Homeless Youth programs are operating on one-year
budgets. Today, with the Council's support and the
Mayor's huge investment, our budget is almost \$700
million. That's 100% increase in three fiscal years.
So can we do more? Obviously, yes and I said
earlier, I--as the Commissioner I would welcome any
new resources, but I'm also mindful of the demands on
the city's finite budget. So I hear you. On the
middle school issue and sort of incoming freshmen,

1 that's what we're trying to address and I mentioned
2 this briefly in my testimony in the COMPASS High
3 programs that--and this is a program that--that I
4 developed in my--as the Commissioner, that we
5 recognize that a lot of the research showed that
6 incoming ninth and tenth graders struggled the most,
7 and they were the most likely to drop out. So we
8 wanted to develop a cohort model that incoming high
9 schools, and high school students had the support to
10 get them to the tenth grade, and based on the
11 feedback we got from the providers that we should
12 extend that support to the tenth grade. So I agree
13 with you that we need to focus. It's a fragile age
14 group, the ninth and tenth graders, and we're hoping
15 to do more, but we're starting with the COMPASS High
16 programs that we just announced. The Cornerstone
17 program, I'm going to have Darryl answer that.

19 ASSOCIATE COMMISSIONER RATTRAY: Good
20 morning, good morning. So Darryl Rattray. I'm the
21 Associate Commissioner for committees such as the
22 Strategic Partnership to DYCD. So in the case of the
23 physical structures of Gravesend and Surfside, we--we
24 only have a program at Surfside. The latest update
25 we received is that construction will start this

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summer. What we've done programmatically in the
interim since Sandy is we relocated that--those
programmatic slots over to Kerry Gardens, and at
Kerry they've worked--they've operated a larger
program. Of course, in the RFP results Surfside was
warded to Hardship Stevenson (sic). So we're working
with them now to identify--well Kerry Gardens wasn't
awarded to Hardship Stevenson. We're working with
them now to identify a space so they can continue to
serve the Surfside community.

COUNCIL MEMBER TREYGER: We'll follow up
because I do have some additional comments and
concerns, and I thank you for the time I've been
given by--by the chairs.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Council Member. Council Member Levine followed
by Council Member Mealy.

COUNCIL MEMBER LEVINE: Thank you, Madam
Chair. Good to see you, Commissioner. I want to
follow up on the very powerful points that my
colleague Councilman Treyger was making on adult
literacy, which falls under your agency despite the
youth and your organization's title. There are
approximately 1.7 New York--1.7 million New Yorkers

who either lack a high school diploma or have limited English speaking abilities. These are adults we're talking about. In my district about 20% of the adults lack a high school diploma. About 15% lack fluency in English. These New Yorkers just want to participate in the economy. They want to enter the workforce. They want to be part of the broader cultural life here. We should empower them to do that. It's good for them. It's good for the city in so many ways. It's why adult literacy is just so important to districts like mine and those all over the city. Community-based providers of adult ed have a particularly powerful impact because they are best able to meet these adult students where they are geographically and culturally and otherwise. My understanding is just there's some shifting of funds away from those providers, and I believe in my district organizations like Riverside Language Services have actually had to cut the number of students they can serve. Is this accurate? Can you explain what's happening the budget for adult ed?

COMMISSIONER CHONG: Okay, I believe what you're referencing is the decision made last year to consolidate the DACA program, the Deferred Action for

1 Childhood Arrival program that was started by the
2 previous Council and the previous mayor and
3 temporarily housed at DYCD. That was shifted to HRA,
4 and so serve--so resumed re--re-purpose--and funding
5 was repurposed, and as a result, I think there was
6 funding for literacy that was repurposed for other
7 uses. I--I think specifically legal services.
8 There is as--as you know, a \$16 million proposal that
9 the New York Coalition for Adult Literacy and Make
10 the Road has submitted. We've been working with
11 them. It's being evaluated by OMB. There's been no
12 decision on that to not only expand the services, but
13 improve them. I--you know, I--the adult literacy
14 issue is very close to home for me. My parents came
15 here from China . My father came here in the 1930s,
16 and my mother in the '40s. There were no adult
17 literacy programs there. So for them and like many
18 immigrants who came in those early days, there was no
19 resources that I think we clearly today when we're a
20 city of immigrants. My mother was illiterate in
21 Chinese. She could not write it or read it, and she--
22 -when she want to go work in Chinatown, she had to
23 count the number of subway stops because she couldn't
24 read the subway stops. So I understand the
25

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importance of adult literacy programs. So I pledge
to you Council Member Treyger that I would be part of
a work group because as he rightfully pointed out,
DYCD is a very small, small part of the literacy
equation. The largest investment, as he pointed out,
was the Department of Education which has \$87 million
in adult literacy. So I think we're willing to work
with him and other city agencies to figure out how we
can obviously better improve services in this area.

COUNCIL MEMBER LEVINE: I--I appreciate
those comments. [pause] Got it. So I am informed
that there was a shift in funding from the state--

COMMISSIONER CHONG: [interposing] Well,
the--

COUNCIL MEMBER LEVINE: --to DYCD as part
of the exchanging--explaining these cuts. Is that
accurate?

COMMISSIONER CHONG: I'm not sure about
the State. There was others--yeah, yeah.

ASSOCIATE COMMISSIONER RATTRAY: [off
mic] Yeah.

COMMISSIONER CHONG: We get no state
funding.

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COUNCIL MEMBER LEVINE: We have the WIA
funding.

COMMISSIONER CHONG: Oh.

COUNCIL MEMBER LEVINE: Yeah. Let me
understand how big the stakes are here. Of the 1.7
million New Yorkers who, as I mentioned, either lack
a GED or basic in their skills, how are--are
currently enrolled in the adult ed class--classes in
the city?

[background comments]

COMMISSIONER CHONG: 6,481.

COUNCIL MEMBER LEVINE: Okay, so that--
that--that--that is a tiny fraction of a fraction of
a percent of the need that we're currently meeting.

COMMISSIONER CHONG: Well, and that's
just DYCD, and that's again I can't speak to how many
people are being served by the Department of
Education. There as I--as the Councilman said, their
budget is \$87 million, which is significantly higher
than what we have.

COUNCIL MEMBER LEVINE: How many more
will we be able to serve if the Advocate's proposal
is \$18 million where adopted?

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COMMISSIONER CHONG: At this point it's
too soon to tell because part of what is being
proposed is increasing cost per participant. So
that--so depending on what is decided, and if--if--if
there is new funding if you increase the cost per
participant the \$60 million goes less because you're
serving more--you're spending more per--per person.
So I don't [bell] want to give you an actual number
until we have some certainty of whether there's
funding.

COUNCIL MEMBER LEVINE: But it's fair to
say that it could double at least the number of
people it services.

COMMISSIONER CHONG: It doesn't increase
it significantly but, you know, the advocates made a
clear point to us and to the Mayor's Office of
Immigrant Affairs that there are costs historically
have never been included. So Councilman Menchaca
said he would like to separate those two points. You
know, the cost per participant from whether to get
new funding, but because obviously with the same pile
of money if you spend more per person, you will have
fewer people that you can serve.

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COUNCIL MEMBER LEVINE: My time is up,
but I urge you to consider this proposal for funding
for adult ed. Thank you.

CHAIRPERSON FERRERAS-COPELAND: Thank you
Council Member. We'll hear from Council Member Mealy
followed by Council Member Rosenthal, followed by
Council Member Espinal.

COUNCIL MEMBER MEALY: Thank you--thank
you, Commissioner. I just want to ask on DYCD Fiscal
2017 Executive Budget included the \$6.6 million in
new needs and \$386,000 in savings. Each of these
describe--could you explain to me where the savings
come from when currently the 66 Beacons funded
directly by the City has--have been funded at a lower
rate than 14 Beacons supported with federal money?
So could you--?

COMMISSIONER CHONG: So let me--well,
I'll explain the Beacon part and then the savings,
Allen or Jujean can explain. So under 20 years both
under both Mayor Bloomberg and Mayor Giuliani the
Beacon Program has suffered severe cuts. The
additional money that's being added to this year's
upcoming budget and next year's budget will bring the
baseline funding for the City Tax Levy Beacons, and

there's 66. They'll be called City Tax Levied Funded Beacons from about \$320 something thousand dollars to \$400,000, a roughly 20% increase. So we're trying to right a wrong that has been in place. I mean this is a first increase Beacons have seen in a quarter of a century. I mean I--I--I'm old enough to remember when the Beacons were launched under Mayor Dickens who I served under. So that is the Beacon question. The savings you want to answer?

ASSOCIATE COMMISSIONER CHENG: Sure the savings--

COMMISSIONER CHONG: [interposing]
Introduce yourself.

ASSOCIATE COMMISSIONER CHENG: Oh, Alan Cheng. I'm the Associate Commissioner of Finance with DYCD. So for FY17 we're looking at just under \$390,000 in savings and that's from headcount reduction, and that's largely an administrative function. So we have technology and other efficiencies that we are realizing where we can reduce staff in there, and then in the out years it's a big--it's just under \$700,000 each year and that's also an additional--that's a total of nine headcount reduction for those years.

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COUNCIL MEMBER MEALY: That's a good
question. So can you shed some light on how many
DYDC employees will be impacted by the wage increase
and what size increase employees will receive?

COMMISSIONER CHONG: [off mic] It's the
COLA, right.

ASSISTANT COMMISSIONER CHENG: Yeah.

COMMISSIONER CHONG: But you're talking
about the cost of living, which I explained.

COUNCIL MEMBER MEALY: Yes.

COMMISSIONER CHONG: But you said DYCD
employees. You don't mean DYCD employees. You don't
mean DYCD employees you mean--right?

ASSISTANT COMMISSIONER CHENG: Yeah, we
have-- [off mic]

COMMISSIONER CHONG: It's--it's COLA?

ASSISTANT COMMISSIONER CHENG:
[interposing] It's COLA.

COMMISSIONER CHONG: You're talking about
the non-profit providers--

COUNCIL MEMBER MEALY: [interposing] The
new stated being.

COMMISSIONER CHONG: --that we are
funding, right, and the wage adjustment increase--

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COUNCIL MEMBER MEALY: [interposing] Yes.

COMMISSIONER CHONG: --that goes to the
providers. Okay, sure. We--

COUNCIL MEMBER MEALY: That's at \$2
million of '20--Fiscal 2017?

COMMISSIONER CHONG: It's--it's actually
a little bit more than that. We've been allocated
\$13.--

COUNCIL MEMBER MEALY: \$2.1 million.

COMMISSIONER CHONG: Yeah, 13.1, just
under \$13.6 for the wage increase, and that is
looking to impact roughly 23 to 24,000 employees at
the non-profit level, and we are still in the process
of moving--getting some of those amendments
registered so that the--the--the CBOs can get the
money. And--and this is effective July 1st of--

COUNCIL MEMBER MEALY: You're saying July
1st that's when the--

COMMISSIONER CHONG: [interposing] It's
not this July 1st. It was actually July 1st of last
year. So this fiscal year, FY 16 is when these--
these COLA increases were effective.

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COUNCIL MEMBER MEALY: Could I just ask
one, how much--what size of increase employees will
receive when they're--

COMMISSIONER CHONG: Oh, well, that
depends. So there's two different increases. For
those who are making less than \$11.50 an hour. So
these are all the part-time employees largely. They
are going to get up to \$11.50. So whatever they were
at before whether--whether it was the minimum wage or
\$10, you we--you know, they're going to get up to
\$11.50 per hour, and the for every other employee
that's not a per hour--

COUNCIL MEMBER MEALY: [interposing] Is
managerial included?

COMMISSIONER CHONG: Yeah, managerial.
Everybody is included. It's a 2-1/2% increase.

COUNCIL MEMBER MEALY: Okay, thank you so
much.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Council Member. We'll hear from Council Member
Rosenthal followed by Council Member Espinal and then
we'll going to begin our second round.

COUNCIL MEMBER ROSENTHAL: Thank you so
much Chairs and thank you, Council Mealy. I'm

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actually going to follow up on the questions that you
were asking. Great to see you, Commissioner. Thanks
for all your hard work. I--I couldn't help but
notice in your opening statement or right after the
first question you mentioned that the size of your
budge under this administration had more than
doubled, which is, you know, obviously shows a real
commitment on the part of the administration, which
is very impressive. But of that doubling, what
percentage would you say is direct care versus
contracted out services?

COMMISSIONER CHONG: It's all kind of
contracted out. We're not a direct--

COUNCIL MEMBER ROSENTHAL: [interposing]
Right.

COMMISSIONER CHONG: --service agency.

COUNCIL MEMBER ROSENTHAL: That's right.

COMMISSIONER CHONG: I mean 94%--I mean
this is the statistic that I--I think is startling.
94% of our budget goes out the door.

COUNCIL MEMBER ROSENTHAL: Right. So
with that in mind, it sounds like the contracting
process must have increased if it--if you--if your
budget increased by over 100%, it sounds like it was

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120%, then did you get additional staff or processing
all those contracts?

COMMISSIONER CHONG: Yeah, I did.

COUNCIL MEMBER ROSENTHAL: Great.

COMMISSIONER CHONG: If you saw the daily
New York Post today, they had a charter and DYCD was
second in the list of city agencies that has the
largest percentage of staff increase. Now, we're at
522--

COUNCIL MEMBER ROSENTHAL: [interposing]
Mostly the--

COMMISSIONER CHONG: --headcount. So
it's nothing to write home about--

COUNCIL MEMBER ROSENTHAL: [interposing]
Uh-huh.

COMMISSIONER CHONG: --compared to-- So
we add, you'll see the increase across the board
mostly in administrative services, procurement,
budget, program management.

COUNCIL MEMBER ROSENTHAL: Yes.

COMMISSIONER CHONG: Because our--our
budget grew 58%, right? [background comments] Yeah,
and--and--and so just in the last two years. So we
actually have to have more staff to manage the money.

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COUNCIL MEMBER ROSENTHAL: Absolutely,
and so let's separate out--let's about two different
contracts, but I want to set aside for a moment the
discretion--the contracts you get for discretionary
services from council members. Let's set that aside
and just talk about your routine contracts. What is--
how many of--maybe percentage wise, however you want
to talk about it, between the start of providing the
service, and the time that a vendor might start
getting paid, what's the usual length of time between
those two things?

COMMISSIONER CHONG: I think you asked
this question at the preliminary hearing.

COUNCIL MEMBER ROSENTHAL: Uh-huh.

COMMISSIONER CHONG: I think the answer I
gave was two months typically. A lot depends on how
early the award is announced. So for example
programs that started July 1st this year that we just
announced awards to, the ones I referred to, COMPASS
High--

COUNCIL MEMBER ROSENTHAL: [interposing]
Uh-huh.

COMMISSIONER CHONG: --we've already been
developing the contracts. So as soon as they--the--

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the agencies return the documents we needed, which
were required by the Mayor's Office of Contract
Services to have, and they get all appearances. As
soon as it goes to the Controller, they qualify for a
loan.

COUNCIL MEMBER ROSENTHAL: Of course, but
what's the amount of time?

COMMISSIONER CHONG: So, typically two
months.

COUNCIL MEMBER ROSENTHAL: Okay.

COMMISSIONER CHONG: And so--in--in that
two months, if the paperwork is pending with the
Controller they can apply for a loan. So sometimes
they can actually receive cash within a--a month of
the start of the contract. And as you know, we're
cost reimbursement programs. So--so a permit started
July 1st, they wouldn't be able to submit their
reimbursement until early August.

COUNCIL MEMBER ROSENTHAL: Right so they
get the loan.

COMMISSIONER CHONG: [interposing] That's
what--what--

COUNCIL MEMBER ROSENTHAL: [interposing]
Do you have a sense of what percent of your contracts

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go to-to the Mayor's fund for City of New York to get
a returnable loan?

COMMISSIONER CHONG: [interposing] We'll
have to get--we'll--we'll have to get back to you,
but you know--

COUNCIL MEMBER ROSENTHAL: [interposing]
Okay, would you have that--

COMMISSIONER CHONG: [interposing] Yeah.

COUNCIL MEMBER ROSENTHAL: --entered? Is
that some information that you might keep already?

COMMISSIONER CHONG: We can definitely
find out.

COUNCIL MEMBER ROSENTHAL: Okay, I don't
want you to do extra work. I'm just wondering if you
already have that.

COMMISSIONER CHONG: But just--just to
give you some perspective, in the current fiscal year
we had \$500 million in new awards.

COUNCIL MEMBER ROSENTHAL: Okay.

COMMISSIONER CHONG: Half a billion.

COUNCIL MEMBER ROSENTHAL: Yep.

COMMISSIONER CHONG: And so I met with my
staff weekly to make sure people had cash flow
because I had worked for non-profits. I know cash

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flow, and so we worked closely with the Mayor's--with
the Mayor's Loan Fund to make sure--

COUNCIL MEMBER ROSENTHAL: [interposing]
Sure.

COMMISSIONER CHONG: --people if they
needed money to make payroll and make payroll.

COUNCIL MEMBER ROSENTHAL: And--

COMMISSIONER CHONG: [interposing] So
we're-we're very sensitive to that--

COUNCIL MEMBER ROSENTHAL: Sure.

COMMISSIONER CHONG: --because we
understand that if the staff of the non-profits don't
get paid, there are no services.

COUNCIL MEMBER ROSENTHAL: Yeah.

COMMISSIONER CHONG: And so, it's not
just paper.

COUNCIL MEMBER ROSENTHAL: Yes and do
you--when you're paying--I don't know if you're this
far into the weeds, but do you feel that the payment
that you make is--covers the cost of overhead,
administrative costs, indirect services, or are you
really mostly paying for programs?

COMMISSIONER CHONG: I mean I think we--
we allow for 10% indirect expenses, which tends to be

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on the high school. I know that--I know other
agencies that have had less than 10%

COUNCIL MEMBER ROSENTHAL: Uh-huh.

COMMISSIONER CHONG: So we try to be as
flexible as possible. It is-a constant tension
between paying for direct expenses and indirect
expenses. And so, I know there's been a lot of
research on this, and if--if any changes are to be
made on this, this has to be a citywide decision
obviously--

COUNCIL MEMBER ROSENTHAL: Uh-huh.

COMMISSIONER CHONG: --because it means
more money because if you take from money that's
allocated to direct services, then to pay for
indirect services like the rent, the overhead, then
there's a consequence to that.

COUNCIL MEMBER ROSENTHAL: Sure, you're
serving fewer people--

COMMISSIONER CHONG: [interposing] Right,

COUNCIL MEMBER ROSENTHAL: --
hypothetically.

COMMISSIONER CHONG: Yeah, so--

COUNCIL MEMBER ROSENTHAL: [interposing]
Do you feel--so indirectly there's a differential,

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and you know, there's a difference between admin,
overhead--

COMMISSIONER CHONG: [interposing] Right.

COUNCIL MEMBER ROSENTHAL: --and
indirect. How about in terms--if you feel you're
paying 10% or that's a--a fixed percentage, how about
admin and overhead?

COMMISSIONER CHONG: Ten percent I think
covers all those. I think we--

COUNCIL MEMBER ROSENTHAL: And I see.

COMMISSIONER CHONG: --as city agencies
go, we tend to be more generous. I've heard much
lower numbers at other agencies. So I think again
it's a budget question. [bell] If you want to
provide more support for indirect expenses for non-
profits, it's going to be additional resources that
need to be allocated.

COUNCIL MEMBER ROSENTHAL: Thank you very
much. Thank you, Chairs.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Council Member. We'll hear from Council Member
Espinal.

COUNCIL MEMBER ESPINAL: Good afternoon.
Right over here. I just really want to express my

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support for adult literacy and talk about how
important it is that--that we keep adult literacy in--
in the budget, and not only keep it but expand it,
you know. I'm right over here.

COMMISSIONER CHONG: Well, I'm right over
here. [off mic]

COMMISSIONER ESPINAL: Oh, I'm sorry.

COMMISSIONER CHONG: That's okay. My--my
vision is not so great.

COUNCIL MEMBER ESPINAL: No problem.

[laughs] I just--again, I just want to express my
support for adult literacy. I know last year we had
some cuts and we lost over 100 slots in my district.
You know before I became involved in government I was
actually an adult literacy teacher at St. Luke's
(sic) Church in East New York, and that program held
200 students and it was--it wasn't only immigrants
but it was people who were trying to grab a foothold
in their lives who were in their 20s and 30s who
never received a proper education who didn't even
know how to read the signs to get back home, and they
really wanted to learn so that they could provide--get
a better job and provide for their families, you
know. And, you because of the budget cuts back then

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200 slots were lost. I lost my job as well, which
was what got me into government. But the 200 slots
were--were lost, and these people had nowhere to go.
And, you know, all they want to do is have an
opportunity to get a better job to be able to teach
their children, their homework to be able to learn
English so they can get by, and I think that's
important that we stress how important it is that we
expand the budget this year. So we can expand slots
and not continue cutting them. Thank you. You--you
have questions right? Okay.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Council Member Espinal. We will now hear from
Council Member Eugene.

CHAIRPERSON EUGENE: Thank you, Madam
Chair. Commissioner, [coughs] I'm going to be very,
very brief because we have to move on from here very
fast. We--we have provided quality after school
programs to the children. You know, this is
wonderful. This is great, but we have to provide
also services through the dignitaries (sic) to them.
This is very important, and we in the City Council we
understand that. The Council made a request for
\$73.4 million to bring COMPASS slots up from 43,540

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to 65,000. What DYCD is doing to support this
request? Are you supporting the request of the City
Council for \$73.4 million?

COMMISSIONER CHONG: So our main focus
this past year with the COMPASS programs was to bring
stability because I had referenced earlier half the
COMPASS programs in the city of New York were
operating on one-year budgets. The money was
eventually baselined. We did request for proposal.
After the first time, 300 of the COMPASS programs had
long-term funding. We can't--so that was our main
objective. We haven't started any conversations
about expansion. I--we--we're just finishing the
rollout of the expansion of middle-school programs.
So we're trying to focus on quality first. But I
understand what you're saying. We hear it routinely
from parents, from service providers. There's a
great need to expand services for young people in
elementary school. So, it's an ongoing process. Our
goal this year was to stabilize it so we had 300
programs--300 plus programs that--that now have long-
term contracts and we're working there.

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CHAIRPERSON EUGENE: In your testimony
you mentioned I believe that your first job was--was
a job in the summer jobs, right?

COMMISSIONER CHONG: Summer Youth
Employment Program job.

CHAIRPERSON EUGENE: [interposing] That's
great. So you are--you should be very grateful to
those people who gave you the opportunity to have a
summer job, and I think that we have the moral
obligation also to open doors, and to give the same
opportunities to the young people. So what we are
asking you, we see City Council members, is to
partner with us, to join us, to advocate, to make
sure that the young people, the youth they become--be
a part of the priorities of the organization in the
\$82.2 billion. That's all we're asking you. Not
only to manage the DYCD, but also to join us. So,
what can you do to join us to make sure that we make
SYEP summer jobs, and also the--all the job programs
that are year round jobs what can you do to help us
make them a more sustainable and more permanent jobs
and to baseline the funding, you know, that are
necessary to make sure that their programs continue?

COMMISSIONER CHONG: Well, I think the discussions about baselining are very much going to be part of the budget negotiations, and we're ready to move ahead when final decisions are made on those issues. We just ended the first year of the Work, Learn and Grow program. We're learning a lot. We're looking to get feedback from the people who ran that program. It ended I think a couple of weeks ago, but the people who worked on that program in the non-profit community are the same people who are working on the Summer Youth Employment Program, and this is home trip. So, once we do more evaluation, and get feedback from the people who ran the Work, Learn and Grow program, that hired 6,000 young people this year, we're--we look forward to partnering with you to figure out how to improve it.

CHAIRPERSON EUGENE: So we know that the youth they have more--they more possibility or ability to have a job later on. When the participating program like Work, Learn and Grow, the City Council made a request for \$42.2 million investment to improve the Work, Learn and Grow. What do you--what are you doing? What DYCD is doing to support this request? Are you supporting the request

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of \$42.2 million that should be invested for Work,
Learn and Grow?

COMMISSIONER CHONG: So I think it's too
soon to--premature to baseline the Work, Learn and
Grow program because we everything we do--this year
was a pilot year. We really value the feedback of
the providers who ran the program. We're looking at
the data because it was a challenge, quite frankly to
get young people to accept jobs. 14,000 young people
applied, and we had to offer pretty much of the
14,000 young people a job to fill the 6,000 jobs
because what we've--what we've seen and this kind of
is consistent with what we saw seven years ago when
we had a similar program funded with federal stimulus
salaries. That young people who are in school find
it a challenge to work during the school year because
(1) they have school work obviously and (2) the hours
they can work don't necessarily line up with when an
employer needs to work. So we wanted to spend some
time evaluating this program, talk to the service
providers, and work with the Council to figure out
how to improve it.

CHAIRPERSON EUGENE: We know that, you
know, we are still in the process, we still have

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time, but what I want to know are you willing to
support this request of \$42.2 million for the jobs
for Work, Learn and Grow? Are you willing to support
that?

COMMISSIONER CHONG: I think--

CHAIRPERSON EUGENE: [interposing] We
know that we are still in the process, but are you
willing to support that?

COMMISSIONER CHONG: As I said, I--I
think we should evaluate the program to make sure
we're getting the most of our most, and so we hope to
do that as the providers who are actually running--
who ran the program are now in the middle of the
Summer Youth Employment Program. As I said earlier,
we're seven weeks away from the start of the Summer
Youth Employment Program. The staff that just
finished Work, Learn and Grow are in the middle of
enrolling 35 to 36,000 young people for the staff.
So, we do want to sit down with them. We want to sit
down with the Council, get your insights and your
feedback on how we can improve the program but, you
know, so it's premature to talk about baselining
something when we still want to evaluate it and hear
everyone's feedback on how it went.

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CHAIRPERSON EUGENE: We probably should.
I'm going to stop, you know, right here, but before I
do so, I just wanted you to know that we are
dedicated, we are committed to advocating to fight
for those necessary funding for summer jobs for our
Work, Learn and Grow and the summer program for the
young people. What we are asking you is we are
asking you to have the same commitment to join us, to
do that as a team, and I do believe that if we
continue to work as a team, we do it as a team, we
are going to be more successful. We are to have the
feeling or to be believe that you are part of the
team. You are working together with us, and to make
sure that the Administration understands that the
young people should be also part of their priorities.
Thank you very much, Commissioner--

COMMISSIONER CHONG: [interposing] Thank
you.

CHAIRPERSON EUGENE: --Madam Chair.
Thank you very much.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Co-Chair. So, Commissioner, I think you've
managed to say the same thing several times today
because you've been asked very similar questions from

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various perspectives and all very important. So I'm
sure you're going to be leaving this hearing
understanding what prior this is for this Council.

However, I wanted to circle back. I know that you've
highlight several times that, you know, your agency
has grow 100%, and that your agency or youth
investment is a priority to this administration.

However, when we talk about after school funding, the
reality is that the State allocates half of the
funding for after school through State Ed. Is that
correct? One--\$156.5 million?

COMMISSIONER CHONG: The SONY Program is
foundation aid from State Ed, yes.

CHAIRPERSON FERRERAS-COPELAND: So that
is a state priority?

COMMISSIONER CHONG: Right, but it's
money that the Mayor lobbied for with the Governor in
2014. If you recall--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] Right, but it's not money that has--we
haven't extended it. This is a 2014 priority that is
being used, and we're not saying that it's not
appropriately being used.

COMMISSIONER CHONG: Right.

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CHAIRPERSON FERRERAS-COPELAND: But the
increase hasn't been anything new for FY17.

COMMISSIONER CHONG: It was a two-year
roll-in that started in '15 and '16. You're right
so--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] Right. So I'm right, '17 does not have
an increase. So we're going to put that aside.

COMMISSIONER CHONG: Except for the
Beacon.

CHAIRPERSON FERRERAS-COPELAND: Right,
the Beacons that we've all been advocating for for
decades.

COMMISSIONER CHONG: Right, right.

CHAIRPERSON FERRERAS-COPELAND: So except
for that. Now, the citywide, the citywide, the
Executive Budget has grown from--by nearly 5% since
FY16's Adopted Budget from \$80.3 billion to \$83.96
billion. However, DYCD's budget has actually been
reduced by 15%, which is \$658 million to \$562 million
primarily attributed to the Council's funds, which
after adoption is \$83 million. So, at adopting this
does not include obviously the Executive Budget.
Even with those--even with those added funds, if we

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were to add exactly what we added last year, DYCD's
year-to-year change is still in the negative. Even
if we add the same number. With these numbers, how
can you say that you have effectively advocated with
this administration to increase the--to increase the
bottom line for DYCD? And that is, you know, the
numbers speak for themselves, and I understand that
you're coming, and I understand that you've
highlighted the competitiveness of the other
agencies. But, what I'm saying is that other
commissioners have effectively challenged this
administration and got in resources, and you if I
just go by the numbers, are in the negative.

COMMISSIONER CHONG: Well, I--I have to
look at those numbers because I--I think granted our--
the baseline at this baseline at this point is not
going to be what's going to be adopted. So I'm not
ready to say that adopted our budget will be less
than what it was last year. Because there's lot to--

CHAIRPERSON FERRERAS-COPELAND:

[interposing] Right because you're assuming that
Council will put in whatever they baselined--whatever
we negotiated last year, and whatever addition over
that. And what I'm saying is that that is not the

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space that we should be negotiating in. You should
be acting your administration, our administration for
the additional funding that your agency deserves, and
we should be enhancing not funding core programs in
your agency.

COMMISSIONER CHONG: So, I can only go
with what we have before us now what the FY16 Budget
is compared to what it was in FY13. Obviously,
there's a long road to go between now and June 30th,
and the priorities I've asked for I've gotten,
Runaway and Homeless Youth with the Beacon program,
and this is a dynamic process, which obviously the
Mayor's Office and the Council will continue over the
next sex years. (sic)

CHAIRPERSON FERRERAS-COPELAND:
[interposing] So in the November plan, you have zero
dollars that was invested in your agency from the
November plan. In the Preliminary Budget Runaway and
Homeless Youth was increased--

COMMISSIONER CHONG: [interposing] Yes.

CHAIRPERSON FERRERAS-COPELAND: --by \$4.9
million, and in the Executive Plan out of all of our
priorities, \$6.5 million was added for Beacon
heating. That added needs, out of \$2 billion of new

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needs, your agency go \$11.4 million. What I am
saying is that out of \$2 billion that does not mean
that this administration has taken youth programming
as a priority. Thank you for coming to testify
today.

COMMISSIONER CHONG: Thank you.

CHAIRPERSON FERRERAS-COPELAND: We will
follow--we will--the portion of the hearing will be
adjourned, and we will then follow up with the
Department of Transportation. [gavel] [pause]
Continuing on the Mayor's Executive Budget for FY17,
the Finance Committee is joined by the Committee on
Transportation chaired--chaired by Council Member
Rodriguez. We just heard from the Department of
Youth and Community Development, and now we will hear
from Polly Trottenberg, the Commissioner of the
Department of Transportation. In the interest of
time, I will forego making an opening statement, but
before we hear testimony, I will open the mic to my
Co-Chair, Council Member Rodriguez.

CHAIRPERSON RODRIGUEZ: Thank you, Chair.
Good morning, Commissioner, and welcome to the City
Council's Transportation Committee's hearing of the
Fiscal 2017 Executive Budget. My name is Ydanis

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Rodriguez, and I have the privilege of chairing the
committee. I would like to thank Chair Ferreras-
Copeland and my colleague who are on the
Transportation Committee that they will join us later
on. Here we have--today we will start hearing
testimony from the City's Departments of
Transportation. The DOT will be followed by the
Metropolitan Transportation Authority, and then the
MTA will be followed by the Taxi and Limousine
Commission. The DOT's Executive Expense Budget for
Fiscal 2017 is approximately \$947 million. In
addition, \$3.4 billion is budget--budgeted in Fiscal
2017 for the department's capital program. I'm
pleased with the Mayor's--Mayor de Blasio's funding
commitments to maintain our city bridges in good
condition. The additional funding of \$106 million to
repaved 1,300 lane miles in Fiscal 2018, funding to
increase ferry service, maintain public plazas,
expand Select Bus services, SBS, and implement the
BQX--BQX Streetcar Initiative. However, I'm
concerned that the Executive Budget fails to include
additional funding for even one of the items the
Council has requested in the Preliminary Budget
Response. These items include \$2.5 million for the

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public awareness components of Vision Zero Initiative, which has had success with drivers across the city and beyond, recognizing these striking app-5--\$52.4 million additional funding to increase the street's improvement projects from 80 to 98 project annually, allowing the DOT to do a smaller scale redesign that saves lives, and \$240 million in additional capital funding for street reconstruction, the most proven way to help reach our--reach our goal of zero deaths by 2024 without significantly expanding the number of projects the department is doing. Our collective goal to achieve Vision Zero will be much tougher. The Council response also includes the need to expand the Citi Bike network before the affluent areas of our city. We must do our part to make this easily accessible option available to more New Yorkers across the city. I respectfully ask that the cities make a dedicated contribution to this effort by adding city funding while leveraging possible partnerships to meet expansion costs. Many of my colleagues disconnected from the great services Citi Bike provides have issued their support, and we are ready to put our money where are our mouth is. This network is now

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much more than novelty for tourists. It is a public
good that should be treated as such and subsidized so
that New Yorkers living throughout all five boroughs
can use it as well. Citi Bike provides active
transportation that is sustainable and growing safer
each day. It's time to commit to this program and
spread this across the city as a whole, and today I
ask the Administration to put public dollars on this
great program. At the same time, we ask the
Administration to be more aggressive in its effort to
create protected bike lanes. We saw the commitment
to this effort just last week, and I join my
colleague Danny Dromm in applauding the
Administration for its dedication along Queens
Boulevard. However, more of these projects mean more
capital dollars and unfortunately we did not see the
increase requested by the Council. Finally, we are
interested in hearing about the department's plan--
plans for expanding SBS services more in line with
traditional BRT. We hope the DOT can do feasibility
studies on more built out BRT similar to the plans
for the Woodhaven Line particularly in areas with
minimal transit options such as the north--North
Shore of Staten Island and Central Queens. I would

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also like to see more BRT features built into the
BS12, SBS Route in my district connected to the Bronx
in Council Member Torres' district, a route with one
of the highest ridership levels in the city. We look
forward to the Commissioner updating the committees
on the department's efforts to achieve the city's
Vision Zero goals to maintain and improve the city's
roadways infrastructure in particular bridges and
highways and pedestrian safety. Additionally, the
department's proposal--proposed capital budgets for
Fiscal 2015--sorry 2016 to 2020 totals approximately
\$9.8 billion, an increase of more than \$658 million
or 7% since the preliminary plan. We are interested
to hear where this funding will be dedicated to and
how we can continue to strengthen our aging
infrastructure going forward. Thank you and now I go
back to Chairman of Transportation.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Chair. We will now--we've been joined by
Council Members Vacca, Matteo, Lander and Miller.
Our committee counsel wills swear you in,
Commissioner, and then you may begin.

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LEGAL COUNSEL: Do you affirm that your
testimony will be truthful to the best of your
knowledge, information and belief?

COMMISSIONER TROTTEMBERG: [off mic] Are
you ready for me? Okay. Good afternoon Chairwoman
Ferrerias-Copeland, Chairman Rodriguez and members of
the Finance and Transportation Committees. My name
is Polly Trottenberg. I'm the Commissioner of the
New York City Department of Transportation. With me
today are Joseph Jarrin, Deputy Commissioner for
Finance, Contracting and Program Management; and Jeff
Lynch, Assistant Commissioner of Intergovernmental
and Community Affairs. I'm pleased to be here today
on behalf of Mayor Bill de Blasio to testify on DOT's
Fiscal Year 2017 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--agency's accomplishments from the last
two years, and will enable us to execute on our three
major priorities this year: Keeping up our progress

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on Vision Zero, maintaining a state of good repair on
our transportation infrastructure while improving
project delivery, and enhancing mobility and economic
opportunity for all New Yorkers. I'd like to walk
you through the numbers and then discuss these
priorities in detail. DOT's is third--the city's
third largest capital agency. Our \$9.8 Billion
Capital Plan for Fiscal Year 16 through 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 street lights and signals; and \$283
million for the facilities and equipment needed to
support DOT operations. This five-year capital plan
will build significantly on the \$42 billion we
committed in the last five years. Additionally, in
DOT's FY17 Expense Budget, the Mayor is proposing
\$947 million for operation and contains some critical
new funding: \$256 million for traffic operations
including signals, street lights and parking; \$203
million for roadway maintenance, \$200 million for DOT
operations including sidewalk management and

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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.

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 D--here at DOT we
found significant savings in this FY17 Budget from
advances in technology, increased productivity, and
reduction in vehicle rentals while maintaining vital
services to the public. By replacing high-pressure
sodium street lights with LEDs across the five
boroughs, the city will be paying less for our
electricity. Because these lights use dramatically
less energy, we expect these savings will increase to
\$8.6 million annually by Fiscal Year 20. These new
LED lights last longer and require less upkeep with
savings of \$1.1 million in maintenance costs over the
next two fiscal years anticipated. This budget also
includes substantial savings in DOT's fleet. About
ten years ago, DOT began leasing many vehicles
instead of buying them, which was not a good

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financial deal for the city. I'm 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 costly rentals, we expect annual reductions to the operating budget of over \$900,000 per year as soon as Fiscal Year 20. We're also modernizing our highway inspection and Quality Assurance Unit, known as HIQA, 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 that will save us over \$1 million over the next four years while increasing compliance generating millions in revenue for the city. These saving build on proposed initiatives in the Preliminary FY17 Financial Plan including DOT's innovation for our red bus lanes. In Fiscal Year, we'll apply bus lane markings on Select Bus Service routes used red colored asphalt instead of paint. This will save us approximately \$250,000 for every lane mile. In addition, the life expectancy of red asphalt lanes is 12 years compared

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to five years for red paint. The funding provided
for this project will allow us to treat eight line--
lane miles per year, and save us approximately \$2
million annually starting in Fiscal Year 17. While
we pursue these savings and efficiencies in our
Expense Budget, DOT will also 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.
I want to thank you.

I want to thank the chairs of this
committee and the members of this committee once
again 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, as we heard from Chairman
Rodriguez, we implemented 80 street improvement
projects known as SIPs, a record number, and we have
many more SIPs coming in 2016. Over the next four
years we also 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'll also extend sidewalks to shorten crossing distances for pedestrians. Similarly, in the Bronx we're 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're committing \$6.4 million to enhance pedestrian safety on Flatbush Avenue from Atlantic Avenue up to Grand Army Plaza. Here we will upgrade and expand the existing pedestrian triangles along Flatbush Avenue, increase sidewalks widths and shorten crossing distances at intersections, add tables and seating, improve green spaces and provide better lighting along this heavily trafficked and very challenging corridor. The Capital Plan also includes \$327 million for our Great Streets Initiative. We're continuing to redesign and reconstruct Queens Boulevard, Fourth Avenue in

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Brooklyn, Atlantic Avenue in East New York and the
Grand Concourse in the Bronx. And I want to take my
opportunity also to thank the Mayor for his
leadership last week on Queens Boulevard and the
leadership of so many members here on--here on the
Council. After a vigorous community engagement
process, we are moving ahead with our continued
efforts to transform Queens Boulevard. We will
convert the street center medians into a green,
walkable, bikeable place and redesign the most
dangerous intersections. In addition to our
aggressive construction work for safety projects,
this Capital Budget includes \$120 million for Fiscal
Year 20 for street light installation and signals
including \$18 million for accessible pedestrian
signals to make our streets much safer for visually
impaired New Yorkers.

Since Mayor de Blasio took office, our
capital investment in street safety has increased by
over 170%. From Fiscal Year 11 to 13, DOT committed
\$180 million for street safety capital projects. Our
FY14 to 16 commitments for these safety projects are
on track to reach \$485 million. We know we still
have much work to do achieve Vision Zero and we

1
2 grieve over every death and heartbroken about the--
3 the most recent tragedy in the Bronx. But as traffic
4 deaths are on the rise nationally, it is clear that
5 our safety work is making a difference here in New
6 York City and again, I want to thank so many of you
7 on the Council for your tremendous support and
8 partnership.

9 Now, I want to discuss state of good
10 repair for our transportation infrastructure and our
11 efforts to improve project delivery. The city's
12 transportation network consisting of subways, roads,
13 bridges, ferries, street signals and lights is valued
14 at over a trillion dollars, and requires ongoing
15 capital investment. The Mayor's Executive Capital
16 Plan allows DOT to continue our critical work in
17 keeping our 789 bridges and tunnels in good repair.
18 Our Bridge Reconstruction and Rehabilitation Program
19 received \$320 million in new city funds in this plan
20 with the majority of these funds dedicated to the
21 Queensboro Bridge. The Queensboro Bridge, which was
22 built in 1909 carries an extraordinary daily volume
23 of over 174,000 cars and trucks between Manhattan and
24 Queens. It's the busiest of artery server bridges.
25 Design is well underway for a total replacement of

Queensboro's upper roadways including the super structure, approach roads, barriers and utilities at an estimated cost of \$250 million. Across the city we're looking to kick off several other large bridge re--bridge rehabilitation projects this summer. The Westchester Avenue Bridge over the Hutchinson River Parkway in Bronx has been a persistent target of bridge strikes from trucks exceeding height limits. Our \$42 million rehabilitation will provide additional clearance. The reconstruction contract for the Park Avenue Tunnel in Manhattan funded at \$28 million should also start this summer. In 2017 we'll see more significant repair work for our bridge structures in greatest need including Union Port 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, and 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 safer streets, fewer potholes

1 and markings that will last longer. This yields
2 improved safety for drivers, for cyclists, and for
3 pedestrians and street crossings that are easier for
4 people using walkers and wheelchairs, pushing a
5 stroller or a shopping car. Further, an addition of
6 \$60 million in this Executive Budget will allow us to
7 tackle trench failures that have caused residential
8 streets to buckle in several neighborhoods throughout
9 the city including Bay Ridge and Bensonhurst. And
10 as I mentioned in March, DOT could deliver even more
11 capital projects in less time and at a lower cost to
12 the taxpayer using Design-Build. Assembly Member
13 Benedetto and State Senator Lander have been Design-
14 Build champions in Albany sponsoring the bill to give
15 select city agencies authorization. We hope the
16 Council will continue to advocate for Design-Build
17 this year.

18
19 Moving to our next priority, the Mayor
20 has proposed \$1.5 billion in the Five-Year Capital
21 Bud--Budget for projects to expand mobility and
22 economic opportunity for all New Yorkers. By funding
23 improvement to DOT's Select Bus Service Network, bike
24 network, our ferries and our sidewalks. In July of
25 this year, we'll 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're also continuing to work with our partners at the MTA with the goal of launching up to three new SBS routes this year, Utica Avenue, 23rd Street and the La Guardia limited route. These routes will save commuting times for tens of thousands of New Yorkers.

Turning to our bike network during Bike Work Week, today New Yorkers can ride on--on over 1,000 miles of our bike network. We built over 12 miles of protected bike lanes in 2015, which is for the city an unprecedented pace. In 2016, we will enhance and expand the bicycle network by over 50 miles in key neighborhoods throughout the city including 15 miles of protected lanes. Expanding our bike 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% increase just since 2010. Overall, the number of New Yorkers regularly

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cycling has increased by over 300% 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 2 Citi Bike expansion will
bring the total program to 12,000 bikes and
approximately 750 stations by the end of 2017. Mr.
Chairman, as you mentioned, we know well that the
Council is interested in Phase 3, and we look forward
to having those discussions with the Council about
how we work through the next phase of Citi Bike.

Now turning to Transit where the city is
seeing surging ridership. The MTA now regularly sees
8.8 million daily weekday trips on our subways and
buses. Last year, the city and the state reached an
agreement to fund the MTA Capital Program with the
Mayor making an historic commitment of \$2.5 billion,
the city's largest ever contribution and we--we thank
the Council for their partnership on that agreement,
and the State agreeing to \$8.3 billion. There are
many important MTA projects pending in that Capital
Plan, and I'm sure you'll hear some more from the MTA
when they come after us, but Metro North to Penn
Station Access, the next phase of the Second Avenue

Subway, the Livonia-Junius Connector, ten different station access projects in growing neighborhoods throughout the city. Some important studies are the Utica Avenue Subway, the Staten Island North Shore Bus Rapid Transit, West Shore Light Rail. Other system improvements such as communications based train control and replacement of tracking signals. We're hopeful that the MTA's Five-Year Capital Plan will receive final approval by the end of this month, and they can get to work on so many of these priorities for the city.

As you well know, the city is also moving ahead with the Brooklyn-Queens Connector Project. The BQX would run along the 16-mile waterfront corridor from Astoria down to Sunset Park serving over 400,000 residents and linking to 13 NYCHA developments. Partnering with EDC, DOT has been briefing elected officials at all levels of government and presenting to community boards. Our Executive Budget also provides a position for us to hire someone to serve as the principal project coordinator, and DOT and EDC look forward to working with the Council as the BQX project, which could potentially be the biggest urban street car system in

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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
life blood of our city. I thank you today for
giving me the opportunity to testify, and look
forward to your questions.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Commissioner. We've been joined by Council
Members Rose, Treyger, Van Bramer, Chin and Reynoso.
Thank you very much I have to say, and I'm--I'm sure
this is for many of my colleagues, but it's been a--
it's pleasure dealing with your agency, and your
representatives. They're very responsive. We don't
always get the answer we want, but they have--they
are communicative and we're able to get responses to
our inquiries. So I appreciate that.

COMMISSIONER TROTTEBERG: Thank you.

CHAIRPERSON FERRERAS-COPELAND: I want to
talk about the BQX. DOT's Fiscal 2017 Executive Plan
includes a baseline, as mentioned, of funding for
\$165,00 for a Senior Executive Director position for

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the BQX Streetcar Project. What is the latest
update, and which agency would lead the project. I
guess we're trying to understand because EDC
testified to some of this, and both your agency and
now that you're asking for a staffing position, who's
leading this effort?

COMMISSIONER TROTTEBERG: Well, this
effort, as you know, is a very--a very key mayoral
priority, and it's actually Deputy Mayor Glenn who I
would say is the overall leader, but we're really
having a partnership between DOT and EDC because
obviously DOT brings the expertise of looking at how
this project is going to operate on our streets, and
we have two major bridges, two major bodies of water
to get over, the Newtown Creek and the Gowanus Canal.
EDC brings clearly some of the project delivery
abilities as--as, you know, they are unique to their
agency, and particularly also focusing on how we're
going to handle the financial and revenue questions.
So I think we're going to have a good partnership.
We have a--you were correct that we have been--posted
for a--a senior executive to come to DOT and help
really on the transportation side of it. I'm happy
to say we've had a good response. We've had a lot of

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talented candidates who are interested and--and
hopefully we'll, you know, in the coming weeks be
able to make an announcement there.

CHAIRPERSON FERRERAS-COPELAND: Okay. The
Citywide Ferry Service is a citywide--in the
Executive Budget the City will invest \$42 million to
purchase four ferry boats, and to reconstruct the
pier at Brooklyn Navy Yard to serve as a home port
for the citywide ferry including any additional
start-up costs. What would the total expense and
contract costs be to launch the new ferry service in
Fiscal 2017?

COMMISSIONER TROTTEMBERG: That's a good
question and I'm actually going to have to see if my
budget expert can answer. That's one where EDC
really takes the lead role. We're kind of the
supporting agency, though.

DEPUTY COMMISSIONER JARRIN: I'll--I'll
just jump in. EDC actually is--has already gotten
\$55 million--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] Is your microphone on?

DEPUTY COMMISSIONER JARRIN: Oh, I
apologize. Can you hear me?

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CHAIRPERSON FERRERAS-COPELAND: And you
sound so much better.

DEPUTY COMMISSIONER JARRIN: EDC has
gotten \$55 million for the ferry landing work that
needed to happen, and then this later allocation that
the Mayor awarded was \$42 million for what you
mentioned. So that's--that's the total of what EDC
is expecting.

CHAIRPERSON FERRERAS-COPELAND: \$407
million, right.

DEPUTY COMMISSIONER JARRIN: [off mic]
Yes.

CHAIRPERSON FERRERAS-COPELAND: Given the
purchase that the city set at \$660 is based on the
projection of 4.6 million annual trips. Are measures
in place to reduce this subsidy in the event that
ridership exceeds the projections?

COMMISSIONER TROTTEBERG: Yeah, I--I
know there have been some discussions about it. You
know, obviously one of the goals here is to minimize
the city's subsidy. I think on that one again I
would want to defer to EDC, but I--I certainly know
in our discussions on this project, we're keenly
aware that we want to provide the citywide ferry

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services as efficiently as we can. That--that is a
challenge in ferry operations.

CHAIRPERSON FERRERAS-COPELAND: Right.

Okay. Thank you. I wanted to ask about the BQE, and
then the revised speed camera revenue and then I'll
come back in a--a second round. The Executive Budget
includes planned commitment totaling \$924.6 million
for Fiscal 2016 to 2020, associated with the
rehabilitation of the Brooklyn-Queens Expressway from
Sand Street to Atlantic Avenue, and I know I have a
lot of Brooklyn members. This is needed, but it can
also be very complicated to manage because a lot of--
well, a lot of Council Members also use that route to
get here. A trip that should be 20 minutes takes me
about an hour and 20 minutes in the morning. So I'm
just thinking have you taken into consideration the
construction of the new Kosciuszko Bridge, and
beginning the plans for this other portion of the
same, and I mean I don't know. You probably know
better what the--how many miles apart they are, but
it just seems that it could potentially create a
traffic nightmare.

COMMISSIONER TROTTEBERG: It's--it's a
very good question and Council Member Lander is

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smiling because he's certainly a--a member who is
concerned about this project. Don't put a gun to
your head. It--it won't be that bad. I promise. I--
-I'm going to say, look, I'm--I'm--I'm going to be
honest. This is the most or among the most
challenging projects that this agency will be working
with. It is an extraordinary complicated structure
built in the Robert Moses Era. You would never build
it like this today. You all know because you drive
on it all the time. It is, you know, substandard,
very difficult. It's in very poor condition, and we
want to make sure that we're doing this project
right, and I--I want to thank the Council and the
Mayor because he's given us good resources to do it.
We are from the start doing a very careful set of
engineering inspections and one of the--the weird
features of the--the Triple Cantilever is unlike your
typical bridge structure it--in a lot of places it
doesn't have entryways where you can even get inside
the structure and look at the conditions. So we've
hired a number of expert engineering firms in some
cases to poke holes, go inside and see what it looks
like. We're going to be spending basically around
two years in a very serious design process working

1 very closely with local community, affected elected
2 and, you know, electives. We--we well know what a
3 vital artery this is in the city, and we are also
4 working very closely with the state. We recognize
5 this is an entire corridor along the BQE, and that
6 there's a lot of traffic impacts right now from the
7 Kosciuszko Bridge construction. So we--we have also,
8 you know, taken some resources to do much more
9 sophisticated traffic modeling as well because we
10 really know we're going to need to think very deeply
11 about how we're going to route traffic during this
12 process. So, this is a big project for us. We are
13 very, very mindful of the challenges ahead of us, but
14 I think, you know, I'm appreciative. I think we have
15 good resources here. I am also appreciative, though,
16 that some of our--some of the City Delegation is also
17 trying to see if they can help us get the state to be
18 a partner in this project because this partner is
19 such a big one for the city. I mean it's typically
20 at a scale where you would have the state participate
21 as well in terms of resources.

23 CHAIRPERSON FERRERAS-COPELAND: And while
24 I'm not an advocate of delaying any projects because
25 I think, you know, especially projects like these

when on the Triple Cantilever, which I just learned
about last year. I didn't even know it was called
that. It probably needs this repair very quickly.

Do you think that considering the challenge of
creating this new bridge, and the bottleneck--necking
that's happening right now at that end of the BQE.
Would that change your timeline in starting this
project in anyway?

COMMISSIONER TROTTEBERG: We--we are--
we're going to come up with a timeline and a traffic
plan, but we'll do everything we can to diminish
those and to--to--to minimize those impacts, and
again we're--we are in communications with the state
about what they're phasing is on the Kosciuszko
Bridge. It is not our goal to create a--a worse--any
more of a traffic Armageddon than we have to for
better or for worse. But I'm not going to lie. The--
the--the Triple Cantilever it does propose a--
propose a tremendous challenge. The original vision
of where the traffic would be rerouted was through
what is now a beautiful park, Brooklyn Bridge Park
with a number of building going up. So, we're going
to be very creative, and look we've--we've called in
experts from all over the globe to help us think

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through how we're going to the traffic and community
impacts, and--and I'll just--I'll make a little
picture for something we're trying to get done up in
Albany, which is get Design-Build legislation. If we
could do this project as a Design-Build project, we
could shave potentially a couple years off the
project, and I think, you know, as--as you think
about the potential impact of that, think how--think
how that would be really terrific for the city, for
the local residents. So I'm hoping the Council will
be supportive there. We think this project is kind
of the poster child for using Design-Build.

CHAIRPERSON FERRERAS-COPELAND: Okay, I'm
sure Council Member Lander has will have follow up on
those questions. I wanted to ask about the speed
cameras. Although not part of the Citywide Savings
Plan due to the deployment of additional speed
cameras, DOT anticipates speed camera revenues to
grow by \$18.4 million in Fiscal 17, but only by \$7
million Fiscal 19 and \$1.6 million in Fiscal 20. Can
you explain to the committee how the additional
revenues were determined, and why there is such a big
gap between FY17 and FY19 increase.

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COMMISSIONER TROTTEBERG: I--I would say
about our speed camera program just as a--you know,
as a general principle what happens when you--when
you turn on speed cameras is first you get a flash of
violations, but typically within about a three-month
period give or take, those violations start to go
down very significantly, sometimes 50, 60%. So to
answer the second question first, that's the reason
why you see those numbers go down, and--and as I've
often said and I--I will say it again, if we were
getting no revenue from the speed cameras, if
everyone was driving safely in the city, we would
consider that a victory.

CHAIRPERSON FERRERAS-COPELAND: Right.

COMMISSIONER TROTTEBERG: The phenomenon
that's happening in this coming year is in the last
year we were--the--we were authorized in our--our
state authorizing legislation to install cameras at
140 locations that are tied to schools. We've tried
to do a very careful job in looking at crash data and
speeding data, and doing an analysis to make sure
we're placing the cameras in the places where they're
going to do the most good, and--and protect obviously
our--our precious school children. We were able by

1 the start of the school year to get one camera up
2 either as fixed cameras and mobile cameras in 140
3 locations. We're now going back to some of those
4 locations where perhaps there's a fixed camera that's
5 only pointing in one direction, and putting another
6 one in the other direction. In the same, we're only
7 going to be at 140 locations, but we are going back
8 and enhancing the safety in some of those locations.
9 So that's why you're seeing some increased revenue.
10 But again, over time, that revenue goes back down
11 again.

12
13 CHAIRPERSON FERRERAS-COPELAND: Okay.
14 [coughs] The State currently regulates the number of
15 bus lanes, speed and red light cameras. Can you tell
16 us how many of each are actually installed and
17 operational?

18 COMMISSIONER TROTTEBERG: Right, again
19 with speed cameras, we're authorized to install
20 cameras in 140 school zones. It's actually not
21 specific as to the number of cameras per se just of
22 zones. We had installed the first 140 by the school
23 year. We now have 15 more that are in one of those
24 existing zones. Red light cameras, the State
25 authorized to put them up at 150 locations, not

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cameras. So we have now 196 red light cameras at 150
intersections. Bus lane cameras we were very please
last year in Albany. We had originally been
authorized to deploy bus lane cameras in six
locations. We were able to get legislation passed
enabling us to add another ten. We currently have
124 bus lane cameras up at eight separate routes. So
we--we still can potentially do another eight routes,
and we'll do those as we continue to roll out the SBS
program.

CHAIRPERSON FERRERAS-COPELAND: Okay,
great. So I just wanted to open up to my chair, and
before I do that, I want to acknowledge in your
opening statement about Queens Boulevard, it's
something that both Council Member Dromm and I and
Council Member Koslowitz, and I'm sure Council Member
Van Bramer we all believe in, and we understand in
representing like Corona and parts of Jackson Heights
where we have I think more bikers than anywhere in
New York City. We would also like to see a network
that can support because we definitely have the
demand in our area. So thank you, Commissioner. We
will now hear from Chair Rodriguez followed by

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Council Member Matteo and followed by Council Member
Lander.

CHAIRPERSON RODRIGUEZ: Thank you, Chair,
and--and before I--I just start asking my first
questions, I would to thank Chima Obichere also our
Finance Analyst for Transportation and his staff also
for the great job that they've been doing like
putting all the information together. And second,
thank you, Commissioner, for all the support that the
agency provided in the Car-Free Day and other
agencies and many New Yorkers. So it was very
important also to start that initiative. As you
know, the City--in New York City we have 1.4 million
New Yorkers like myself that own cars to a total of
1.8 million cars. So that we can say that those of
us that have cars many because they live in
transportation desert area, many they had to walk 20
blocks to take a train. You know, we don't represent
the majority, the majority of New Yorkers more than
seven million, they use mass transportation. They
use bikes to go to work, and hopefully one day--I
don't have--I can just stop using my car, and be part
of the majority of New Yorkers. So, you know, when
we have those conversations about transportation, I

1 was thinking about both, you know both sectors, our
2 pedestrians, our cyclists, our drives. So one
3 question that I have is about dangerous intersections
4 and, of course, you've been a great partner, a great
5 leader, your--your team being identified. We can say
6 working 24/7, go through community board, listening
7 to the community board elected officials. But
8 planning for the future like how many dangerous
9 intersections do we still have today based on the
10 information that your team has been able to collect
11 that we can say we've been down by this percent, but
12 still so far we have 200, 300. So whatever estimate
13 you number, dangerous intersection that require a
14 major investment to build those island, to do
15 whatever it needs to be sure that pedestrians are
16 safe when they cross to those areas.

18 COMMISSIONER TROTTEBERG: You know what,
19 I'm actually going to have the staff--I'm going to
20 have the staff come through and grab that number from
21 each of our Borough Pedestrian Safety Action Plans.
22 I know this came up at the last hearing, and I think
23 we felt like we were on target to get to-- You know,
24 for each of the Borough Pedestrian Safety Action
25 Plans we saw, but I think it would be in the area of

about 10% or so of Intersection and major corridors in the five boroughs. It would account for over 50% of the crash--the--the fatalities and serious injuries, and I think our goal is--I'm going to--I want to make sure. I think it's over seven years we anticipate that we will get to most of those. Now I will say one--you know, one challenge we have is we try and be very data driven and look very closely at crash data, speeding data, all the things we see. You know, tragically sometimes things happen in places where you couldn't anticipate. And those--sometimes it will be an area where something has happened, and even though it was not on our list, we will go back and put it on a list. Because, you know, something unfortunately will be revealed to us in the course of a crash that the data was not showing us before. But, you know, I think the staff will dig through and get me absolutely the right number here.

CHAIRPERSON RODRIGUEZ: Okay, so how--how do you--and for me this important. Again, I--as we move forward, and I know that, you know, as I said, you've been a great partner as we work together with the Vision Zero. How are--what mechanism are you

1 using to create that data--data of dangerous
2 intersections in our city so that we know exactly,
3 you know, where to go? Knowing that we have limited
4 resources what is the goal, you know, like--?

6 COMMISSIONER TROTTEBERG: Yeah, I mean
7 we--we--we track with PD fatality data. We track
8 injury data. Unfortunately, to get the certified
9 injury data from the state, as you know, there's
10 actually a lag of--it's well over a year. But, you
11 know, we--we--we use as we did in our Borough
12 Pedestrian Safety Action Plan we look at five-year
13 averages because in any given year you can have
14 things jump. And I think we've discovered and you
15 all have seen the maps. Not surprisingly it's when
16 you look at the major arterial corridors in the city
17 where you tend to see the most dangerous corridors,
18 and those are the one we're tackling aggressively
19 through our Great Streets Program. You know, I would
20 say also I just want to note, though, that as we work
21 through the different capital and street improvement
22 projects that we do every year, it is very much a
23 process where we involve the community, where we
24 involve local elected officials. We look at what the
25 data tells us, but we look also to see what community

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members on the ground tell us, where they want to see
us do our work, and obviously, we'll look a lot to
our partnership with the Council and elected
officials. You know, we look at our data, but we
also know we have to work closely with local
residents. They always in the end will often have
the best sense of what needs to be done in their
neighborhoods.

CHAIRPERSON RODRIGUEZ: Okay, do--do you
feel that in the 2016-2020 Capital Plan and know that
also even though we are working with our--for our
2017 Budget, but there's going to be the expectation
that additional--additional funding will come from
federal and other sources that increase whatever
budget we finalize on July 1st. But do you feel that
the 2016-2020 Capital Budget provides the agency the
resources you need to address those dangerous
intersections?

COMMISSIONER TROTTEMBERG: Well, I mean
I--I want to say in general and you heard it--say in
my testimony I--I am extremely grateful to my
Administration and to the Council. I mean I think we
have seen an extraordinary growth in our resources
both our expense resources to do street improvement

1 projects and our capital resources. So, you know,
2 I'm--I'm--I couldn't be more grateful for that. I
3 know there is a desire on the Council for us to move
4 even faster. And I guess I want to just talk a
5 little bit, and it's--it's a partially a funding
6 issue, but it's partially a project delivery and
7 staffing issue, which is on the street improvements
8 projects, which are the ones we in-house that we can
9 do very quickly, and that we--we did 80 of them last
10 year. The dollar amounts are actually very low when
11 you look at the materials, be it paying for be it
12 concrete or be it polish. But the work we do hand-
13 in-hand with our traffic engineers, our planners our
14 geometric design experts, our outreach folks working
15 with local community board, working with merchants,
16 that, and you know, our signals experts. You know,
17 these projects are low dollar but labor intensive
18 and, you know, I think we're always going to try and
19 up our game on them. But we also want to make sure
20 that we do the appropriate work with the community,
21 we do the appropriate engineering, and that the
22 projects are high quality. On the capital side, you
23 know, as we all know, that's a much more complicated
24 process. It is--it often involves Department of
25

Environmental Protection because often when we do major roadway work, they also will fix the water and sewer infrastructure. DDC is the coordinating agency there. You know, those projects take much longer and they are more complicated. I think we have gotten a tremendous increase in capital funding in our budget, and I think we--we are rolling up our sleeves. We're hard at work on Greg (sic) Street, and some of the other projects I mentioned. But I understand that's an area no doubt where--where the Council and the Administration are going to continue a dialogue.

CHAIRPERSON RODRIGUEZ: Great. So moving from a pedestrian and it's like the safety in getting to cars, it's car owners, how can you describe the work that the agency was able to do with the pothole in this past winter, and what do you have, do you feel how much money was spent on the potholes? Do you feel that you were able to take care of all potholes or there is still some challenges on dealing with potholes?

COMMISSIONER TROTTEBERG: Well on that I think maybe Joe can dig up the actual pothole number. I want to--I can give the good news on potholes for this year. Between the additional resurfacing money

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that we've had and--and, you know, one--we've--we've--
-we've got more money to do resurfacing. We've also
I think improved our methodology in resurfacing, and
in part particularly we heard loud and clearly from
the Staten Island Delegation. We're focusing more on
some of the major arterials, roads that people, a lot
of people drive every day. So we've added night
crews because that work is done at night. We were
fortunate to have a mild winter this winter. S o we
are seeing approximately 40 something percent
decrease in potholes this time this year as of last
year, and I can just tell you personally. I mean the
first couple of years I was here I saw with own eyes
and heard a lot of complaints about potholes and
those numbers have gone down, you know, again. And I
think in the next two years as we hit what is going
to be record breaking resurfacing of 1,300 lane
miles, I'm really hoping that that will do a lot to
get those pothole numbers down here. Hold on, I've
got the investment number.

DEPUTY COMMISSIONER JARRIN: [off mic] I
don't think it's the number of holes.

COMMISSIONER TROTTEBERG: No, no, but
what's the--what was the investment?

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DEPUTY COMMISSIONER JARRIN: [off mic] We
invested with holes. We didn't that for that. We
didn't have that extra money this year.

COMMISSIONER TROTTEBERG: Oh, all right.
Well, we need--as a--as opposed to I think last year
where I think we got another, if I'm remembering, \$8
or \$10 million for potholes. We needed no extra
money this year for potholes, and we're keeping up
the pace. We're repairing them at the same rate. So
I think that's been--I have heard and at least in
some parts of the city, and in Staten Island for
example, people are--not to say we've licked
potholes, but we have seen a real dramatic reduction
in them this paving season. It's just been great.

CHAIRPERSON RODRIGUEZ: Do--do you feel
by you making the assessment on the quality of those
materials used to do potholes? Do you feel that that
there is any other type of material that would allow--
even though we know that when we are hit by the
tough winter, and we have to throw all the salt in
the street, you know, it damages the street, but how
have the department been looking on the quality also
of the materials you use?

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COMMISSIONER TROTTEBERG: Yeah, we have--
-we have done some experimenting on different types
of asphalt. Interestingly enough I've learned--
learned a lot about potholes. One of the main things
that determines how well the pothole is going to
stick is the--basically it's the temperature and the
wetness and the salt on the ground. And so when you
have a tough winter, you know, and you're trying to
come in and fill potholes in difficult weather, those
potholes unfortunately are less likely to stick. If
you can do them when the weather is better, they're
going to be much more durable, but in the end, the
real way to reduce potholes is to resurface roadways.
I mean potholes are by their nature a temporary fix
You know, they don't have the same integrity and
strength as a full resurfacing of the roadway.

CHAIRPERSON RODRIGUEZ: Great. I would
move onto the condition of our bridges in our--in the
city. Can you describe what is--what are the
conditions of bridges today, and even though you
focus on fielding (sic) by those--the department--has
the department done any assessment? Can you describe
what is the condition--

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COMMISSIONER TROTTEBERG: [interposing]

Yeah, I--I'm--

CHAIRPERSON RODRIGUEZ: --and what does
it take to--of--of--to reconstruct most of the
bridges?

COMMISSIONER TROTTEBERG: We work with
State DOT. State DOT inspects our bridges every two
years, and we have recently again thanks to the--
thanks to working with the Council, increased our own
in-house inspection forces. Right now, our 789
bridges and tunnels I think are all in good or fair
condition, but one thing we have learned with our old
infrastructure and the complex--

CHAIRPERSON RODRIGUEZ: [off mic]

COMMISSIONER TROTTEBERG: I'm sorry.

CHAIRPERSON RODRIGUEZ: [on mic] Can you
repeat that information? What did you say?

COMMISSIONER TROTTEBERG: Our 789
bridges and tunnels are right now in good or fair
condition, but what we have learned with bridge
infrastructure, particularly in this city where we
have a lot of old bridge infrastructure, which takes
quite a pounding, is we need to stay on top of it.
And you know there are times in the city's history

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when unfortunately the city did not stay on top of
its bridge maintenance. So our goal now in our
Capital Program--we have refined our asset management
techniques. I will tell you there's also always more
work to do there--is to try and anticipate when our
bridges are going to go from fair condition to poor
condition. Work backwards the number of years we
need to do the planning work, the procurement work
and get that work underway and I--again I want to--I
want to thank the Council and the Mayor in--in--in
the past couple of years we've seen a real addition
of--of resources to help with bridge repair. And I
know it's often not the sexiest topic. I've--I think
I've never had an actual regular citizen ask me about
bridges, but it's absolutely fundamental for the
functioning in the economy of the city.

CHAIRPERSON RODRIGUEZ: Great, and how
many are in poor condition based on the--

COMMISSIONER TROTTEBERG: We have none
in poor condition at the moment.

CHAIRPERSON RODRIGUEZ: Great.

COMMISSIONER TROTTEBERG: We're--al
bridges are good or fair, but again our--our job is
now to make sure that we're moving aggressively

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enough that we don't let bridges fall into poor
condition. Again, as the city had done in the past,
that's something we never want to see happen again.

CHAIRPERSON RODRIGUEZ: Great. So we've-
-now let me go to Vision Zero. [off mic] [background
comments] [on mic] We've been working together.
Can you describe the impact of the investing on the
educational awareness campaign on ads, radio, TV?
How much--how important is that educational awareness
campaign?

COMMISSIONER TROTTEBERG: I think we've-
-look, I'll say a few things about it. I think it's
been tremendously important and look, Mr. Chairman, I
particularly want to thank you for your leadership
and partnership and--and for helping us with--with
the--in the Council with \$2.5 million in resources.
We've coupled that with the city budgetary funding,
and within DOT we actually reprogrammed some of our
own funds and--and since the start of Vision Zero
we've now invested over \$13 million in public
education and awareness, and you all have seen our
campaign all over the city. Your choices matter
particularly reminding motorists that the choices
they make behind the wheel matter. I'm happy to say,

1 as you know, Mr. Chairman, we've been rolling it out
2 in several languages, and we're going to continue
3 that process. It's hard, you know, you can't often
4 improve the exact nexus of public education, but we
5 have done polling and focus groups. And we have seen
6 that there has been a tremendous increase in
7 awareness amongst New Yorkers. We poll about the
8 Vision Zero campaign, about what are things they to
9 be--to do to be safe drivers, about the connection
10 between speed and what happens in terms of crashes
11 and fatalities on the roadways. So we really see at
12 least in our polling data that it's had a real impact
13 on public awareness. But I also know, and I know you
14 feel strongly about this, but you have to keep at it.
15 You have to keep reminding and educating the public.
16 Over time, you know, memories will fade. And so,
17 look, I know this is one you've--you've made a big
18 priority, and I know one we're certainly--the
19 administration is going to be talking closely with
20 the Council about what the next phase is going to be
21 on this program.

23 CHAIRPERSON RODRIGUEZ: And--but my--then
24 going--going into about how important it is, you
25 know, to have the dollars for the educational

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awareness, regardless of the aspect of that campaign,
advertising, billboard, as of today, there is not one
dollar for the next budget in 2017.

COMMISSIONER TROTTEMBERG: Well, as I
said, we--at DOT we have actually been reprogramming
some of our own funds to keep some of those efforts
going. But you're--you're I mean correct. Right now
in the current budget the Mayor has proposed, he
hasn't added additional funds for that, but again I
think that's something we anticipate we'll be--

CHAIRPERSON RODRIGUEZ: [interposing]
Yeah.

COMMISSIONER TROTTEMBERG: --negotiating
with the Council.

CHAIRPERSON RODRIGUEZ: Great and as I
brought to, you know, to the Mayor to the Budget
Director I think that an initiative where we're
expected to reduce to zero the number of fatalities
in our city, that New York cyclists and pedestrians
are dying because they've been crushed by
irresponsible drivers, should take it to really not
only limit to the budget cycle, but most important to
find the public dollars, the dollars in this budget.
So what I hope is that this year--I hope to see as

1 the last year where we're limited to any legislation
2 expecting that the Council would really want to put
3 in the money. But I just hope that, you know, that
4 you come on board on that one.
5

6 My last question is on the bus, on--on
7 the--on the Citi Bike. I hope that we're moving to
8 put in public dollars on Citi Bike. I believe that,
9 you know, having--you were able to restructure that
10 agreement and contract with Citi Bike. It's a great
11 one. We have Jay and his whole team that are doing a
12 great job working close. But what does it take, what
13 is the obstacle to make that program not only with
14 the agreement that we have, but also bringing public
15 dollars into that investment?

16 COMMISSIONER TROTTEBERG: And, look,
17 we're keenly aware. We are definitely starting to
18 think about what phase 3 would look like and, you
19 know, as the mayor has said he wants to make Citi
20 Bike a five-borough system, and we want to get to--we
21 want to get to many, many other neighborhoods in the
22 city. You know, we have started to think about the
23 question of how we would work with that next phase.
24 You know, the City in--the Administration's initial,
25 as you know, initial policy was we're not exclusively

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1 putting public dollars in. I have not--we have not
2 changed that point of view, but I think we're also
3 thinking about what the model looks. Just a couple
4 of obstacles and things to keep in mind. I believe
5 Jay and--and Motivate have been doing a terrific job,
6 but they're still definitely working through
7 operational and installation challenges. They're
8 getting underway a little later this summer than we
9 had hoped on some of the installations and they've
10 been having, you know, still some issues that they're
11 working through. So, you know, they can--I think at
12 sort of maximum speed if all is going well they can
13 install about 2,000 bikes a year. And--and once they
14 install them, they also have to continue to have a
15 good operational and rebalancing plan, and that has
16 at times proved challenging for them. At the moment,
17 just if we talk to our experts at OMB about how we
18 would actually-- Potentially, if--if the Council or
19 the Administration, if anyone decided to put in put
20 in public dollars, the docking stations would be
21 eligible for capital funding. But OMB is determined
22 that the bicycles would not, and you would also have
23 to think about the operational costs of which
24 Motivate is on the hook for some of it, but I think
25

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it would also have to be something we would discuss
with them. The ratio of docks to bikes in terms of
price is about 70% cost for docks and 25% for bikes.
So even if Council wanted to contribute capital
money, you do also have an expense component that you
need to work through. But I think look, I--I know
that we are very anxious and interest to engage with
the Council. We have, you know, welcomed the
partnership and the support you all have given us,
and we are--we are keen to start thinking about what
Phase 3 is going to look like, and how we might fund
it.

CHAIRPERSON RODRIGUEZ: Our bus shelters
are not at the place where we can say New Yorkers
have the best cleaned bus shelters especially when we
have the snows in our streets. The company Cemusa,
right who used to--

COMMISSIONER TROTTEBERG: [interposing]
Well, now since this has been bought by J.C. Decaux.

CHAIRPERSON RODRIGUEZ: Yeah, so that
company that used to run for whatever reason got in
trouble or what--got in trouble financially or
whatever happened to that company. There's a new one
place? Still we cannot say that in the last winter

all our bus shelters were clean throughout the five boroughs. What is the system that you have in place to be sure that they report immediately or for them to be reapplying on what is the men and women power that they have before we are hit by any snowstorm. Or, their responsibility to clean--to keep our bus shelters clean.

COMMISSIONER TROTTEBERG: Now, look, Mr. Chairman, we--we know this has been a longstanding concern of yours and, you know, in advance of this winter, we sat down and spent a lot of time talking to J.C. Decaux about their plan for tackling snow removal at bus shelters. The city has actually been able not to bring some--some laborers to the table. And I would say this winter was kind of an odd one because we actually had very little snow, and then we had the largest snowstorm in New York City's history. And it's certainly--it certainly gave us some challenges in terms of snow removal. And one thing I will say is I think J.C. Decaux I think there are some areas where they can improve, but they did have a challenging problem, which we've been talking to Sanitation about that's not an easy one, which is in some instances they shoveled out the bus shelters and

1 then the plows went through again shortly thereafter
2 and snowed them back in again. So, we are continuing
3 our discussions with them and the Department of
4 Sanitation. I think hiring these extra laborers to
5 come and do snow removal is useful, but one thing we
6 found this winter is we were ready to take in a lot
7 of day laborers. We didn't get as many people who
8 wanted to do the job as we hoped. The Mayor has now-
9 -he made a much bigger effort publicly to try and
10 encourage people to come in, and help with the snow
11 removal. And I think in advance of next year, we're
12 going to try again to get basically a--a cohort of
13 laborers who are ready in anticipation of, you know,
14 potentially whatever the next set of snowstorms are
15 going to be.

17 CHAIRPERSON RODRIGUEZ: My concern,
18 Commissioner, and now we--the Chairman--the Finance
19 Chair she will take part, my concern is that the City
20 has been too good with them, and the City has been
21 too flexible with them. And that's not just this
22 administration. This is also in previous
23 administration. Like every time especially when
24 there's--when we are hit by snow in the city, there
25 so many email from many council members. They know

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what they are responsible for, and this not about--
and they got a good deal with the City, too. So for
me this is especially moving forward and getting
ready for the, you know, the next winter, we need to
be sure. I mean for me I would like to know how--
what is the men and women power that is--that makes--
that they are required to have? So because this is
not about for the city to ask for additional help.
For me, this is about what are the requirements that
they have signed on, on what is the--the men in
power, men and women power that they need to have in
order to keep those stations clean--

COMMISSIONER TROTTEBERG: [interposing]

You--you--

CHAIRPERSON RODRIGUEZ: --for bus

shelters.

COMMISSIONER TROTTEBERG: You know what
I might recommend, Mr. Chair, either maybe for you or
for your staff. It might actually make sense in
looking at Jeff to arrange a meeting with Sanitation
and some of the representatives from J.C. Decaux and
really flush through what the game plan looks like.
Maybe that would be--and you know, let you kick the
tires and--and see what you think. And I just wanted

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to jump in, and I've got--I have the numbers for you
on the priority intersections that are in our Borough
Pedestrian Safety Action Plans, which is, you know,
basically account for the majority of the most
dangerous intersections. It's 292 in total in the
city; 46 in the Bronx; 91 in Brooklyn; 72 in Queens;
66 in Manhattan; 17 in Staten Island. So we've been
doing in the area of, you know somewhere between 50
and 80 street improvement projects. So, you know,
again we can sort of--I--I had said seven years, but
we're doing other--I think seven, six to seven years
probably sounds about--probably sounds about right to
tackle all these intersections. And knowing that,
again, sometimes other things will come up, an
intersection that was not on this list but becomes
unfortunately an area where we see we need to do
work. But I think that's sort of a general time
table to get to those high crash locations.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Co-Chair. We will now hear from Minority Leader
Matteo, followed by Council Member Lander, followed
by Council Member Miller. We've been joined by
Council Member Garodnick and Council Member Levin.

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MINORITY LEADER MATTEO: Thank you, Madam
Chair. Commissioner welcome. I'd be remiss if I
didn't start by thank you and especially Tom Cacola
for his efforts in Staten Island just dealing with me
and my emails a day should be enough to get him a
raise. I think I sent him 15 emails already today.
So I just want to give Tom a well deserved shout out.

COMMISSIONER TROTTEMBERG: Thank you.

MINORITY LEADER MATTEO: I'm just going
to jump around because we don't have a lot of time,
but I want to hit a few issues. Can you let me know
the status of the RFP for the asphalt plan to talk
about asphalt. You know, we've been talking about
Staten Island. I believe there's an RFP. I think
it's--it was responded to, and I think it has some
issues. Is it--is it going to be reissued?

COMMISSIONER TROTTEMBERG: Yes, yes, it
is, and--and it is unfortunate that RFP was issued,
and we--we got a lot of good response, and--and for
the record, I just want to make sure you know. We
would love to have some asphalt production on Staten
Island. Unfortunately there were a lot of problems
with the bid. And again, the bid is run through
DCAS. DOT is actually not the--

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MINORITY LEADER MATTEO: Right.

COMMISSIONER TROTTEMBERG: --the
procuring agency there. For a variety of reasons we
had to nullify that bid, and I certainly, you know,
talked to the friends on Staten Island that are
interested and, you know, explained what happened.
We are rebidding, and we are going to do a bidders
conference where all who are interested can come and
hear from us in detail what they need to provide us
with. And we hope to get that back on track as
quickly as possible.

MINORITY LEADER MATTEO: Excellent. I
appreciate that. Just keep my office updates.

COMMISSIONER TROTTEMBERG: Yep.

MINORITY LEADER MATTEO: So obviously,
you--you--you know about the longstanding issue on
Greeley Avenue and the stop sign. I'm not going to
go into the specifics, but what I do want to ask you
generally is when I and my colleagues or anybody
requests stop signs, left turn signals, and they're
denied using federal warrants. Does DOT or do you as
the Commissioner have the discretion to just use them
as, you know, whatever they say goes, or you--do you
have discretion to overturn it?

COMMISSIONER TROTTEBERG: I do have the discretion to overturn, and Greeley Avenue has been a particularly challenging one, and one we've thought a lot about. And I will confess, and this is something I've--I've told somebody. When I came in the door I think my inclination was I can overturn it all the time. I just want to explain to why I--I really haven't, and why frankly no city that I know of around the country does. It is a very challenging area when you're looking at where to put signals and stop signs, and the federal warrant task, which as far as I know, City DOTs and State DOTs use, help you ask the right questions about crashes, vehicles, volumes. And--and the reason why if you get some of that engineering wrong you can actually put them in a place where you're going to make things worse because you won't get appropriate compliance. Now, you might say well there should be special exceptions, but the truth is having that general standards, which basically applies nationwide, sort of gives us all I think a foundation on which to make these decisions. It gives the City also a good legal basis. We are sued a lot on this front, and if this becomes an area where DOT commissioners can just sort of do what they

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like depending on who asks, it makes me nervous that
once I start to depart from what is very low
established engineering judgment, the decisions
become more subjective. That said, you know, in
preparing actually for--for the town hall meeting in
your district, certainly something that I've talked
to the Mayor about, and I think, you know, Greeley is
really one that we've, you know, we've really
struggled with and I--I don't want to make it sound
that it can never be done. I'm just saying there's--
there's a reason we're real cautious there and--and I
think I got a letter from the elected officials
saying this sort of--this was just done in a kind of
capricious way. I want to reassure you we really are
not capricious. In fact, it's kind of the opposite,
which is I think of all of us who want to stick with
the Federal Guidelines because they're well
established. They--they involve the best traffic
engineering analysis, and if you depart into
subjective array, you may find yourself on thin ice.
But I--I don't want to utterly close the door to--to
looking at special case and I know Greeley is--

MINORITY LEADER MATTEO: [interposing]

Yeah and I appreciate it, and Greeley is the--the

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special case in our opinion. I mean now it's going
for seconds. I get the numbers. We've been doing
this for 15 years on the request. You know, we could
talk more offline. I want to thank you obviously for
the resurfacing of Justin Avenue today. It's been
needed for years and we're--

COMMISSIONER TROTTEMBERG: [interposing]

Well, well thanks--thanks to the Staten Island
Delegation for being such a strong advocate on that--

MINORITY LEADER MATTEO: [interposing]

Oh, our pleasure--

COMMISSIONER TROTTEMBERG: --on--on

behalf of those extra miles.

MINORITY LEADER MATTEO: It's making a
difference in all three districts and Debbie, myself,
Joe and--and the borough president appreciate the
partnership. What I--What I do want to talk about
real quickly and we haven't before and I'm--and I'm
not so sure you haven't answered. But we're milling
and resurfacing, and probably an unintended
consequence out of this is ponding. It's--it's
become ponding. There are some pitches. I get it
and--and I know the difficulties and I know we're
going to need engineers, but I'm asking if we can

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discuss this going further if there are ways that we
can look at this because I get it. The pitches
changes sometimes, you know, and it goes and then DEP
has to be called if they have the adequate
infrastructure. But in cases where they do, and now
the water is just sitting there because of the--of
the pitch, I think this something that collectively
[bell] DOT our--our offices, DEP maybe could sit
together and figure out a way to--while we're
planning the milling and the resurfacing, you know,
making sure that that pitch isn't just keeping that
ponding where it certainly didn't before. And while
we correct one issue we have an unintended
consequence.

COMMISSIONER TROTTEMBERG: Right, and
absolutely and look if--if there wasn't ponding
before and because of our resurfacing there is
ponding we need to go back and do what we can to fix
it for sure. You know, I've learned ponding can be
for a few reasons. Sometimes it can be right there
as a pitch issue. Sometimes it can be either DEP
infrastructure is lacking or is--is clogged, but
certainly where we're seeing a ponding condition
where there wasn't one before, we want to come and

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see what we can do to fix it. I'm happy to sit down
with you all and take a look at those.

MINORITY LEADER MATTEO: Thank you.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Minority Leader. We will now hear from Council
Member Lander followed by Council Member Mill--Miller
followed by Council Member Van Bramer.

COUNCIL MEMBER LANDER: Thank you, Madam
Chair. Thank you, Commissioner. I'll start also by
thanking you for the good work that your team had
done on many, many pedestrian and street safety
issues with us tomorrow. Actually, we're cutting the
ribbon on the final one of the improvements around
Kayton Avenue, the things that you and I agree to
after the--with the community after the death of Main
(sic) wouldn't--a little over a year ago, and we've
seen a lot of improvements there. So thank you, and
I just--this is for offline as well, but I wonder at
some point and so these intersections. You know, I
think we've all seen these particular kind of
intersections that don't meet the federal warrants
volumes, but where some kind of objective data would
be able to identify the dangers created by that
intermittent left turn. Anyway, we--we don't need to

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do that now, but I wonder if there's not a way to
develop something that could be a little more
objective.

COMMISSIONER TROTTEMBERG: Right, I--I
think I want to just do one bit of contextualizing.
We--we now in New York are I think the most
signalized city in the world. We're--we're pushing
13,000 signalized intersections. We've--we've done a
little homework on this. In most other cities, it is
not so easy for, you know, an average citizens or
even an elected officials to just request and have a
study and get a signal. So, look, I do--and I--and I
just acknowledged to Council Member Matteo, I--I
think we're open to thinking more deeply about it,
but I--I have to be a good steward here of the
process and city resources that we're never going to
be able to probably do them everywhere where
everybody wants them. And honestly the engineering
would--would tell us not to, and then once we put
them up, we have to continue to maintain them.

COUNCIL MEMBER LANDER: Yeah.

COMMISSIONER TROTTEMBERG: But, you know,
again I think we're, you know, in part of the--the

Mayor's discussion with me we are happy to sit down
and talk further on this.

COUNCIL MEMBER LANDER: Thank you. So I--
-and look, I mean I'm proud to represent a district
that cares passionately about pedestrian safety and,
you know, relatively as you and I have talked about
in the city, it's on the safer side, and yet every
family doesn't really care about that. They care
about it being safe for their kids, and that's what
my constituents-- Anyway, thank you for your
partnership with us and--and with the Council. I
want to follow up on the Chair's questions about Citi
Bike Phase 3 Expansion. I guess my first question is
about timeline. You know, we have phase 2 getting
built out over this year and next year, but it's my
assumption that in order for phase 3 to be coming
online in 2018, it's time--you know, it's--we--we--we
started Phase 1 and 2 it feels to me like earlier
than we are. So just what's the timeline for when we
really have to have some draft phase 3 plans where
we'll then have to figure out what resources are
needed private and potentially public to make it
happen.

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COMMISSIONER TROTTEBERG: Right, this is
a timely discussion because I think what Motivate
would is, you know, they're--they're--they're kind of
book solid for installations in 2016 and well into
2017. They may have a bit of capacity to do some
installations in 2017, but I want to be careful not
to over-promise for them. But I think for them in
order--they have a fair amount of lead time for
ordering equipment generally in the area of nine
months. So I think in talking to them, I think we
want to have some plans by the end of this calendar
year. And so in terms of budget cycle, this is
definitely a timely moment to engage in this
discussion. But, you know, again I do--I do want to
reiterate and Motivate needs to be a part of this.
They're moving at a good clip but I don't want to
over-promise how quickly they can ratchet up, but
they have said--

COUNCIL MEMBER LANDER: [interposing]
Absolutely.

COMMISSIONER TROTTEBERG: --even, you
know, to start their FY18 planning, they'd like to
have a sense of what would be next by the end of this
year.

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COUNCIL MEMBER LANDER: Okay, but that's
helpful. I just want to underline that. I mean it's
time to start doing that planning now. We're not at
the game. We're at the point when we need to be
doing planning--

COMMISSIONER TROTTEBERG: [interposing]
Correct.

COUNCIL MEMBER LANDER: --if we want to
keep the rollout to be continuous from a phase 3 to
follow phase 2. And I mean just my assumptions here
are that we share the goals of like equitable and
expedient build-out. Motivate has investors, and so
they have an inclination or a, you know, a motivation
to go to the places that are hiring from a higher
ridership already, and in some cases that will
comport with our goals of equitable and expeditious
build-out, and in some cases it won't. I think
that's where we feel like it's not, but we want
public resources, is that we want an equitable and
expeditious build-out, and if public resources are
necessary to achieve that, then we need to put them
in. But it sounds like the time to figure that out
is--is here.

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COMMISSIONER TROTTEBERG: I think that's
right, and look I--I think you--what--what you--you
just put it very well. I think from Motivate's point
of view, understand, and look, they've been a great
partner and, you know, all of you have gotten to know
Jay Waller. I've known him for many years. He ran
the MTA. We're lucky to have him and--and, you know,
his leadership I think has been instrumental in
really turning the system around. But, yes, they--
they are a private company, and they are going to
look out to build out and operate a system, which I
think is--is--is profitable. We--we have other
goals, and yeah, the--the time is now I think to--to
have that discussion.

COUNCIL MEMBER LANDER: Okay, I'll save--
I have some other questions, but I'll save them for
round two, and I'll save my local question for
Thursday night when you guys come out to Community
Board 6, and stick to [bell] city--citywide budget
questions for now.

CHAIRPERSON FERRERAS-COPELAND: Council
Member Miller followed by Majority Leader Van Bramer
followed by Council Member Treyger.

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COUNCIL MEMBER MILLER: Thank you, Madam
Chair and Chair Rodriguez. Good morning
Commissioner. Thank you so much for coming out once
again. I have a couple of--I'm trying to understand
the budget and--and--and really trying to get to the
meat and the equity of it. Is there--is there a--a
borough-by-borough breakdown of--of--of the spending
in this budget here?

COMMISSIONER TROTTEBERG: I don't know
that there's a borough-by-borough breakdown, but I'm--
we could certainly get you a borough-by-borough
breakdown.

COUNCIL MEMBER MILLER: [interposing]
Could we get that. Could we also get kind of into
the meat and look at community board and zip codes?

COMMISSIONER TROTTEBERG: And--and--and
I--

COUNCIL MEMBER MILLER: [interposing] So,
yeah because--and we've been kind of doing this for a
while and--and more and more of this is becoming less
representative of outer boroughs of communities, and
I'm not seeing a lot that represents Queens and
Southeast Queens in particular in the special
projects. And I want to just say we have this

1 conversation all the time about extreme
2 transportation deserts, and there are very few
3 communities in the city of New York that are extreme
4 transportation deserts such as Southeast Queens. But
5 yet the budget is never reflective of the needs of
6 those communities. And so when we start talking
7 about the amount of dollars that we spend on ferries,
8 and the amount of the--the-- There are close to one
9 million people who are using public transportation in
10 Queens, in Southern Queens daily. I don't think that
11 this budget is reflective of that, and I really need
12 to see where, in fact, we are benefitting from this
13 whether it's SBS, and you know, we've debated the
14 merits of that because as in Woodhaven Boulevard, it
15 is no longer the project that we set out for it to
16 be. And I think that that was one of the places, few
17 places that I was in agreement that it allowed, or
18 the land mass that allowed for the infrastructure for
19 it to be a successful SBS program, as opposed to my
20 position on the Jamaica to Flushing. I'd like to see
21 the data on that considering that the resources once
22 again are being taken out of the district, whether or
23 not that is the best use of our resources. We won't
24 talk about our transportation alternatives, which are
25

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commuter vans, which I find not to be a viable
alternative. We have obviously a commuter van
package that we're hoping that reformed package that
we would--that you would support, and so that we
would have the things that we need to just get around
in Southeast Queens. Can we talk about the
pedestrian plaza for--for Jamaica and what--what are
the plans on that? Do you know?

COMMISSIONER TROTTEBERG: All right,
wait a minute I think--maybe I'm going to have Jeff
pulls that up because I actually would like to just
take--while he's looking for that--take a second to
actually address your bigger point.

COUNCIL MEMBER MILLER: [interposing] Uh-
huh.

COMMISSIONER TROTTEBERG: And one thing
I want to emphasize and I want--I want our Budget
Director to pull up. And we are doing in partnership
with DEP, of course, major reconstruction work in
Southeast Queens as they build out, you know, much
better water and sewer infrastructure there, and
along with that will come a lot of roadway
reconstruction work. On the transportation funding,
you and I have talked a lot about this, and--and one

1 thing I think we've mentioned, we have really started
2 I think a pretty aggressive push now with the MTA on
3 the issue of City Ticket, and how--not only how we
4 can see that, you know, some of our residents who are
5 in transit--in transit deserts, but might be close to
6 commuter rails particularly the Long Island Railroad
7 can ride that at a more affordable price, but what we
8 can also do in terms of enhancements because I think
9 actually city residents are disadvantaged in two
10 ways: The prices are too high and then a lot of
11 times the services run in such a way to benefit
12 speeding up the--the commuter trip to the suburbs and
13 not enough focus on local service. So we've really
14 started to engage with the MTA on that, and I
15 actually want to come back and brief you all on our
16 progress. That is going to be something that we're
17 going to have a real focus on as the MTA goes into
18 its next round of basically fare and toll
19 deliberations. We know it's a high priority.

21 COUNCIL MEMBER MILLER: So I--I--I do
22 appreciate your support on that, and we'll certainly
23 get into that with the MTA in--in--in the next--in
24 the next hearing, but again, and--and we do
25 appreciate the fact of the--of the restructuring of

1 the roads. Obviously that's probably a half century
2 overdue, but we're glad that it's occurring now, and
3 we want to address that, but in terms of the best use
4 of our resources, we want to make sure that we're
5 doing that properly. On--let me ask you, also on the
6 BQX, was there other alternatives reviewed in--in
7 serving those communities such as SBS or light rail,
8 and if so, what did the study indicate?

10 COMMISSIONER TROTTEBERG: You know, the
11 original--the original study you may remember was
12 done by what was the group called the Friends of the
13 BQX, which, you know, admittedly they were
14 particularly focused on looking at doing a, you know,
15 a modern streetcar project. We did a Phase One
16 Analysis that--that, you know, the City--the City
17 released, which showed that for the combination of
18 transportation benefits and frankly [bell] value
19 capture and real estate benefits, the streetcar was
20 the best alternative, but we are now in a Phase 2
21 Study where we've--we're--we're using Parsons
22 Brinckerhoff, and we're going to dig in much deeper.
23 We'll be looking at all the alternatives. We are
24 going to do a very thorough analysis here and look at
25

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cost benefit, look at all those questions I think in
much greater detail.

COUNCIL MEMBER MILLER: I guess--

COMMISSIONER TROTTEBERG: [interposing]
Yes.

COUNCIL MEMBER MILLER: --what--what is
your investment or just looking that you--you're
hiring a--a project manager kind of indicate that
you're moving forward?

COMMISSIONER TROTTEBERG: Well, I mean
I--I--I--I think it's certainly our intention to move
forward with the project, but I also think now, you
know, to get to your point about taking a look at
alternatives and asking those deeper questions, that
is a necessary step whether we're moving forward or
not, but I--look, it is certainly a project that
we're excited about that we want to move forward on.

COUNCIL MEMBER MILLER: [off mic] Thank
you.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Council Member. Majority Leader Van Bramer
followed by Council Member Treyger, followed by
Council Member Chin.

MAJORITY LEADER VAN BRAMER: Thank you very much to both of the Chairs. I want to start by saying that we--we're proud in Community Board in Sunnyside/Woodside to launch the Queens Boulevard Redesign project, and I'm very supportive of the efforts of Chair Ferreras-Copeland and Council Member Dromm and Council Member Koslowitz to extend it out east. I think it is saving lives already. So, I want to start off by thanking you for that. I want to go back, though, to some of the questions that Minority Leader Matteo had about stop signs and--and--and speed--traffic calming measures particularly around school because certainly there's the Federal Guidelines and the studies that are conducted. There is as you said the Commissioner rarely used, and I understand your rationale prerogative to--to overrule those sorts of things, but when it comes to schools, blocks, streets where there are schools, it would seem to me an absolute imperative and--and--and while we are so all-in on the Vision Zero movement, as you know, and have done so much incredible work with you, and--and I really think you're an amazing Commissioner, it is a consistent and persistent source of frustration. And I--I have three very

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specific schools where we are pressing for stop signs
and traffic calming measures before tragedy occurs.

But this is a citywide issue, and I'm sure other
council members have--have similar stories like that.

COMMISSIONER TROTTEBERG: Yeah, they do.

MAJORITY LEADER VAN BRAMER: Why can't we
get there and break this log jam? If it's not
budgetary and--and the studies have already been
conducted and we--it's--it's on a block where
there's a school whether it's P.S.I. or 78 on Fifth
Street in Long Island City or P.S. 343 on 47th Avenue
in Sunnyside, we have got to get these stop signs in
before any child is hurt. And I know that you and
your team believe that just as much as I do. So how
do we get there and get those students?

COMMISSIONER TROTTEBERG: Well--well let
me just say, look, of course, we--we--you know, we
have a whole School Safety Team that works very, very
hard to think about everything we can do to make the
roadway conditions around schools safer. And look, I
think--I hope you would acknowledge that in cases
where maybe we're not doing the stop sign or the
signal we've created school slow zones. We've put in
speed humps. We've done everything we can do. You

1 know, we've worked with the PD to deploy crossing
2 guards. It is--it is not that we are cavalier in
3 looking at the issue of school safety. We care
4 deeply about it, and luckily--luckily again, the
5 State has authorized to deploy speed cameras, and the
6 one place we can deploy them is around schools, and
7 I'm proud of the work we've done there. I think
8 we've done a tremendous job in slowing down dangerous
9 driving around our schools. And again, I, you know,
10 and I think you--you heard my answers, which is, you
11 know, all lives are precious. Children's lives are
12 usually more precious but, you know, there is sort I
13 guess a method to the madness, which is the test to
14 enable us, you know, and again it's--it's driven by
15 engineering expertise. If you put devices in places
16 where you don't have the appropriate volumes, you
17 sometimes get worse behavior. You get more non-
18 compliant behavior. With that said, I think as
19 you've heard me say today I think this is an issue I
20 know, we're probably going to need to revisit
21 collectively. I just--I'm very sensitive to sort of
22 coming up with a very subjective standard here, you
23 know, based on who is kind screaming the loudest. I-
24 -I want to make sure that it's really grounded in
25

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good engineering. That's--that's--that's all and
look I know it can--it can sort of definitely--it--it
can put us in a tough place in terms frustration. We
hear from Council members and community boards, but
in the end we have to do the smart engineering even
if it's not always necessarily going to be popular.

MAJORITY LEADER VAN BRAMER: I--I--

COMMISSIONER TROTTEBERG: [interposing]
That's--that's definitely the challenge we have.

MAJORITY LEADER VAN BRAMER: I hear you,
and--and--and, you know, I'm a big supporter of speed
cameras and--and we have a resolution for speed
cameras to be at every single school in the city of
New York, not just 140, and I hear what you're saying
about screaming the loudest, but the last thing we
want is the scream of a parent who's lost their
child.

COMMISSIONER TROTTEBERG: Of course, of
course.

MAJORITY LEADER VAN BRAMER: And I know
you believe that just as much as I do, and--and we
know--we know that there are still school where there
are additional safety measures that could be
installed and should be installed. And while, in

1 some of the cases that I've just outlined including
2 361 in Woodside, some things have been done, but--and
3 others--others have not. So I'm happy to talk
4 offline about how we can get some movement there. I
5 only have a minute and 40, but so I want to talk a
6 little bit about Dutch Kills, and I encourage you
7 once again to take a look at 39th Avenue and 29th
8 Street. We desperately need stop signs and speed
9 bumps there as well. And--and then I just wanted to
10 go back to Queens Boulevard. I finished where I
11 started in terms of Phase 1, which as you know, I'm--
12 as you're a supporter of and have been, and I think
13 it's been successful, but there is a--a more robust
14 capital phase to that. How are we doing on that?
15 What's the timeline, and what have we learned in this
16 interim period where we did some of the work, and--
17 and I had an opportunity to take a look at what's
18 working, what could be adjusted to improve the flow
19 of traffic and safety before we get into this heavy
20 capital phase. And obviously there are lessons
21 learned there that can help my colleagues--

22 COMMISSIONER TROTTEBERG: [interposing]

23 It's for Phase 2, yeah. I'm going to have Joe give
24 us a time table on the--the capital projects, and I--
25

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1 I think I want to say I think we're still, and you
2 know this. I've been out to visit you on a very cold
3 day, and--and meet with some of your constituents
4 along the route. I think that we're still absorbing
5 some of the lessons. I think overall we've found
6 that it's working well. Look, we had heard some of
7 the concerns from your constituents. We're still
8 working through I think some of the fine tuning in
9 some places in terms of signalization and traffic
10 movements, but--but let me have--and I think we
11 probably towards the end of the summer want to--want
12 to give a fuller report. But maybe Joe can give a--a
13 sense of the time table.
14

15 DEPUTY COMMISSIONER JARRIN: We have a--a
16 very timely update. The BDC has been in procurement
17 for design contract for Queens Boulevard and--and
18 that is going to be registered. It's still in this
19 fiscal year. So we have another month or so. It's
20 already going to make its way [bell] to the
21 Controller's Office in a few weeks. So once that is
22 registered, we'll be able to--DDC will be able to
23 start design this summer. It's on track for
24 construction and registration in Fiscal 18, which
25 was--we're doing this now. So design hopefully

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we'll--we'll make sure it stays on schedule to be
able to start construction in two years.

MAJORITY LEADER VAN BRAMER: A shovel in
the ground when?

DEPUTY COMMISSIONER JARRIN: It would be
the summer of 2018.

CHAIRPERSON FERRERAS-COPELAND: Thank
you.

MAJORITY LEADER VAN BRAMER: Thank you
very much.

CHAIRPERSON FERRERAS-COPELAND: Thank--
thank you Majority Leader. Council Member Treyger
followed by Council Member Chin, followed by Council
Member Levin.

LEGAL COUNSEL: Is Treyger here?

CHAIRPERSON FERRERAS-COPELAND: No,
Council Member Chin.

COUNCIL MEMBER CHIN: Thank you, Madam
Chair. Good afternoon, Commissioner.

COMMISSIONER TROTTEBERG: Good
afternoon.

COUNCIL MEMBER CHIN: It's great to see
you. It's always a pleasure and I'm happy to report
that--the safety project on Division Street was

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completed. The--the corner is wider and it
accommodates more pedestrian crossing the street, and
I'm happy to see Canal Street starting when I was in
Manhattan the other day.

COMMISSIONER TROTTEBERG: I know. I
saw--I was there this week and Senator Squadron has
been in some of the millings and in some of the
paving being done. I know. It looks great.

COUNCIL MEMBER CHIN: I know and now we
have to contend with the dust, but we're willing to
because we know that it--it will be much better later
on. And I you know that our issue in terms of
construction coordination down here in Lower
Manhattan. Very disappointed that the Lower
Manhattan Borough Commissioner's Office is no longer
there, but we're hopeful that in this new need that
you have in your budget that you are adding funding
to the Office of Construction Mitigation and
Coordination. So may you can address that. I hope
that would include more coordination for Lower
Manhattan because especially in this area I mean I
think we have the most construction projects going on
than the rest of the city. So are--is that some of

that additional personnel that's going to be hired,
about six new personnel?

COMMISSIONER TROTTEBERG: Yeah, I mean,
you are--you are clearly right that Lower Manhattan
is one of our areas of focus, and--and, look, I know,
I've talked to you and your colleagues, and I know
there was concern about--about closing that office.
And you know it's an office in which this--because it
is an office that it opened after 9/11 that the State
had been funding. In the past couple of years the
State had--withdrew its funding, and I feel strongly
in addition to the funding issues that it was time to
reintegrate it back into the full Manhattan Borough
Commissioner's Office, and I know you know, Margaret
Forgione does a wonderful job. But we are very
mindful that we need to continue to spay--to pay
special attention to all the construction
coordination down there. That's not only a DOT role,
though. I mean DDC and the Department of Buildings
also have to be key partners in this, and I guess one
small silver lining that came out of the terrible,
you know, Worth Street crane collapse this summer is--
-I think it did bring the three agencies together.
You know, again with--with the concern from elected

officials and the community board that we really do
need to coordinate and focus. And it--it's certainly
now on City Hall's radar screen, but certainly some
of the new, you know, inspection positions,
permitting positions that we're asking for will be
targeted to help with overseeing all the construction
down there.

COUNCIL MEMBER CHIN: I think that that--
that's what's needed, and I think that it's important
to really kind of communicate back to the community
board and to the residents. And part of what I
wanted to ask you about is that in terms of the
mitigation and--and the coordination, it's not just
about--I mean businesses that--that--that are
impacted down there, the pedestrians, the traffic,
but especially down in Lower Manhattan. I mean the
population has more than doubled, and so in terms of
residents and in terms of all these after hour
variance, and that's the most complaints that we have
gotten. And, you know, your office, your department
has been very receptive, but I think that's where the
coordination needs to come in to really take a look
at all the aspects, and then in terms of the--the
after office hour coordination. The other issue is

1 that I wanted to raise is that for many years
2 Community Board 1 and myself, we've been asking DOT
3 to do a comprehensive mobility and pedestrian study
4 because down in Lower Manhattan the unique in this
5 thing also is that we have so many narrow streets,
6 and we have so many constructions going on. And
7 also, a lot of streets are now blocked off because of
8 security reasons, and I think it's time to really and
9 residents--you know, the residential population is
10 booming. We got kids in strollers, and we have dogs
11 and we have everything you can find there. I think
12 it's time that--I hope that in this year's fiscal
13 budget that you can find the resource to start doing
14 that study to really help to see how we can navigate
15 this area of Lower Manhattan with all these, you
16 know, challenges that we have.

18 COMMISSIONER TROTTEBERG: It--it is an
19 area that is now I think exciting in terms of what's
20 happening, but definitely challenging. And look, the
21 construction activity is challenging. You don't want
22 to do it after hours, but during the day if you would
23 to it, the streets are even more clogged. So I--I
24 agree I think--I'd be happy to sit down with your
25 office and talk about how we can do some deeper

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analysis of what's going on there, and talk about
some other stuff--

COUNCIL MEMBER CHIN: [interposing] Yeah,
I think that--

COMMISSIONER TROTTEBERG: --because I
think that's a great idea.

COUNCIL MEMBER CHIN: Yeah, I think this
study has been requested, the comprehensive mobility
and--and pedestrian study, has been requested by
Community Board 1--

COMMISSIONER TROTTEBERG: [interposing]
Okay.

COUNCIL MEMBER CHIN: --for many years.
So we hope to see that going to really help us
resolve some of the issues down there.

COMMISSIONER TROTTEBERG: Okay, let us--
let us talk to you all about this afterwards.

COUNCIL MEMBER CHIN: Okay, and in my last
10 seconds is that I know that in this budget there
are 50 red light cameras that's going to be added. I
want to know if some of them will be added along
Canal Street because especially truck wells like
Canal Street and Queens Boulevard [bell] are very

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dangerous. So are there some of that red light
cameras, would that be added there?

COMMISSIONER TROTTEBERG: I'm happy--
happy to take incoming requests on where we should
install them. It--it has been our custom not to say
exactly where they are in hopes that they will have a
good citywide deterrent.

COUNCIL MEMBER CHIN: Oh.

COMMISSIONER TROTTEBERG: In fact, I'm
happy to talk to you about some of those locations.

COUNCIL MEMBER CHIN: All right, thank
you.

CHAIRPERSON RODRIGUEZ: Thank you.
Council Member Levin.

COUNCIL MEMBER LEVIN: Thank you very
much, Mr. Chair. Commissioner, hi. So my question
is not really a budget related issue, but yesterday I
did Bike to Work Day. So I--I did a Citi Bike from
Greenpoint over the Williamsburg Bridge, the City
Hall, then over the Brooklyn Bridge to a meeting in
Downtown. Then over to the Navy Yard. Then back
over the Manhattan Bridge and then up--back over the
Williamsburg Bridge. And so we covered a lot of
ground in downtown, and one thing I noticed that

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constituents have been bringing to my attention for a
long time is cars parked in the bike lanes because
the--the bike lane network is--is fabulous. It's a,
you know, it's a--it's a very safe ride because of--
of network of bike lanes. Cars parked in the bike
lanes make it very dangerous because then you're
riding back into traffic. One area that I've got a
lot of complaints about that I didn't actually ride
on yesterday was Schermerhorn Street and it's--it's
transit police vehicles that are often in the bike
lane there on--on the north side of Schermerhorn
Street. So that's something that we should be
looking at.

COMMISSIONER TROTTEBERG: Well, I'm--I'm
happy to say you may have seen this, but actually the
NYPD announced this very week I think in honor of--of
Bike to Work Week that they are doing a real
crackdown on double parking and people being the bike
lanes when they shouldn't be. There is no question
that sometimes it's random citizens, sometimes it--it
could be city agencies, MTA, law enforcement, you
name it and, you know, definitely in '20 (sic) you
know, we're--we're--you know this, we're actually
going to be doing a great new protected bike lane on

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Jay Street. That was one of the challenges we faced
there with the courts and the other institutional
uses tended to have placard issue. So, listen, it's
an ongoing challenge, but I'm happy to say the NYPD--

COUNCIL MEMBER LEVIN: [interposing] Yes.

COMMISSIONER TROTTEBERG: --I think has
announced a very big new initiative this week to
really crack down on that, and get the word out.
You'll get ticketed if you are parking your car in
the bike lane.

COUNCIL MEMBER LEVIN: I'll--I'll pass it
along to Chief Chan as well, but it's a--

COMMISSIONER TROTTEBERG: [interposing]
Yes.

COUNCIL MEMBER LEVIN:--serious because
it's specifically transit. It's for the transit.

COMMISSIONER TROTTEBERG: [interposing]
Yeah, and well you should mention--I mean
Schermhorn Street is a particular problem. I mean
sure he can--

COUNCIL MEMBER LEVIN:[interposing] Yeah.

COMMISSIONER TROTTEBERG: --take a look
at it.

COUNCIL MEMBER LEVIN: But I definitely noticed those vehicles. Another issue that--this is more bus related that I've gotten complaints about is the new LED lights and that there's some of the effects of the--how bright it is, how it's affecting people's vision. I think something around the--maybe the strobing effects, but I've gotten complaints about it, and they've brought up mitigations that jurisdictions, other jurisdictions have used. I think Oakland was brought up as they've kind of done some additional engineering whether it's frosted light covers, or hoods that block it from going horizontally or, you know, laterally into--into people's apartments. Are--are we looking at or have you heard--I'm--I'm assuming you've gotten those complaints as well.

COMMISSIONER TROTTEBERG: We have. Yes, your--your colleagues from--from Windsor Terrace they've--it--it--it's interesting. I will say this, look a couple of pluses of the LED lights, tremendous savings.

COUNCIL MEMBER LEVIN: Yes.

COMMISSIONER TROTTEBERG: Tremendous environmental benefit. The light is definitely of a

different quality. What we have found and we've
installed now--I think we're up to 29,000
replacements. On major streets, wide streets people
have loved them. I mean in terms of driver
visibility, in terms of public safety, you get a much
brighter, better light that uses less energy and
costs less to maintain. What we have found, and I'd
be interested to know the streets. You've heard the
complaints of on--on very narrow residential streets,
as--as you might see in--in some of your areas of
Brooklyn, we've definitely gotten complaints that the
lights are going into people's windows. We have as a
result where we get a complaint, and we've done some
of this just borough wide when we've come to very
small streets. We can dim the wattage. We can
redirect the light so that it points more down
instead of into people's windows. We have gotten
complaints, but we really actually have not gotten
that--the people who have complained have been very
unhappy. We haven't actually gotten that many
complaints, but if you have particular locations we
will come out and see what we can do. You know, this
is--it's definitely a transition that takes a little

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getting used to, but the--the savings and energy
efficiency--

COUNCIL MEMBER LEVIN: [interposing] Of
course.

COMMISSIONER TROTTEBERG: --and actually
the overall better brightness it's--

COUNCIL MEMBER LEVIN: [interposing]
Yeah.

COMMISSIONER TROTTEBERG: --it's really
I think overall been successful.

COUNCIL MEMBER LEVIN: Perhaps maybe
that--I mean I don't know if you're looking at the--
the--the frosting, the--you know, the--the covers to--
to diffuse the light a little bit more, but--

COMMISSIONER TROTTEBERG: [interposing]
You know, I hadn't hear about Oakland doing that.
We'll take a look. I don't know how nimbly we can--

COUNCIL MEMBER LEVIN: Got it.

COMMISSIONER TROTTEBERG: --take our
tens of thousands of light fixtures and change them,
but I'm happy to take a look.

COUNCIL MEMBER LEVIN: And--

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COMMISSIONER TROTTEBERG: [interposing]
Maybe in some of the very narrow streets that's
really bothering people we can look at that.

COUNCIL MEMBER LEVIN: And then my--my
last question has to do with the BQ Cantilever
project, and I just want to make it clear in the--in
the public record here. So the DOT the City DOT has
allocated over a number of years or is looking to
allocate a significant amount of capital [bell]
funds.

COMMISSIONER TROTTEBERG: \$1.7 billion.

COUNCIL MEMBER LEVIN: \$1.7 million. On
projects of this kind where--and this is a
complicated road because it's a--there State DOT.
It's an interstate highway, City DOT. The State has
traditionally brought to a project of that type what
percentage of the capital budget?

COMMISSIONER TROTTEBERG: Thirty-eight
percent.

COUNCIL MEMBER LEVIN: Thirty-eight
percent. So, 38% of \$1.7--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] Council Member, can you just wrap up
because we have a long queue--

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COUNCIL MEMBER LEVIN: [interposing]
Okay.

CHAIRPERSON FERRERAS-COPELAND: --with
two agencies waiting.

COUNCIL MEMBER LEVIN: Thirty--okay thank
you--38% of \$1.7 billion is--it's--?

COMMISSIONER TROTTEBERG: I' turn to my
Budget Director. He's the one--he said \$600 and
something million.

COUNCIL MEMBER LEVIN: \$670 million.

COMMISSIONER TROTTEBERG: [interposing]
You should probably write them out.

COUNCIL MEMBER LEVIN: The State really
should be contributing to this project. How much has
the State committed to for this project so far?

COMMISSIONER TROTTEBERG: Zero.

COUNCIL MEMBER LEVIN: Zero. Okay. The
State has committed zero to this project where they
should be contributing over \$600 million. The City
cannot do this project on its own. If we don't get
help on this, this road that--could be in serious
jeopardy and we can have major unplanned closures.
And I applaud the--the--the City Department of
Transportation for acting on this project, but this

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is a matter of--of--of major public safety. We need
our state partners drastically and dramatically.
Thank you.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Council Member. We will hear from Council
Member Crowley followed by Council Member Johnson,
followed by Council Member Greenfield, and we've been
joined by Council Member Crowley, Gibson and
Greenfield.

COUNCIL MEMBER CROWLEY: Thank you to our
chairs. Good afternoon Commissioner. I first want
to thank you on the Vision Zero plan. You know, far
too many people--one person getting injured or killed
is far too many, and you've clearly been able to do
good work with Vision Zero making communities safer,
and your Queens Office is working with us to make my
district safer. So I appreciate that. I wanted to
talk to you about transportation deserts. You know,
my area, and we spoke before about this, but I
recently learned that the average commute time in my
district is over 40 minutes, and that's just one way.
And more than 40% of those people are just getting to
another part of Queens, and even if they're taking
public transportation and it's taking this long. If

1 they're coming downtown to Manhattan, it's taking
2 well over an hour. It seems that the roads are more
3 and more congested even if they're taking a bus or an
4 express bus. Have you been tracking the--the amount
5 of cars? I don't know if it's a cheaper price in
6 case or just that there are more and more people
7 moving into Queens, but it seems like it's a traffic
8 nightmare every time I leave my house.

10 COMMISSIONER TROTTERBERG: It--it's
11 actually--it's actually interesting. We have taxi
12 GPS data that--that bears out something that we've
13 all seen that vehicles--these are slowing somewhat in
14 the city, certainly indicating congestion. We
15 particularly know, for example, when you look at auto
16 registrations for the City. And look that's an
17 imperfect number because it may not take into account
18 people who have vehicles in the city, but they're not
19 registered in the city. It's been fairly stable, and
20 one thing we just track sort of an interesting
21 bellwether traffic volumes on all the crossings into
22 Manhattan, and those have actually been stable or
23 gone down a little bit. So, what we're seeing I
24 think is a lot of traveling within boroughs. And--
25 and look, some of that--some of that is actually good

1 news. The city's population, as you know, has hit 8-
2 1/2 billion. We have I think it's 4.2 million jobs
3 now in the city. We have growth. We have economic
4 opportunity. You know, for better or for worse
5 traffic is one of the conditions you get from what I
6 think are some good news in terms of our population
7 and economy. But we certainly know that, you know,
8 we need to do more to see what we can do to help
9 tackle those traffic conditions. And--and as you
10 pointed out, mass transit is obviously in a city like
11 this one going to be one of the major solutions.
12 And, you know, you and I have been talking. I'll--I
13 can fill you in afterwards on some of my discussions
14 with MTA on projects that might be helpful in your
15 district. Ultimately, we need to make some major,
16 you know, we can do what we can to mitigate traffic
17 on the streets but, you know, part of that is giving
18 people, you know, constituents like yours who live in
19 places where they have long commutes better
20 alternatives.
21

22 COUNCIL MEMBER CROWLEY: [off mic] Great,
23 I--I just--[on mic] I just want to give myself, my
24 constituents the opportunity to spend more quality
25 time at work or with the family, and less time having

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to concentrate behind the wheel of a car. I really
want to take more drivers off the roads, and I think
that my constituents feel like they have no choice,
and I really want to give them more options in terms
of transit, and I do appreciate your willingness to
work with me on this, and so I look forward to us
talking more about it. Thank you.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Council Member. We'll hear from Council Member
Johnson followed by Council Member Greenfield
followed by Council Member Rose, and we've been
joined by Costa Constantinides.

COUNCIL MEMBER JOHNSON: Good to see you,
Commissioner. I want to say that it was a pleasure
to work you and Jeff Lynch and your entire team on
the Times Square issues that we dealt with over the
last year, and I think we're going to see some good
progress based on those changes. And I look forward
to it being implemented. So I wanted to thank you
for that, and I also want to say you seem to be
getting a lot of good people from the New York City
Council. Jeff Lynch and Ben Smith--

COMMISSIONER TROTTEBERG: What's wrong
with that?

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COUNCIL MEMBER JOHNSON: Yes, and Ben
Smith and Ali from Daneek's office and Rami Meadow
(sic) from Steve Levin's office.

COMMISSIONER TROTTEBERG: It is--it is
better to serve--

COUNCIL MEMBER JOHNSON: Stop poaching
the Council.

COMMISSIONER TROTTEBERG: [laughs]

COUNCIL MEMBER JOHNSON: So I wanted to--
to ask about a few things. One, I know, of course,
you're on the MTA Board, and I'm going to ask the MTA
a series of questions when they testify related to
the L-Train, Canarsie Tunnel closure. One of my
colleagues who I work very closely in the State
Senate, State Senator Hoylman, mentioned at the
Manhattan public meeting last week the idea of
potentially closing 14th Street to vehicular traffic
when the tunnel closes to free up better travel time
for cross-town buses to get across town. Is that in
anyway a possibility? Are you going to study that
and look at that? It sounds like a good thing to
look at, and I'm glad that he suggested it.

COMMISSIONER TROTTEBERG: No, we're ab--
look, everything is going to be on the table.

Obviously, you all know, the Council knows we face a huge challenge with this project. And look, we agree with the MTA. We think this work needs to be done, and we have been communication with them, and we want to work closely with them to figure out every possible thing we can do to mitigate the impact on the traveling public, and also obviously we're worried about merchants and--and everyone who is going to be affected by this. And I--I would say we--we want to put everything on the table. We need to know a little more from the MTA about exactly which course they're going to choose and what kind of resources they can bring to the table on mitigations. But clearly, bus service is going to be a key component of moving, you know, if--if they go with the full--even if they don't go with the full closure on the Manhattan side and the Brooklyn side. Certainly our minds are open to bus only lanes and, you know, we'll--we'll certainly work through the analysis on that. We're going to be looking at what we can do in terms of ferry service, what we can do on more--more ability to cycle. I mean we will--I think we will look at every option pretty seriously. We know this is going to be a huge challenge for the

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local populations on both sides of the East River,
and--and both agencies are going to work closely to
do what we can for--you know, to mitigate the pain.

COUNCIL MEMBER JOHNSON: And is DOT going
to do its own study or a study in conjunction with
the MTA before a decision is made? Is the agency
doing a particular study right now in advance of a
decision being made?

COMMISSIONER TROTTERBERG: Well, I think
we're starting to ask the questions. I don't think
we've--I think we need to know a little--again, a
little bit more from the MTA exactly what their plan
is going to be, what their operational vision is,
what kind of resources they can bring to bear. But,
you know, I think some of the work will-- You know,
potentially we'll take the lead, but obviously we
want to do it in close coordination with the MTA. If
we're going to run a lot more buses, I--I need to
make sure they have the buses and the drivers, and if
we're looking at a more dedicated bus lane, they'll
need to work with because obviously we would have a
lot of--of traffic and--and other impacts to work
through.

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COUNCIL MEMBER JOHNSON: Okay. Thank
you. I want to ask what is the DOT's role in towing
in the city? Is it always primarily an NYPD
function, or is DOT involved our tow operation in
anyway.

COMMISSIONER TROTTEBERG: You know, I
may--I may--look, I think it is primarily NYPD, but
we do--we do assist with towing. I actually think in
this budget we--we got some additional resources to
do a bit more towing. It is, as you know, one of
the--one the key components actually in keeping
traffic moving. One of the--you have sort of your
recurring things that happen in traffic slowdowns,
and then you have your non-recurring events, which
are often some kind of a crash, and getting those
vehicles out of the way is key.

COUNCIL MEMBER JOHNSON: I--I ask because
the--the West Side Tow Pound at Pier 76 behind the
Javits Center.

COMMISSIONER TROTTEBERG: [interposing]
Yes.

COUNCIL MEMBER JOHNSON: It's a long
stalled project to actually--for the City and State
to turn that over to the Hudson River Park Trust.

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Other cities have gotten tow pounds, and done more
with regards to booting vehicles instead of creating
traffic and tow trucks and all of those type of
things. Is the City look at that at all?

COMMISSIONER TROTTEBERG: That--that one
I'm really going to defer to PD--

COUNCIL MEMBER JOHNSON: [interposing]
Okay.

COMMISSIONER TROTTEBERG: --both on the
site and--and the merits of--of towing versus
booting.

COUNCIL MEMBER JOHNSON: Okay, and--and
lastly, I just want to mention that, you know, there--
there are some really bad blocks in my district that
are almost impossible drive down. The pavement is so
bad, and it's primarily cross-town side streets where
heavy duty trucks use them to get over to the West
Side Highway and, of course, it's always worse after
the winter is over with. I've been, of course,
letting Margaret Forgione, who is amazing and who is
a great person to work with, [bell] know about this,
and she said well, when the schedule comes we'll get
it done. But some of these are really, really bad,

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and I think probably deserve emergency resurfacing
repairs.

COMMISSIONER TROTTEMBERG: Well,
certainly get us those locations and take a look, and
as I was--I was saying before you came in I mean one
thing I'm grateful to the Council, and--and in my
Administration, DOT has been given of resurf--
resources to do resurfacing, and it has really
enabled us to tackle all kinds of challenging
streets. Sometimes the one issue can be if there is
a capital project coming, but let--let us get the
locations and--and take a look if you see there's
something really urgent.

COUNCIL MEMBER JOHNSON: Thank you,
Commissioner. I want to thank Jeff Lynch and--and
Margaret and your team for being super responsive
whenever something comes up.

CHAIRPERSON FERRERAS-COPELAND: Thanks--
Council Member Greenfield followed by Council Member
Rose followed by Council Member Constantinides.
[background comments] Okay. We need the Council
Member.

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COUNCIL MEMBER GREENFIELD: Thank you
very much, Commissioner, it's good to see you again.
How you doing?

COMMISSIONER TROTTEBERG: Good.

COUNCIL MEMBER GREENFIELD: Wonderful. I
want to touch base on a few issues. I'll make it
brief. I won't go into my long running grievance
with you on Ocean Parkway and the unsustainable 25
miles per hour, which is, in fact, mostly a ticket
trap that provides tens of millions of dollars in
revenues for the city. I will leave that on the side
for today because you and I have had exhaustive
conversations about that, and I certainly hope and
pray that one day you see the light, and understand
way it's wrong to punish hard working New Yorkers and
take away their money when they think that they are
following the law. So, instead I'm going to follow
up on a couple of specific issues that I have. The
first is related to sidewalk repairs. I know that
you guys do a fair share of sidewalk repairs. You
have a program along with the Parks Department. We
get a lot of complaints from constituents. I'm not
exaggerating when I say I get hundreds of calls
regarding sidewalk violations, but the constituents

are aware that it's not their fault. I had a constituent recently who had a fire hydrant removed because the sidewalk crumbled in front of her house. She received a violation for a broken sidewalk. I know the Commissioner the of DOT said they got a broken sidewalk about Brooklyn Union Gas came to tear up the sidewalk. I'm curious about--I'm curious about your role that, and in terms of also you Escalated Sidewalk Repair Program, specifically, and what we can do to support that, and whether we can give capital money, which is what I would like to do. So that when a constituent legitimately has a tree or the gas company or a fire hydrant gets pulled out, then maybe we--we can pay for it as a city instead of asking them to pay for something. That's my first question.

COMMISSIONER TROTTERBERG: Well, I--I think I can tackle that one, and look it's an area where we get a lot of complaints, and I would say--I'll freely admit that I think I have inherited a sidewalk program, which is quite complex and, you know, certainly I know can--can be aggravating for your average New Yorker. I guess I want to stipulate by saying if you are a property owner, you are

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responsible for your sidewalks. One may or not agree
with that, and that may be something we want to--

COUNCIL MEMBER GREENFIELD: [interposing]
I have no problem with that, but--

COMMISSIONER TROTTEBERG: [interposing]
But, but let the--

COUNCIL MEMBER GREENFIELD: --if the Fire
Department comes and rips out a hydrant and they
break your sidewalk or if the gas company comes and
they rip up your sidewalk, I don't think that you
should be responsible for your sidewalk. I would
imagine you would agree with me on that point,
Commissioner.

COMMISSIONER TROTTEBERG: Well, I--I
can--although I consider it and agree with you in the
abstract, in reality what we find on our sidewalks,
and this is particularly become an issue with Parks
Department trees. That's mainly where I hear the
complaints, which is technically, you are responsible
for your sidewalks, but we have made it a city policy
that if there is sidewalk damage due to a tree and
tree pit that is owned by the Parks Department, that
the City will repair that damage for you. Now, in
reality---

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COUNCIL MEMBER GREENFIELD: [interposing]
There's not enough for that.

COMMISSIONER TROTTEBERG: Correct.

COUNCIL MEMBER GREENFIELD: And it
doesn't work.

COMMISSIONER TROTTEBERG: So--so in the
end, if we want to see our sidewalks repaired,
waiting for the City to fix everything, it--it--it
sounds good, but it's probably not a practical.

COUNCIL MEMBER GREENFIELD: Good, so I'm
making you--I'm not just a complainer, as you know,
Commissioner. I offer practical solutions.

COMMISSIONER TROTTEBERG: [laughs]

COUNCIL MEMBER GREENFIELD: I'm offering
you a practical solution. I'd like to give you some
of the capital funds that I have access to so that my
constants who have their sidewalks ruined through no
fault of their own can have it repaired. I'll give
you the money. You can objectively determine who, in
fact, deserves to get their sidewalk fixed through
that program, and let's finally have money to fix
that program.

COMMISSIONER TROTTEBERG: Well, it's
interesting enough. This has been tried in the past,

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and it has proved an area that's a little fraught.

It's a little fraught to pick particular people and--

COUNCIL MEMBER GREENFIELD: [interposing]

But we do it right now. We already do that with the
other sidewalk--

COMMISSIONER TROTTEBERG: [interposing]

Now, now, we go--

COUNCIL MEMBER GREENFIELD: --sidewalk
process that's--

COMMISSIONER TROTTEBERG: --we go
community board by community board.

COUNCIL MEMBER GREENFIELD: Yeah.

COMMISSIONER TROTTEBERG: So I'm happy
to look within a community board in a big
neighborhood--

COUNCIL MEMBER GREENFIELD: [interposing]
No problem.

COMMISSIONER TROTTEBERG: --but I--I
won't just go fix one person's sidewalk.

COUNCIL MEMBER GREENFIELD: I am happy to
do it through a community board.

COMMISSIONER TROTTEBERG: All right,
we'll--we'll be happy to talk to you about that.

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COUNCIL MEMBER GREENFIELD: Great. Where
do I write the check? My next questions is--I'm
serious about that--my next question is I have an
intersection a large park that I'm in the process of
renovating. We're putting in \$7.25 million on 18th
Avenue and 56th Street. For years we've been calling
for a stop sign, a crosswalk, a red light, and we
have not honestly gotten an adequate response from
the City on that. It's a big source of frustration
because a lot of kids are just crossing the street,
and the cars are just flying past there, and I
genuinely am concerned that someone is going to get
hurt. Is there a way for you to flag this as a
priority? You know, that if I hadn't brought this up
for years with previous folks, not yourself. Most
recently we sent you a letter, but we had it with
several borough commissioners. I wouldn't bring it
up here, but is there any way that we can give
consideration for a park where thousands of children
come everyday as a place where we can get some sort
of traffic--

COMMISSIONER TROTTEBERG: [interposing]

Yes--

COUNCIL MEMBER GREENFIELD: --signal?

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COMMISSIONER TROTTEBERG: --but let us,
let us afterwards. Let me go back and look at the
history of what the story was there. I'm happy to do
that.

COUNCIL MEMBER GREENFIELD: Great and
where do I write that check for the middle--

COMMISSIONER TROTTEBERG: Well, we'll
talk to you about that. I just--since we're talking
about thousands of children, I know you didn't want
to mention Ocean Parkway, but I guess I can't resist
responding a little bit. I just, one thing I--

COUNCIL MEMBER GREENFIELD: [interposing]
I'm--I'm out of time. So we're not going to have the
time for--for a debate--

COMMISSIONER TROTTEBERG: [interposing]
Well--

COUNCIL MEMBER GREENFIELD: --just for
the record. Had I known, I would have--I would have
started it earlier. Oh, we're out of time.

COMMISSIONER TROTTEBERG: Oh, there's
the bell.

COUNCIL MEMBER GREENFIELD: Okay.

CHAIRPERSON FERRERAS-COPELAND: Oh, well.

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COUNCIL MEMBER GREENFIELD: We'll take it
up afterwards in the hallway--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] Council Member Greenfield--

COUNCIL MEMBER GREENFIELD: --and the
interested parties. Yes.

CHAIRPERSON FERRERAS-COPELAND: Council
Member Rose--

COMMISSIONER TROTTEBERG: [interposing]
I'm happy to.

CHAIRPERSON FERRERAS-COPELAND: --
followed by Council Member Constantinides.

COUNCIL MEMBER ROSE: Hi, Commissioner.
I had the pleasure this morning of visiting Staten
Island's first plaza, our Plaza Park on the
waterfront. They are beginning to some work on
there, and I'm really excited to see that that
project is moving along. Well, I'd like to know, you
know, if you could tell me the status of the study of
the Staten Island North Shore BRT and is the funding
place? You know, I see a lot of funding in this
budget for anticipated ridership on projects, and we
have an established ridership, our--our community and
it's a transportation budget desert. And we really

need to know, you know, what's going on with this
BRT.

COMMISSIONER TROTTEMBERG: Yeah, well,
well I'm happy to say we actually--there are between
the DOT, EDC and MTA I think four different
transportation studies either underway or soon to be
underway and in terms of Staten Island, I was
actually just over at the MTA and--and speaking to
Chairman Prendergast. You have two that are in the
MTA Capital Plan that if all goes well, will be
enacted essentially by the end of this month. North
Shore BR--BRT and West Shore Light Rail, and MTA is
well aware, excited. They're starting to think about
the work they're going to do there. We're obviously
going to coordinate closely with them, and obviously
want to work closely with the community groups and
elected officials who represent that part of Staten
Island.

COUNCIL MEMBER ROSE: What is the
timeframe for that study? How--what period of time?
How long is that for?

COMMISSIONER TROTTEMBERG: [interposing]
Yeah, you know, what, I--I want to be sure. I don't
think they're--I don't think they're going to be

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super long studies, but I--I want to--you have the
MTA her next. We--

COUNCIL MEMBER ROSE: [interposing] Right.

COMMISSIONER TROTTEBERG: --I want to
make sure I don't give you an answer that's--that's
inaccurate, and I want to say we've also be talking.
As you know, they're doing a borough wide bus study,
which I think is long overdue to take a--

COUNCIL MEMBER ROSE: [interposing] Yes.

COMMISSIONER TROTTEBERG: --fresh look
at the bus routes around the island, where we need
service. You know, where people are or maybe where--
where they didn't used to be and now they are. So
we're--we're also partnering with them on that, and
then, as you know, of interest to you, EDC is
conducting their North Shore Transportation Study.
I'm going to admit I--having looked at the first
draft of that, I think it--it needs a lot more work,
and--and I'm going to pledge to you. At DOT we're
actually going to jump in and spend some real time.
I--I think it needs some--some fleshing out, but
there's a lot of--certainly a lot of good things
we're taking or looking at doing particularly in--in
the part of Staten Island you represent.

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COUNCIL MEMBER ROSE: Yeah, I--I think
you could safely say we're overwhelmed in studies.

COMMISSIONER TROTTEBERG: Yeah, there's
a lot of studies, and some of it, you know, look,
particularly I think for some of the North Shore,
there--there are some things we're going to be able
to do immediately on the--on the traffic front. But
it's--it's true. I think on some of the things we're
going to take a longer look, and--and take some real
thinking about, you know, something like if we're
going to do North Shore BRT that's--that's a major
resource commitment--

COUNCIL MEMBER ROSE: Right.

COMMISSIONER TROTTEBERG: --you know, I
don't know that we have a vision yet about how we get
there, but the first--the first step of a journey is
to get some good analysis.

COUNCIL MEMBER ROSE: Great. So I'm
looking forward to the convergence of all the
studies, and--and some results. You know,
Commissioner, I know you're aware of Mayor de
Blasio's Safety Plan around NYCHAs where some interim
lighting was placed around those projects. And,
first of all, it's terrible. It's--it's--it's

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blinding to drivers who are coming down the street.

It's--it's not really--I know it's supposed to
illuminate the--the NYCHA projects, but it's--it's
actually a safety issue. So could you tell me if, in
fact, street lighting upgrades for the areas around
the NYCHAs are included in this budget in the street
lighting?

COMMISSIONER TROTTEBERG: Well, and--and
I want to make sure I understand your question. Is
the lighting you're talking about, we were discussing
it before you got here, our conversion to LED
lighting or is this different lighting that NYCHA has
installed.

COUNCIL MEMBER ROSE: No, this--this is
supposed to be temporary--

COMMISSIONER TROTTEBERG: [interposing]
Okay.

COUNCIL MEMBER ROSE: --interim lighting
that--it's more like spotlights.

COMMISSIONER TROTTEBERG: This is what
NYPD--NYPD is--

COUNCIL MEMBER ROSE: --that's there.

COMMISSIONER TROTTEBERG: Got you.

Okay.

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COUNCIL MEMBER ROSE: But it's--it's--
because the grid itself is inadequate, it needs to be
upgraded.

COMMISSIONER TROTTEMBERG: Well, I think
one--let's--I'd like to talk to you afterwards about
where those locations are, and I would say, you know,
speaking about the--the Mayor's I think really
admirable leadership on--on looking at NYCHA, we have
been talking in general about how we can help be part
of the solution for more public safety lighting as
well as, you know, we've gotten a lot of new
resources now to fix sidewalks around NYCHA, which is
something our agency can--this particular issue let
us talk to you afterwards about where the locations
and and-and-- We do coordinate with PD sometimes on
this, but I have to admit I'm not familiar with this
particular situation.

COUNCIL MEMBER ROSE: Okay, and the MWBE
contracts, how are we doing with [bell] utilizing
those companies?

COMMISSIONER TROTTEMBERG: Right, I think
I'm going to turn to Joe on that one. I--I think
we're--we're making some good progress and--and I
just want to say it has been great to be a part of

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this Administration's initiative and, you know, led
by Mia Wiley, who is--I have to say she's really
challenged us. She's challenged all the agencies to
think of ways that we can do better particularly, you
know, in areas like P-Cards where we have discretion
in terms of procurements, but maybe Joe can jump in.

DEPUTY COMMISSIONER JARRIN: This year
we're happy to report we're--we're meeting all our
goals on--on--that we set out to do on Local Law 1
for MWBEs for micro purchasing--

COUNCIL MEMBER ROSE: [interposing] Is--
is that the established goal the 20%?

DEPUTY COMMISSIONER JARRIN: Well, we--we
have different goals. We set particular goals for
different types of contract levels at DOT that are
set depending on our history and how we did last year
and how we want to get better. So, for example, for
small purchases, we're--we're already at 57%, which
is exceeding the goal. Our--our goal was actually
45%. So we--we--we've really stepped up and gone
beyond what we were actually thinking we could this
year for small purchases for small-- For
subcontractors under the large contractors, as I
think we reported in January for the January time

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line. We actually have our first MWBE prime contractor at--under DOT and this is a--a major step to-to try to get more primes that are MWBEs. But even for the subcontracting piece we're achieving the goal of 10% already. So like for the--the smaller micro purchases, we're already at 37%, which is also exceeding. It's going to reach the goal of 40% this year. So I--I think we're really making a lot of progress on this, and--and we'll do better next year, too.

COUNCIL MEMBER ROSE: The subcontracting how can--it hasn't really been a problem, but could you make that available to us that information available to us?

DEPUTY COMMISSIONER JARRIN: Sure.

COUNCIL MEMBER ROSE: Thank you.

CHAIRPERSON FERRERAS-COPELAND: And--and if you could just ensure that you follow up with the Council member. I know she has additional follow up to this question, but we have the MTA just outside. So they make sure to get you all the information you need. Council Member Costa Constantinides who has like one and half questions.

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COUNCIL MEMBER CONSTANTINIDES: One and
half. A deal. It sounds like a plan. Thank you.
Thank you, Madam Chair. Thank you, Chair Rodriguez.
Commissioner, great to see you. I want to thank you
again. I mean the Queens Commissioner Garcia and--
and Jason Barney and--and--and Jeff have all been
super responsive, and we may not always agree on
everything, but I don't think that's the way
government works. [laughs] But I appreciate their
responsiveness and--and--and thank you for that.

COMMISSIONER TROTTEBERG: Thank you.

COUNCIL MEMBER CONSTANTINIDES: Citi Bike
how are we doing with 2017 installation? Are we
going to start a process to start planning where and
when?

COMMISSIONER TROTTEBERG: Yes, we--we--
well, we--we have--as you know, we have 26--we have
what we're calling Phase 2, which will be this summer
and next year already set going up into--we will be
getting to Astoria. But we are also--we were having
the discussion before you arrived on basically
looking at what is going to be Phase 3, which is
where are we going to go next once we've built out
the system that, you know, we've been talking about

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for the past couple of years. And that's certainly I
know for interested council members a dialogue that
we're anxious to have. The--

COUNCIL MEMBER CONSTANTINIDES:

[interposing] Uh-huh.

COMMISSIONER TROTTEBERG: --timing is
kind of now.

COUNCIL MEMBER CONSTANTINIDES: So I
know we're in--I'm in Phase 2 and Astoria is--

COMMISSIONER TROTTEBERG: [interposing]
You're in--no, no, you're in--

COUNCIL MEMBER CONSTANTINIDES: There is
a Phase 2--

COMMISSIONER TROTTEBERG: Astoria is in--

COUNCIL MEMBER CONSTANTINIDES: --

and we still haven't started planning yet
as to where they're going to go, and how-- I mean,
we're talking about 27 installations, and we're not
sure where--what's--you know, we haven't a planning--
one planning meeting yet.

COMMISSIONER TROTTEBERG: Oh, okay.

Yeah, I--I think in the fall is when we're going to
start the--the outreach, the engagement, the

community planning and we're--we're--we're excited
about Astoria. It's going to be great.

COUNCIL MEMBER CONSTANTINIDES: Great,
and--and secondly milling, you know, street paving.
Is there a Queens' schedule? Is there something. I
mean I've been asking about certain streets for a
couple of years now. 21st has to get done as part of
the redesign. It was supposed to be on last year's
calendar. It didn't get done. This year, I--I can't
sell it not getting done this year and there's some
other streets as well that I've been continuously
asking about, and it's like, oh, give us a list.
I've given a list, and it's still not gotten paved.
How do we get that? How do we get that stuff to
happen?

COMMISSIONER TROTTEBERG: There is a
schedule, but it is a schedule that is subject to
change for a whole variety of reasons, but, you know,
look I know Nicole basically is--is helping to
coordinate our efforts there, and get us the list of
priorities. But one thing I've been telling your
colleagues is, you know, we're grateful to the
Council and the Administration. We've gotten a lot
of resources for resurfacing, and so, you know, we

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really hope we can get through to the key priorities
in ever district.

COUNCIL MEMBER CONSTANTINIDES: Well, I--
I can't sell another years with 21st Street--

COMMISSIONER TROTTEBERG: [interposing]
Okay.

COUNCIL MEMBER CONSTANTINIDES: --not
being done, and I can't sell like right off the Grand
Central the first nine people are coming off are
[mimics a beat] It's just--it's just not something
that I can sell to my constituency yet again that--
when people are asking me if there's a pot--that's--
that's in such bad shape, there's really major holes,
I--I can't tell them why it's not getting done.

COMMISSIONER TROTTEBERG: Okay, well let
us--I--I--if it's the nature holes--

COUNCIL MEMBER CONSTANTINIDES:
[interposing] And then lastly--

COMMISSIONER TROTTEBERG: --we want to
fix it.

COUNCIL MEMBER CONSTANTINIDES: And then
slow zones. We definitely want to see more slow
zones in our community. We had one last year that
was great. I've--is--is the program going to

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continue? Is it going to open this year? Will we
have the opportunity to have them put on new slow
zones into our--for this coming year?

COMMISSIONER TROTTEMBERG: Yeah, I'll--
I'll be honest, it's been a discussion about what to
do with the program. It has been--it has been part--
it has been a program that has been both popular, but
in some cases a little frustrating. It's--some
communities have had a hard time accessing it, and
some of the places where we wanted to do a lot of
this work, and we actually look at the data. It--it
doesn't necessarily point out that it's among the
more difficult places or dangerous places, but, you
know, if there are particular areas where you're
really feeling a key need for us to come in and do
some work let us know, and let us try and partner
with you there.

COUNCIL MEMBER CONSTANTINIDES: I think
definitely New York Astoria Park and, you know,
continuing. You did some great things on Shore
Boulevard--

COMMISSIONER TROTTEMBERG: [interposing]
Right.

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COUNCIL MEMBER CONSTANTINIDES: --and to-
-to continue that out we have several schools in the
area. I think it just makes a lot of sense as an
access point to Astoria Park slowing traffic down.
So people feel that they're going into a community
and not sort of speeding off the Grand Central would
be a great sort of calming for the whole community.

COMMISSIONER TROTTEBERG: Okay. Let us-
-we'll talk you about that.

COUNCIL MEMBER CONSTANTINIDES: All
right, great and the 21st Street we'll talk more
about it, but I'm--I am--I think I've gone past my
one and half questions. [laughs]

COMMISSIONER TROTTEBERG: Okay, thank
you.

CHAIRPERSON FERRERAS-COPELAND: Thank you
very much. We have additional questions, but we're
going to get them to you in a joint letter. If you
can get us those responses as soon as possible
because we're going to be using for budget
negotiation purposes.

COMMISSIONER TROTTEBERG: I'm happy to
do so.

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CHAIRPERSON FERRERAS-COPELAND: Thank you
very much, Commissioner--

COMMISSIONER TROTTEBERG: [interposing]
Thank you.

CHAIRPERSON FERRERAS-COPELAND: --for
coming to testify. We will take a two-minute break
while we change documents to hear from the MTA.
Thank you. [pause for 2-minute break] [gavel] We
will now resume the City Council's hearing on the
Mayor's Executive Budget for Fiscal 2017. The
Finance Committee is joined by the Committee on
Transportation chaired by Council Member Rodriguez.
We just heard from the Department of Transportation
and now we will hear from representatives of the MTA.
In the interest of time I will forego making an
opening statement, but before we hear testimony I
open the mic to my Co-Chair Council Member Rodriguez.

CHAIRPERSON RODRIGUEZ: Very brief
because of the--the time right now. We are behind
schedule. The MTA Calendar Year 2016 Adopted
Operating Expense Budget it balances and includes
approximately one billion in city funds. The
Authority's Proposed 2015-2019, \$29.5 billion Capital
Program appears fully funded. The Governor and the

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Mayor are committed to provide an additional \$7.5 billion and \$1.8 billion respectively to support the MTA Capital Plan. We hope to hear from the MTA on the funding and the finalizing funding arrangements for the additional commitment. We will also hear from the Authority on other matters of importance including of the ongoing projects such as the 2nd and 8th Avenue Subway East Side Access and the Penn Station Access. The Committees are particularly interested in hearing about how we can continued to manage a ballooning ridership on subway now reaching historic levels. How we can improve access--Access-A-Ride services for the many disabled New Yorkers frustrated with the important need, and working with the DOT how we can see expansions in Selective--in Select Bus Services route as we upgrade that more closely mirrors the great BRT systems located across the world. Before you go, we--I go back to the Chair, I also would like to--to--to thank the--the New York City Transit also for their support on the Car-Free Day. It was very important to know that as many sectors engage in the--in a day without cars, the MTA will also--also was there supporting that. Thank you.

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CHAIRPERSON FERRERAS-COPELAND: Thank you
Chair Rodriguez. We've been joined by Council
Members Lander, Miller, Greenfield, Menchaca, Chin,
Rose and Rosenthal. You may begin your testimony.

MICHAEL CHUBAK: Thank you. Good
afternoon, Chairpersons Rodriguez and Ferreras-
Copeland, and members of the City Council. I am
Michael Chubak, Acting Executive Vice President of
MTA New York City Transit. I'm joined today on my
left by Craig Stewart, the MTA's Senior Director of
Capital Programs, and Natatia Griffith, Deputy
Director of MTA Budgets and on my right by Peter
Cafiero, Chief of Operations and Planning, New York
City Transit, 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 2017 Preliminary Budget and its relationship
to the MTA's budget. We said then that the MTA's
Operating Budget this year is about \$15 billion of
which about \$1 billion will be funded by the City.
Since that time, our Operating Budget outlook is
unchanged, but there has been a significant change on
the capital side of our budget. 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 that program, which as you know, is critically important to the overall health and success of New York City. Today, I'm happy to report that last month Governor Cuomo and the State Legislature passed the budget that commits State funding towards the largest ever capital program in the MTA's history, \$27 billion of investment in transit infrastructure for New York City buses, subways and commuter rail. The 2015 to '19 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 and 1,700 new business, and replacing 73 miles of subway track with safer, smoother track. The 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 its highest level since 1948, and we are now often carrying more than 6 million daily customers. That's quite a change from 1994 when we carried about 3.5 million

customers per 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 a single train at rush hour can have a large ripple effect leading to overcrowding on platforms, doors being held open at stations 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 that it's facing today as the region continues to grow. We are addressing the constraints on several fronts. Most significantly, we're expanding our network more than we have at any time in the last 60 years. Last year in September, we opened the 7-Line Extension instantly creating an accessible new neighborhood on the far West Side of 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 also introduced the new

electronic train tracking system on our lettered
lines to better monitor and 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--on the 42nd Street Shuttle. And
we recently announced that we'll be adding weekend
service this fall on the number 2 line and evening
service on the number 7 line. For the longer term,
we're busy outfitting our subway system with
Communications Based Train Control, their CBTC. This
modern subway signal system is fully in place on the
L Line and under construction on the No. 7 Line.
Through the 2015 to '19 Capital Program, we'll begin
installing 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 10% in lieu

of about 15,000 additional customers each and every
rush hour. While the L has already seen capacity
increases following the installation of CBTC, power
improvements on that line are included in the 2015 to
2019 program, and will enable two additional trains
per hour. All of these mitigations will help, but
make no mistake, the 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 it growing ridership puts more
demands on our 112-year-old system. It's also to
work more efficiently, to respond to delays even
faster, to find less expensive ways to build and
ultimately less expensive ways 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 Canarsie Tunnel.
Canarsie was the most severely damaged subway tunnel
among the nine under-river tunnels that flooded
during Super Storm Sandy. To date, we've completed
Sandy related repairs at three of these tunnels,
Montague, Greenpoint, and Steinway. Repairs are
currently underway at the 53rd Street, Cranberry and
Joralemon Tunnels, and 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
year shutdown--excuse me--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 make this process as transparent and painless
as possible. We've already held two public meetings
to listen to community concerns and recommendations,
we'll continue to working closely with New York
City's Department of Transportation and with
effective communities to mitigate the effects of both
construction and subway service changes. Rebuilding
the Canarsie Tunnel will be extremely tough on L Line
riders and on our entire city, but still 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 by 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's, and as you all know better than

anyone, it will yield dividends for New York and for
our entire nation for decades if not centuries to
come. I thank you and my colleagues and I are now
happy to answer questions that you may have.

CHAIRPERSON FERRERAS-COPELAND: Thank you
very much for your opening testimony. I have a few
questions and depending on time we'll see if we'll
get to the second round. I wanted to start with the
new Capital Plan that you mentioned in your opening
statement. Despite the Governor's commitment to
provide the additional \$7.3 billion to the MTA, the
Governor's Executive Budget proposal does not
identify any new funding source for the Capital Plan.
Rather, it states that the funding will only be
provided after all other resources are exhausted, a
provision that has been criticized as too vague by
some Transit advocates. What is your understanding
of what this language would mean to the MTA and the
Capital Plan and do you expect that plan will be
modified after the Capital Program Review Board
approves it? [background comments] If you could
just state your name for the record.

MICHAEL CHUBAK: [off mic] Is this on?
They were.

CRAIG STEWART: That's okay. You can hear me now. Yeah, my name is Craig Stewart. I'm the Senior Director for Capital Programs. Yeah, but--well, the approval by the State was, you know, law. So we do expect the funding will be there when we need it, and it is--the language is when we exhaust our money, then we look to--to theirs and my understanding is that that City is also on the same spending schedule for--for us, so--but we fully expect as in past years that the funding--the State will provide the funding.

CHAIRPERSON FERRERAS-COPELAND: The MTA has proposed \$29.5 billion, 2015--2019 Capital Program is \$500 million more than the October plan. The increase is attributed to increased Federal Transit of FTA new starts coming for phase 2. What is the funding status on the Second Avenue Phase 2? What is the breakdown of funding sources including federal, state and city contributions?

CRAIG STEWART: Okay. Right now what's budgeted for phase 2, the first phase that will happen in this program is a billion, \$35 million. We don't know what the sources will actually be. Right now we are--we do plan on applying for new starts

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money. We assume that we will--will get new starts
money as we did on the--on the first phase, and we
are starting to work with the federal government as
we work our way through the EIS and the preliminary
engineering. But we do anticipate new starts,
federal source.

CHAIRPERSON FERRERAS-COPELAND: Do you
think that there will be an issue with timing as you
begin--the timing on your federal funding and your
application. Is that linked to the expansion and--

CRAIG STEWART: Not--not--I mean
understand that when we get a commitment from the
federal government we usually front our money first
so that there is no issue with timing and--and they
reimburse us so---

CHAIRPERSON FERRERAS-COPELAND: So are we
to assume that--well, I don't want to say. Phase 1
from our perspective is in--Phase 2 will not start
immediately after phase 1 is done?

CRAIG STEWART: Phase--Phase 2 will start
immediately.

CHAIRPERSON FERRERAS-COPELAND:
Immediately after Phase 1 is done, you will begin
Phase 2.

CRAIG STEWART: We're--we're starting engineering EIS, the environmental as well as the preliminary engineering now. We will be on the street with the--with the EIS, with the environmental probably in June.

CHAIRPERSON FERRERAS-COPELAND: Okay, and you're confident that you'll get this funding that you're applying for Phase 2?

CRAIG STEWART: We're--we're confident. It's competitive, but we, you know, we do well with the federal government. New York is the biggest, you know, transportation center--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] If you do well, well, you should tell us the secret. [laughter] Okay, what is the MTA's current outstanding debt and how would you--how would that impact the agency's ability to borrow in order to finance the Capital Plan.

[background comments]

NATATIA GRIFFITH: Good afternoon.
Natatia Griffith. I'm Deputy Director of Agency Analysis of the MTA Division of Management and Budget. Unfortunately, I was not prepared to answer

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that question, but I'll be glad to provide that
information to you.

CHAIRPERSON FERRERAS-COPELAND:

[interposing] Excellent and I guess--I don't know if
you have this now, but do you plan to seek approval
to increase your debt limit? Because we feel you're
getting very close to your debt limit, which is going
to cause a challenge for you to borrow in the future?

NATATIA GRIFFITH: Yes.

CHAIRPERSON FERRERAS-COPELAND: Okay, and
when do you think that will be triggered?

CRAIG STEWART: That--that is approved by
the CPRB, and as part of our proposals that's pending
there now.

CHAIRPERSON FERRERAS-COPELAND: Okay,
Given the impact that additional borrowing would have
on your operating budget, do you believe that you
have the capacity to absorb any additional borrowing
for the proposed Capital Plan?

NATATIA GRIFFITH: I will provide if you--
-with mine all answers to those questions--

CHAIRPERSON FERRERAS-COPELAND:

[interposing] Okay.

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NATATIA GRIFFITH: --that are associated
with debt service.

CHAIRPERSON FERRERAS-COPELAND: Very
good.

NATATIA GRIFFITH: I'm very happy to
provide you with that. (sic)

CHAIRPERSON FERRERAS-COPELAND: I want to
talk about the Air Train. Last year the Governor
proposed an Air Train link to La Guardia Airport,
which connects to the 7 Train and the Long Island
Railroad, and that's the Mets-Willets Point stop.
Can you provide this committee with some details
regarding this project, and what is the con--the
current status planned or timeline of completion
since the plan is really--has been focused on that
stop in particular. So what is--what is the MTA's
impact with Air Train.

PETER CAFIERO: The Port Authority--it's
part of the reason why--

CHAIRPERSON FERRERAS-COPELAND: Could you
just state your name--

PETER CAFIERO: I'm sorry.

CHAIRPERSON FERRERAS-COPELAND: --for the
record? Thank you.

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PETER CAFIERO: Peter Cafiero, Chief of
Operations and Planning for the New York City
Transit. My understanding it's a basically a Port
Authority project as an extension of their airport
redevelopment, and we are working with them, and--and
will continue to work with them as they flesh that
out in terms of--of the connections in fare stations
at Willet's Point.

CHAIRPERSON FERRERAS-COPELAND: So to
date you have no additional information on what the
train station impact will be for the Long Island
Railroad. The city is putting in \$128 million to
redo the pass rail, which is the connecting bridge,
which is a true investment. But I am concerned that
if we're putting in this money, but your plan calls
for something completely different that we may be
funding something that makes no sense.

PETER CAFIERO: I think we'll need to get
back to you on that. It's very early discussions at
this point.

CRAIG STEWART: We are--we are, however,
coordinating plans with the--with--with the Port
Authority. So they won't be different with moving
along with them. We attend their meetings and

whatever gets done will be an improvement for
mobility and that--and for the airport.

CHAIRPERSON FERRERAS-COPELAND: Well, I'm
hopeful that, you know, as you think about it--and I
guess this is my challenge. I obviously represent
the district. I think that the focus could very much
turn into how to get people from the 7 Train or the
Long Island Railroad to the airport, but this is the
premier stop for Flushing Meadows Corona Park, and
what I don't want to create is an access that's all
about the Air Train and not about access to the park.
And I don't want to create an access that is all
about getting people to the airport and not getting
people safely to Corona or with the potential of what
Willets Point's future is going to be. Because we
have a redevelopment plan for the area. So what you
may go there and now it seems like, you know, there's
just the park and City Field. The future plans of
this area is completely different. So I would hope
that all these measures are taking into consideration
when you're planning for this. Because while for
some this will be an Air Train stop, for me this is a
stop in my district to Flushing Meadows Corona Park,

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City Field and the potential future community in that
area. Okay.

CRAIG STEWART: Yes.

CHAIRPERSON FERRERAS-COPELAND:

Excellent. Thank you. I just want to ask for
Access--about Access-A-Ride and then I will open it
up to my Co-Chair. We've about Access-A-Ride several
times in my budget hearings, but we continue to hear
the challenges that our constituents are faced with
often times being denied several times before finally
being approved. And really not having a clear answer
until they go into a hearing as to why they were
denied in the first place. So has the MTA been
working to improve this very difficult service to the
most needy, but it just seems that it gets more
complicated than ever to even get the service in the
first place.

MICHAEL CHUBAK: So if I understood you
correctly, you were asking more specifically about
the application process--

CHAIRPERSON FERRERAS-COPELAND: Yes.

MICHAEL CHUBAK: --and people being
denied and--and being uncertain about that. We--
there was a--a class action suit with regard to that

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and in the past few days we have reached a tentative
agreement with the plaintiffs and are awaiting a--I
guess a decision from the judge agreeing to--to that
settlement.

CHAIRPERSON FERRERAS-COPELAND:

MICHAEL CHUBAK: We believe that--that
the provisions of that agreement will, in fact,
alleviate some of the difficulties that you've noted.

CHAIRPERSON FERRERAS-COPELAND: Great,
we'll like--the Committee would like to follow up
with you after this decision is made. Just--we'd
like, you know, we'd like for you to use our Council
offices to be able to more effectively provide
support to our constituents because we get the other--
- We get all the clients that are not happy. So if
you can help us get your--our constituents, your
customers, served better, then I think it's--it's
been--it's mutually beneficial to both. Okay.

Excellent. We will now hear from Chair Rodriguez
followed by Council Member Lander followed by Council
Member Miller. We've been joined by Council Members
Johnson and Van Bramer.

CHAIRPERSON RODRIGUEZ: Thank you, Chair
and thank you to all of you for, you know, working in

the agency that or the institution with the value of
\$1 trillion right. If that's accurate, probably one
of the most important transit agencies or
institutions not only in the nation, but also in the
world. And as I said before in the--with the
previous commissioner, you know, most New Yorkers
don't rely on cars. Only \$1.4 million New Yorkers
have cars totaling to 1.8, but more than seven
million New Yorkers rely on our buses, trains,
bicycles and ferry to go to work or move around the
five boroughs. So, you know, definitely that the
services that you provide and the responsibility that
you have is very important. But always this is
about, you know, putting the vision for vision to
take our transportation to a higher level, and that's
where I know we--all of us should be aiming as the
previous generation that did it, too. So for me, my--
when I look at transportation, one--and I'm going to
be standing first with the last question that the
Finance Chair she asked about related to Access-A-
Ride, and my question, I will have suggestion. And
that suggestion is based on the--the Preliminary
Budget hearing committee members raise the issues
about deficiencies of Access-A-Ride. And while the

1 same--while at the same time, TLC is making an effort
2 to converting the yellow taxicab to lead to lead to
3 wheelchair accessible vehicle to 50% accessibility by
4 2020. But there are facing challenges in getting
5 those cars on the road as drivers are not interested
6 in the--in the challenges that they bring when
7 compared to a non-accessible car. So my suggestion
8 is how can the MTA work with the TLC to work
9 comparably--competitively to increase accessibility
10 options and improve service delivery beyond Access-A-
11 Ride. And what I suggest is that given the high cost
12 of Access-A-Ride services the MTA should use the
13 dispatch system to instead dispatch accessible taxi
14 and green car--cabs, subsidizing the rider--the ride
15 to incentivize drivers to use accessible cars. So
16 this it's--there's a thousand of cars that we have
17 that are suppose to be that New Yorkers have a right
18 to buy those accessible ones. But no that--the--the
19 market is just not responding because those drivers
20 they say why should we buy those cars? So those cars
21 they're there. At the same time, more senior
22 citizens say we need a better Access-A-Ride. So can
23 the MTA have conversation with the TLC to see how it
24 can establish some mechanism to attract some of those
25

cars that we already in the street to be able to, you
know, address the need to improve efficiencies of
Access-A-Ride?

MICHAEL CHUBAK: So I think the answer is
that we share your goals because we are aware that
the cost of providing Access-A-Ride trips through our
direct carriers is considerably more expensive than
through other means, and that taxis is one of the
options that we would very much like to look at. I
can tell you that we have been working the TLC and we
are actually put in touch--they've authorized a
number of--of vendors, if that's the right word for
what's called e-Hail, which is to say an electronic
means of reaching out and getting a cab. Something
similar to what you might know from Uber, but it
wouldn't be for necessarily an Uber vehicle. It
would be for a yellow or a green taxi, and we are
hoping to pilot that in a way that will allow us to
call for accessible and yellow and green taxis, and
hope that if that's successful it will then increase
our demand, which in turn should help increase the
willingness of the taxi drivers and owners to make
the investment for accessible cabs.

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CHAIRPERSON RODRIGUEZ: Thanks. May I
move on. The need on how are we looking to improve
our 20 stations. As you know, we were--I was
together with the Governor and the great bill he made
about an effort to renew 31 subway stations in a more
expedited fashion using a strategy such as the
Design-Build. So those are going to be great new 31
subway stations, but my question is when don't cover
all through the five boroughs, what are--how can you
describe the condition of our train stations
especially those in the outer borough areas? Like
what are we right now let's besides those 31 if we--
when you look back to your data like what is the
number of stations that you feel that it still needs
major repair when it comes to everything from
lighting to stairs or any other improvements that are
needed through all the--our five boroughs.

[background comments]

CRAIG STEWART: Okay, I'll start off. We
have nearly 170 stations in Capital Program that we
plan to touch with--with various components or
rehabilitation work. So there's a lot more than just
the 31 that we're looking at to evolve our new design
standards with, and that we're doing as Design-Build.

We're--we're pushing these 31 to learn how to do them faster, how to do--do them so that our customers when we deliver amenities to our customers and things that that want, and we are review--we are--we're rewriting our design guidelines based on our results from--from both the 31 and others. So, but we--overall we have about 170 stations that we want to get in this program.

CHAIRPERSON RODRIGUEZ: Great. So usually, I--what I do except today because I have a conference call at 9:15 was that I after dropping my daughter to school I leave my car at 93rd Street and take my 2 Train and get here like in 15, 20 minutes. But today, of course, I had to continue driving because I had a conference call 9:15. So I would not have reception, you know, in all stations. How are we moving when it comes to increasing the Wi-Fi, and--and being sure that we are able to see most of our stations also equipped so that there's going to be receptions in those areas?

MICHAEL CHUBAK: So we have an ongoing project with the Transit Wireless, and they are outfitting all underground stations with the Wi-Fi and also cell service from the major cell phone

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carriers. That is--was originally scheduled to be
completed at the end of next year, 2017. However,
we've been challenged by the Governor to accelerate
the timeline and to finish this year if at all
possible. I can't commit to that having happened,
but we are trying hard. I'm sorry.

LOIS TENDLER: We--we expect that all
underground stations will have Wi-Fi by end of this
year. We have 151 subway stations. There are 176
subway stations in the system give or take one or
two.

MICHAEL CHUBAK: 277.

LOIS TENDLER: 277 and I stand corrected,
and they will have Wi-Fis by the end of the year.

CHAIRPERSON RODRIGUEZ: Thank you. [off
mic] [on mic] --and see. As you know, I always--we
always say that after 9/11 it's always a matter of
time when unfortunately our city can be in a
situation of being under any type of attack, and we
know that, you know, you work very closely to be sure
that all New Yorkers who take our train they feel
that when we are there or our children, they know
that they're safe. So, who oversee--we know the that
different agency from the NYPD, FBI, everyone have

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their role, who are responsible to coordinate I mean
everything related to the safety of our train
stations?

MICHAEL CHUBAK: So we have an Office of
System Safety, which worries about passenger safety.
But it seemed to me that you were asking more about
security types threats that the police would be more
involved in. At New York City Transit, we have a
Department of Security. The--the vice president who
leads it is a former Transit police officer, a Chief
I believe he was. He is a direct report to our
president, which is a change in previous years.
Before 9/11, it was slightly work on the Org Chart,
but in respect to obvious--the emphasis that we now
place on that, he is a direct report to the
president. At the same time, MTA, the umbrella
agency, also has a Chief of Security, and they work
both of them closely with city police and federal
agencies.

LOIS TENDLER: I mean I would just like
to add, I mean Mr. Chubak was referring to we--we in
transit land call safety. It has to do with the safe
operations of the railroad and buses. Security is

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what I think you're talking about, which is the safe
transit of our customers.

CHAIRPERSON RODRIGUEZ: Well, after what
happened in Europe--

LOIS TENDLER: [interposing] And--and--

CHAIRPERSON RODRIGUEZ: --you know like
this is something that--

LOIS TENDLER: [interposing] Right.

CHAIRPERSON RODRIGUEZ: --I assume that
for many New Yorkers I can say like even when I take
the train with my children or like that, as someone
who saw New Yorkers, they--he go through the mine on.
(sic). I always say, but we're not a train going
through Times Square, you know, 34th Street. So I
think know and, of course, like great that after 9/11
you know because of their work, of all agencies,
everyone feel that we're safe. But I know that that
question, that concern how tight are we being sure
that our train station is safe is something that is
important for our riders to know the answer.

LOIS TENDLER: What I wanted to say, Mr.
Chairman, is that while we work very cooperatively
with the NYPD, ultimately the security of our
stations is in their hands.

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CHAIRPERSON RODRIGUEZ: Great. Great. So
I know that I will have other questions, but because
of timing, the Chair is taking it back to the other
council members.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Chair. We will hear from Council Lander
followed by Council Member Miller followed by Council
Member Rose.

COUNCIL MEMBER LANDER: Thank you, Madam
Chair. So last night I had planned to ask about Bus
Rapid Transit and Access-A-Ride to areas where I
think there's real progress being made by the MTA,
and I was looking forward to talking about it. But,
this morning's Daily News changed my testimony to be
sure, and at first I was quite stunned that the MTA
would reach a recommendation about F-Express service
with, and making available to the press without
having a dialogue with local elected officials,
especially given that you had promised to talk to us
about what the study showed, and what the
recommendations were before making an official
recommendation. But, now that I've read the report,
I understand why you blindsided us since you're
reached a recommendation, which ignores our request

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for more service, pits Brooklyn residents against
each other, and simply takes from some and gives to
other, and third screws tens of thousands of my
constituents. So, it seems obvious to me why you
didn't want to have that dialogue before, letting the
press know, and posting on the web. But I guess I
just want to make sure I have all the facts straight.
So first I'm correct that the number of negatively
affected riders outweighs the number positively
affected riders. Yes?

PETER CAFIERO: That's correct.

COUNCIL MEMBER LANDER: 52% are
negatively affected, 48% positively.

PETER CAFIERO: Uh-huh.

COUNCIL MEMBER LANDER: Now, you say that
the average negative affected in one point is 1.3
minutes, but I think it's actually 2.14 minutes, and
that you adjust for G Train service, which already
exists?

PETER CAFIERO: The--the average is I
believes it's about a minute and a half additional
waiting time that it's--

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COUNCIL MEMBER LANDER: Your report says
it's actually 2.14 minutes in several places
including a footnote.

PETER CAFIERO: Well, I'll double check
that for you. It depends on the station.

COUNCIL MEMBER LANDER: The--the longest
additional wait would be five minutes in the morning?

PETER CAFIERO: If you just miss a train
that's correct on average.

COUNCIL MEMBER LANDER: You could wait
longer than five minutes--

PETER CAFIERO: Right.

COUNCIL MEMBER LANDER: --which you will
miss the train quite a lot because there will be half
as many. Is that right? Half as many trains at the
local station?

PETER CAFIERO: Correct.

COUNCIL MEMBER LANDER: Okay. Now it
says the PM rush delays could actually be longer, but
I don't see the stat for the longest potential PM
delay, but I assume it's longer than five minutes.
How long is it?

PETER CAFIERO: It would be about--about
the say. I mean we basically are--the plan is to

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take very other--if this would be implemented it
would be to have every other exiting F Train running--
to operate express. So the average in any local
station would be half the trains that are stopping
there now. We project actually that the local
service would be less crowded because more people
would be down in the basement. (sic)

COUNCIL MEMBER LANDER: [interposing]

Well, we'll talk about where it is and isn't less
crowded. The trains I guess would be less crowded--

PETER CAFIERO: [interposing] Right.

COUNCIL MEMBER LANDER: --but the

stations your own data shows--

PETER CAFIERO: [interposing] That's

correct

COUNCIL MEMBER LANDER: --will be like

truly nightmarish, right. You guys yourself call it
much larger exit surges, and have you ever been at
the One Street Stairwell Exit of the--

PETER CAFIERO: [interposing] Yes.

COUNCIL MEMBER LANDER: --Bergen Street

Station at rush hour--at the PM rush hour?

PETER CAFIERO: Yes, it's part of--

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1
2 COUNCIL MEMBER LANDER: [interposing]
3 Because it's--it's dangerous as it is. It's
4 overcrowded now.

5 PETER CAFIERO: I would not characterize
6 it as dangerous.

7 COUNCIL MEMBER LANDER: Overcrowded.

8 PETER CAFIERO: There are a number of
9 people who use the stair. It backs up a little bit.
10 I observed it actually when we--because of service
11 disruptions, we're operating some trains express so I
12 saw sort of a worst case scenario, and it did not
13 back up to the point where I would consider it
14 dangerous. It would be so much--

15 COUNCIL MEMBER LANDER: [interposing] How
16 long do you consider that an average passenger has to
17 plan to wait before it's dangerous?

18 PETER CAFIERO: It's not matter of--we--
19 we--we look at time in terms of convenience and we
20 usually plan for a 30-second cue at a stair. This
21 would be slightly more than that in terms of--But
22 that doesn't make it dangerous. That makes
23 inconvenient.

24 COUNCIL MEMBER LANDER: Well, you say now
25 the average

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PETER CAFIERO: It isn't dangerous.(sic)

COUNCIL MEMBER LANDER: [interposing]

Well, you say now the average wait is nine seconds,
but I have to tell you that from having been there,
it feels dangerous and overcrowded. You're proposing
to take it to 42 seconds that the average passenger
is going to have to wait to get off. I would just
ask everybody here on the Council and your board to
think about what that really looks like at the PM
rush hour if every single person is standing in a
mass of people--

PETER CAFIERO: [interposing] Well, they
are--

COUNCIL MEMBER LANDER: --for about a
minute and can't get out of the station. That is
scary and dangerous and entirely unacceptable.

PETER CAFIERO: With all due respect, a
lot of people--it takes awhile for people to walk
down the platform. I personally have stood there
because that was a concern of ours as we're
developing this report. The report acknowledges that
there are people who benefit, and there are people
for whom service is less than it is now.

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2 COUNCIL MEMBER LANDER: [interposing]

3 More who--

4 PETER CAFIERO: [interposing] The rain--

5 COUNCIL MEMBER LANDER: --or have less
6 service than there is.

7 PETER CAFIERO: Somewhat--a slight more
8 have less service, but those that have improved
9 service, it's a significant improvement for those who
10 have a significantly trip. That was--

11 COUNCIL MEMBER LANDER: [interposing] I
12 would just also point out your growth statistics are
13 quite stunning. The stations that you're screwing
14 saw 66% growth since 2000 and are projected for the
15 most growth of any station on the line. The stations
16 that you're helping saw a quarter of the growth, and
17 are also projected for less growth. And I guess just
18 my questions to sort of better understand why you
19 didn't study the things that would increase service.
20 It seems to be well, the line is already not believe
21 acceptable service standards. So we can screw people
22 on it without giving them more service. And then in
23 particular I was stunned by the one thing that I
24 thought might help, which was going to this zone
25 express service, which seemed to me something you say

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may allow for operational improvement, but then you
say, However, because this configuration would
require an extra transfer for passengers at Church
Avenue it wasn't studied as part of this report.
But, unless I'm mistaken, half the passengers are
going to have to do that transfer anyway, right?
Because only every other train is express?

PETER CAFIERO: Every other train is
express. So I'm--I'm not quite-

COUNCIL MEMBER LANDER: [interposing] So
half the people have to switch at Church if they want
to get on the express train--

PETER CAFIERO: [interposing] Yeah, yeah.

COUNCIL MEMBER LANDER: --right?

PETER CAFIERO: Yes.

COUNCIL MEMBER LANDER: Because they're
on a local train if they'd like to switch to an
express.

PETER CAFIERO: Yes, it's--the local
trains will originate at Kings Highway. So only
those south of Kings Highway would need to transfer
and they do today. That's the current service plan.

COUNCIL MEMBER LANDER: But nonetheless,
you chose not to--

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CHAIRPERSON FERRERAS-COPELAND:

[interposing] Okay, Council Member, I need you to--

COUNCIL MEMBER LANDER: --study the Zone
Express--

CHAIRPERSON FERRERAS-COPELAND: --I need
you to wrap up your questions.

COUNCIL MEMBER LANDER: --options in this
report?

CHAIRPERSON FERRERAS-COPELAND: We have
another agency waiting--

PETER CAFIERO: [interposing] No. (sic)

CHAIRPERSON FERRERAS-COPELAND: --and
several members on queue. Good.

COUNCIL MEMBER LANDER: Okay, now I've
used as much time in my question as my average
constituent is going to experience as delay in their
commute as a result, and only--and--anyway.

CHAIRPERSON FERRERAS-COPELAND: Okay.

COUNCIL MEMBER LANDER: Thank you, Madam
Chair. I--I--I just--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] Thank you, Council Member Lander.

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COUNCIL MEMBER LANDER: We need a lot
more answers than this before we're going to be able
to proceed in anyway.

LOIS TENDLER: And--and I hope that we
will be able to--the--the plan here is to begin a
dialogue with all the affected communities, and this
was released in the hope that the next steps would be
us the Transit Team coming to community boards,
coming to meetings that you and your colleagues might
want to have. We want to talk to people.

COUNCIL MEMBER LANDER: I--I can imagine
ways you could have set up those conversations that
would have been far more productive than what you're
proposing, and honestly look, no one likes to have a
dialogue about trade-offs between--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] Council--Council Member---

COUNCIL MEMBER LANDER: --different
constituents, but we're adults enough to have it--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] Council Member Lander.

COUNCIL MEMBER LANDER: --if you'd give
us the information. I apologize, Madam Chair, but
you can imagine my--

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CHAIRPERSON FERRERAS-COPELAND:

[interposing] Okay, I understand your frustration.

COUNCIL MEMBER LANDER: I have some
unhappy constituents.

CHAIRPERSON FERRERAS-COPELAND: I--I
totally understand it, and I'm going to ask that if
we only have--well, we have seven members on the
queue, they can either follow up with you right after
the hearing if you'd like to stay. If not, they
should schedule. Can please commit to scheduling a
meeting with Council Member Lander immediately?

LOIS TENDLER: Yes, our pleasure.

CHAIRPERSON FERRERAS-COPELAND: Thank
you. Thank you, Council Member Lander. Council
Member Miller followed by Council Member Rose
followed by Council Member Chin.

COUNCIL MEMBER MILLER: Thank--thank you,
Madam Chair and Mr. Chair there. Council Member
Lander, welcome to our world, the world of bait and
switch.

COUNCIL MEMBER LANDER: I--I think it's
good now.

COUNCIL MEMBER MILLER: I--before we
start on the new, we want to talk--I want to go some-

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-do some things we talked about in last year's
budget, and that was on the--on the--on the buses
side, and that there was--we were expecting delivery
of buses, but they were a couple years overdue. What
is the status of those?

MICHAEL CHUBAK: So I have information on
new buses.

COUNCIL MEMBER MILLER: Uh-huh.

MICHAEL CHUBAK: If you'll give me a
moment to find it. I apologize. We have in the last
two years [banging door]--we have in the last two
years received 300 express buses and 800 standard
local buses. We have on order two contracts that
were awarded earlier this year. One is for 231
articulated buses. Another is for 138 standard length
CNG buses--

COUNCIL MEMBER MILLER: [interposing] Uh-
huh.

MICHAEL CHUBAK: --and we have future
plan in the 2015 for the 19 Capital Program for an
additional 800 approximately standard length buses.
Make that 900. I apologize, and 340 express buses
and 350 articulated buses. In addition, I should
point out that we're taking delivery or beginning to

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take delivery of an order of 75 articulated buses,
and there was, in fact, a--an event--if that's the
right word--at the Michael Quill Depot on the West
Side of Manhattan at 1:00 p.m. today where those
buses were unveiled--

COUNCIL MEMBER MILLER: [interposing]

Okay, so--

MICHAEL CHUBAK: --and they--they--

COUNCIL MEMBER MILLER: I'm sorry because
of--in the interest of time.

MICHAEL CHUBAK: I'm sorry.

COUNCIL MEMBER MILLER: I have a number
of questions.

MICHAEL CHUBAK: [interposing] I will say
that those buses in particular are earmarked for
Queens.

COUNCIL MEMBER MILLER: So that's
precisely so, you know, when--when I was the
President and back in 2009 we were waiting on those
buses, and I would hope that they're there by now,
and I know that some of them arrived. But we still
have buses up and down the road that shouldn't be on
the road that are more than 20 years that leak when
it rains, and other things like that. So, I'm--I'm

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eager to know when the rest of them will be
delivered. Could you also tell me the status of the
Jamaica Depot as it pertains to the Capital Plan?

[background comments]

LOIS TENDLER: We are--we are moving
ahead. We just--tomorrow we're going to be sending
out notice about our scoping sessions for the EIS.

COUNCIL MEMBER MILLER: Uh-huh.

LOIS TENDLER: As you know, Councilman,
we're still looking for a site to stage--to sit--park
the buses while we stage the--

COUNCIL MEMBER MILLER: [interposing]
Keep your phone open. We--we--we're working with you
on that.

LOIS TENDLER: Yeah, I--I--yes.

COUNCIL MEMBER MILLER: Okay, and we
also--well, the Chairman is not here, but I've spoken
with him and other on--and--and around the table and
on the board about my commuter--Commuter Rail Equity
Act, also known as the Freedom Ticket. Obviously, we
have many transportation deserts throughout the city.
Southeast Queens happens to be an extreme
transportation desert with eight Long Island Railroad
stops within that district. We that currently it is

cost prohibitive for the hundreds of thousands of
riders to--to take advantage of it, and so obviously
we've been introduced the Freedom Ticket, and we want
to know the status of that, and your support.

LOIS TENDLER: [off mic] [on mic] The
Chairman has told you and other people who asked the
fare policy is the problem to the MTA Board, and the
issue of the Freedom Ticket will be discussed and
considered by the MTA and the Board when they do
their financial plan this July.

COUNCIL MEMBER MILLER: Yeah, that--that
is--I mean, look, they're going--they're coming into--
into the district at about 60 to 80% of capacity.
So whether or not the fare goes up or you increase
whatever, anything you give is a win-win over there.
And we're hoping that, you know, quite frankly you
can't quantify. We're spending a lot of money
throughout the city, throughout the State, but here
are people were traveling an hour and a half, two
hours one way daily. When you can give back people
\$5 to \$10 a week to their families, to their
community, I don't think that could be quantified.
In terms of--in terms of your--your revenue and
you're projected funding, and I know there was some

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conversation about that. First, is there any plan to
restructure that, interest rate swaps or--?

NATATIA GRIFFITH: [off mic] All--[on
mic] I'm sorry. All related debt service questions
will be included in the formal written response.

COUNCIL MEMBER MILLER: Okay, and finally
on the already dedicated MTA [bell] funding, are you
in support of a lockbox?

NATATIA GRIFFITH: I'm sorry, what did
you say?

COUNCIL MEMBER MILLER: Into the--so all
of the--all of the surcharges and taxes and the
mortgage report and fees that go to the MTA, but
don't get to the MTA, are we in support of a lockbox
on that money?

NATATIA GRIFFITH: I'll have to discuss
with senior executive management and get a formal
response back to you on that matter.

COUNCIL MEMBER MILLER: The public will
want to know that the money--the--the money they're
spending is going where it should be. Thank you.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Council Member. We will now hear from Council

Member Rose followed by Council Member Chin followed
by Council Member Greenfield.

COUNCIL MEMBER ROSE: Thank you, Chair.

The North Shore Alternative Analysis Report, which
was produced in 2012, estimated the capital costs for
the North Shore BRT at \$352 million when the average
SBS route only costs \$7 to 18 million, which is a lot
less expensive than a subway improvement or expansion
project, which costs billions of dollars. Do you
still stand by that estimated cost of \$352 million
for the Staten Island BR--the North Shore BRT?

PETER CAFIERO: Well, first of all, let
me just clarify that the Staten Island North Shore
BRT is much more than a typical SBS route, which is
trying to make the best use of the existing local
streets usually through a bus lane or--or other
activity--actions that we can work with City DOT to
improve operations. In this case, as you know, the--
the road networking in the North Shore is--is not
necessarily conducive to that, and we have this
right-of-way or an abandoned right-of-way in parts
that many people propose making use of. So, there's
a significant additional capital cost to upgrading
and restoring that right-of-way, and that's where

that \$352 million estimate came from. It's still much more cost-effective than other ways to do it. That--having said that, what's in our capital program now is \$5 million to continue that effort to the next step, which involves re-examining some of the alternatives because the--the right-of-way that we were proposing to use as it approaches the ferries is no longer available because of development that's occurred on that right-of-way. So, we'll have to re-examine some of--of--of the alignment, and that will include updating the cost estimates, and beginning the environmental work so that we can be prepared to advance the project in the future.

COUNCIL MEMBER ROSE: And--and despite the fact that, you know, in the Rockefeller Foundation classification and that North Shore Study and the report in 2013, mobility and equity for New York's transit starved neighborhood, which you know this is a transit desert. Why did the MTA fail to submit for federal funding for this project when it's clearly something that is needed with all the development and the rezoning, and the fact that it was clearly stated that it's a knit--a necessary service to move people through this corridor. Why

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did--did you fail to apply for federal funds to fund
this project?

PETER CAFIERO: The next step in the
project will be develop again the--the engineering
and the environmental work to be able to then advance
it and to--to look for other funding sources--

COUNCIL MEMBER ROSE: [interposing] So
how long is--

PETER CAFIERO: --past construction

COUNCIL MEMBER ROSE: --the study going
to take? You know, how--how long is the study going
to take? How long is it going to take before we get
to that--that stage, engineering and environmental?

PETER CAFIERO: Well, it's--it's a
supplemental in terms of analysis. So it's--it's
basically bringing the--the work that you cited
before, which was completed about five years ago.
Bringing that up to--to date, and again, accom--
acknowledging that there have been some changes to
the--the conditions on the ground so to speak that we
have to work through. And then--and advancing the
environmental work so that we would be able to--to
move to the next step. I can't yet tell you exactly
how long it's going to take. We are currently

revising the scope. Again, this was contingent on our capital program being approved, which as was noted before, it will become final this month that we will be able to--access that. So, we're--we're very quickly to try to restart this effort.

COUNCIL MEMBER ROSE: And sort of contingent with this is that five years ago you discontinued a number of bus routes on Staten Island further exacerate--exacerbating, you know, the situation. Are there any plans to restore the--the lines that were discontinued?

PETER CAFIERO: On this as I heard Commissioner Trottenberg mention in her previous testimony, we have--New York City Transit has--has begun a really comprehensive look at the Staten Island bus service needs both local and express we call the Staten Island Bus Study. The Staten Island Bus Network is really an outgrowth of the local bus network of what was there 40, 50 years ago and--and has been added on and adjusted and re-routed and in some cases discontinued over the years. But a lot of the island has changed, the development has changed [bell]. The Express Bus network similar issues, and we really want to take a complete relook at both

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networks with public input and also with a lot of the
new data that we now have access to. So we're in
progress on that. We've had community--we've had
public meetings in--in all three community board. We
expect by the end of--by the beginning of the summer
basically to release our first report, which sort of
catalogues the data and the problems that have been
identified, and begins to talk about possible
alternative networks and what we would begin to
consider. So this is--it's an ongoing. We're about
a year into this study, and probably another year to
go to--to really complete this. but we look forward
over the next six months or so to really working with
everyone in State Island to talk about--about what
would be the appropriate networks for the services.

COUNCIL MEMBER ROSE: I--I just--my time
is up, but I just want to say that we're overwhelmed
with studies and underwhelmed with services. and I
really need you to expedite, you know, these studies
so that we can get to the business of making
transportation in a transportation desert a reality
for Staten Islanders. Thank you.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Council Member. I'm sure we'll get a study

about resisting studies. Council Member Chin followed by Council Member Greenfield followed by Council Member Johnson.

COUNCIL MEMBER CHIN: Thank you, Chair.

Good afternoon. In my district I have--a lot--a part of my district has plenty of transportation and some parts do not. But one thing we could say for sure is the trains are very, very crowded. It's crowded on the weekend, and it's crowded on the evening, and it's good to hear that from your testimony that you are beginning to increase more services because of all the--the upgraded. And so one of the suggestions that I have is that I know some of the lines might not be as fully utilized. I love the J Train. It goes to many parts of my district, and I know that in the past, it has also gone into Brooklyn after Broad Street. And Lois, you and I worked on that train many years--and many years ago, and I think it's still one of the best. So I think it might be a good way to look at how to utilize that line better especially over the weekends. It might help alleviate some of the congestions or when you have repairs going on that you don't have trains that go to Brooklyn, and that might be a--a good alternative.

And the other issue that we want to look at is some of the Select Bus Services. I have the M15 in my district, but one of the things that we want to look at is really increasing more local service south of Houston because of the growing residential neighborhood. And often times, you know, seniors and residents and myself included wait a long time for a local bus when I see four Select bus going by. And so, that we have some projections that we will be forwarding to the MTA to see how we can increase at least two more local stops on the Select Bus below Houston, and then we can also benefit some of the growing development that's going to be happening along the Delancey Street so that we can accommodate all the--our new residents that are going to be in the neighborhood. So I hope you will look into that, and my question is going to be on the technology, right. MTA is putting in a lot of money on technology. I love seeing the countdown clock and the information kiosk. So how soon are you going to be putting some more of those information kiosks in some of the other lines? I know we have it on the 11 Line. We need it on every single line, and also are you doing some surveys to see how effective they are?

1 Are the riders using them? How are they benefitted
2 from them? And it's really--how are these devices
3 being used by passengers? Are people checking in to
4 see when the trains are coming? I think that's--
5 that's been quite useful, and my final question with
6 that is what about offering translation on those
7 information kiosks so people can--can get that
8 information whether in Spanish, in Chinese, in
9 Korean? And at least the normal languages that you
10 have on the signs that MTA pulls out. Could you have
11 those different languages on those travel kiosks
12 information kiosks and things like that? Thank you.

14 MICHAEL CHUBAK: So the devices you're
15 talking about are called On-the-Go--

16 COUNCIL MEMBER CHIN: [interposing] Yes.

17 MICHAEL CHUBAK: --kiosks, and they have
18 been very successful. We actually have utilization
19 by literally hundreds of thousands of riders each and
20 every month. And one of the features that's
21 available for example is to ask for travel
22 directions, and that now accounts for about 15% of
23 the computer requests for travel directions from our
24 system. We are actually in the process of beginning
25 to install another 180 of these units throughout the

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system. The question about having other languages
than English is a good one, but we'll have to look
into that.

COUNCIL MEMBER CHIN: Well, a lot of the
technology you're already posting your signs in
different languages. So that's got to be the next
step.

LOIS TENDLER: We'll see what the
capability is and get back to you.

COUNCIL MEMBER CHIN: And I also have one
other suggestion in terms of the--the bus line. The
M103 also runs through my district, and the complaint
that we often heard is that it's very slow. It
doesn't come that often, and then also a lot of them
terminate on Sixth Street. So I think that is
something that we want MTA to look at to see if you
can have the bus come all the way down to that end
instead of stopping on--on Sixth Street. So that's
something that we also are requesting. Thank you.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Council Member. We'll now hear from Council
Member Greenfield followed by Council Member Johnson,
followed by Council Member Rosenthal.

COUNCIL MEMBER GREENFIELD: Thank you very much, Madam Chair, and thank you, Mr. Chair and, you know, [coughs] I have to say that as a resident of Southern Brooklyn life is very frustrating for us. We have very few good mass transit options. Unfortunately, we're forced to drive everywhere. Not because we want to, but because we don't have great train or bus service. We've actually seen reductions in my district in bus service, and for years we've been advocating, begging and pleading to get something back. Not something new. I want to be clear about that. It's not something new, but to get something that we had when I was growing up two blocks from the F Train and that is F Express Service. And today, I'm--I'm thrilled, I'm pleased that finally after years, after decades of pleading and begging in a transit desert, that we're actually getting a small amount of improvements. Just to be clear, it's not a silver bullet, but we're getting a small improvement on the slowest local train in the system, and that is the F Train where we're going to be able to shave off a few minutes off of what in some cases is a one and a half hour long commute. So, I will start by first saying thank you. Thank

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you because we've had this conversation literally
since my first day in the City Council. We've asked
for a study. The study has finally been released.
The recommendations are finally going to go into
effect, and we're excited about it. And so, it's not
a question. It's simply a thanks and then I'll move
onto some of the issues that my esteemed colleagues
have raised.

LOIS TENDLER: I just--Councilman, I
don't want to undercut your excitement, but I want to
be clear that the report also said that there wasn't
an ability to do this until mid 2017, and we expect
lots of robust conversation across--

COUNCIL MEMBER GREENFIELD: [interposing]
Oh, really?

LOIS TENDLER: --all parts of the
borough--

COUNCIL MEMBER GREENFIELD: [interposing]
I've been waiting 30 years for this.

LOIS TENDLER: --at the present.

COUNCIL MEMBER GREENFIELD: I wait
another year. And so, here is--here is the point
that I want to make to my--my--my esteemed colleague,
and I respect my colleague. He's doing what you have

1 to do. Listen, if your neighborhood loses even one
2 minute, which is what it's going to be on average,
3 one minute of service certainly it is your job to
4 complaint, and I don't begrudge him for defending his
5 constituents. I'm sorry, 1.3 minutes to be exact
6 based--based on your report. I'm looking at the
7 report here. 1.3 minutes. You had your time, you
8 know, to respect the process, Council Member Lander,
9 but you what's interesting is when there was G Train
10 extension, and the G Train extension slowed down the
11 F Service. I didn't complain. Nobody in Southern
12 Brooklyn complained that Council Member Lander's
13 constituents had more robust service. Absolutely not
14 because that's what a New Yorker does. You don't
15 begrudge other New Yorkers. When, in fact, there was
16 a BQX that was suggested, a \$2 billion plan that
17 Council Member Lander's constituents will benefit
18 from, I didn't complain, and I'm not complaining
19 because we don't begrudge other New Yorkers. It's
20 not very New York like honestly to begrudge New
21 Yorkers who have been waiting for 30 years for some
22 improvements, and finally have a hope of getting an
23 improvement and say, oh, well, you know, I live in a
24 transit rich area. My constituents are wealthy and
25

1 successful and popular, and have access and they are
2 entitled to have the best service in New York. But
3 you poor schlubs that live in Southern Brooklyn
4 shouldn't get it. I don't think that's fair. I
5 don't think that's the conversation we should be
6 having, and I want to move away from that. I will
7 say this: I think Council Member Lander is correct.
8 We certainly could have had opportunities to have a
9 more robust conversation. We should have a more
10 robust conversation. There are things that we can do
11 like adding more F Trains, adding more G Service, for
12 example. That could, in fact, make this a win-win
13 for everyone. But I certainly don't think the
14 conversation should be about us versus them when all
15 we're asking as residents of Southern Brooklyn in an
16 transit starved area where it can take an hour and a
17 half to get to Manhattan is to get something back
18 that we've gotten before. We're not asking for any
19 of those fancy things that you get in, you know, Park
20 Slope and other neighborhoods where you get news
21 service, and you get, you know, new light rail.
22 That's not what we're asking for. Just a restoration
23 of what we've had before. So I thank you for
24 starting that conversation. I appreciate the
25

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commitment and I do think that we should make Council
Member Lander's district whole, and I think we can do
that, and we should figure out ways to do it whether
it's adding more F Trains or adding more G Trains.
We can do it, and I'm committed to doing it together
with Council Member Lander, and together with the
MTA. Thank you very much.

[background comments]

CHAIRPERSON FERRERAS-COPELAND: No, this
is not in quotes.

COUNCIL MEMBER GREENFIELD: This is a
Republic debate with Council Member Lander.

CHAIRPERSON FERRERAS-COPELAND: Okay.

[laughs]

COUNCIL MEMBER GREENFIELD: You mention
your name, and you don't get to respond.

CHAIRPERSON FERRERAS-COPELAND: Council
Member--Council Member Johnson. We need to leave
this room. Actually, we should have left five
minutes ago, and we have one more agency. So--so I'm
asking everyone to please stick to their time.
Council Member Johnson followed by Council Member
Rosenthal, followed by Council Member Treyger.

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COUNCIL MEMBER JOHNSON: I wanted to
talk about the F Train and plastic bags [laughs] to
get in between Council Members Lander and
Greenfield.

CHAIRPERSON FERRERAS-COPELAND: Are you
really?

COUNCIL MEMBER GREENFIELD: Really, I'd--
I'd actually love to talk about the Speakers' race.
We've been excited. Okay.

COUNCIL MEMBER JOHNSON: So I--I wanted
to dig into the L Train conversation. I'm grateful
that you all have had two pretty well attended big
public hearings, you know, both in Manhattan and in
Brooklyn. I asked Commissioner Trottenberg about a
proposal that may colleague State Senator Hoylman
floated at your public hearing, which was two shut
14th Street across town down to vehicular traffic and
use it just for MTA bus service only to speed up
cross town travel. Is that being looked at as part
of the studies that are being undertaken right now?

LOIS TENDLER: We're looking at
everything. So we're looking at the meeting that we
had last week on 14th Street, the one in Brooklyn.
The week before we began a--what's going to be a full

throttle tour. We're going to visit every community board affected. We're doing a bunch of community meetings. We're putting on the table anybody--any ideas for mitigation of the service impact of what closing the tunnel is going to produce.

COUNCIL MEMBER JOHNSON: So--so I'm not sure that--that I'm opposed to my colleagues' plan. I actually think it might be a good idea. The question that I have is what does that do to the surrounding blocks, which are primarily residential blocks, and some of them are cross-town traffic blocks that give access to the West Side Highway. So I would ask that when these things are looked at if you look at 15th Street, 17th Street, 19th Street, 13th Street, you know, and see what the impact would actually be, I would appreciate that.

PETER CAFIERO: Right, and we're-we're actually working directly with New York City DOT, and we will be modeling--traffic modeling of all those streets, and not just 14th Street. We're looking at all of it. We do have, as--as has been pointed out, a significant number of riders that are below ground on 14th Street. Right now, 50,000 or so just within Manhattan on the L Train, and 35,000 on the--the

service bus, which is one of our busier bus routes.

So there's a lot of people already in transit we need to carry, and then, of course, there are other uses at 14th Street. So we're going to need work together with the City and the community to--to work through this.

COUNCIL MEMBER JOHNSON: Lois, you mentioned earlier to Chair Rodriguez's question about Wi-Fi availability. I just want to en--ensure that I heard it correctly that by the end of this calendar year 2016, every station throughout the network will have Wi-Fi access? That's correct?

LOIS TENDLER: [off mic]

COUNCIL MEMBER JOHNSON: That's great news. Right now, I like time my going between stations on when I can send emails and things along those lines. So I'm happy to hear that. Last year you conducted a full line review on the A and C lines that Senator Squadron had pushed forward. There were recommendations that the MTA made on its own from the full line review, and I want to understand if any of those recommendations that you all made from the full line review have been implemented after the recommendations were made?

[background comments]

MICHAEL CHUBAK: A--a number of them
have been. I know one of them was to adjust the
stopping locations on--on various trains--on the C
Train and--and I know I've gotten a lot of people
talking about at Penn Station where we aligned it
much more closely to where the riders were entering
the system. So we have implemented those. There are
some others that are being worked on and take some
time to implement. So we're in--in process of doing
that, but a number of them have been implemented.

COUNCIL MEMBER JOHNSON: Can you--can you
actually send us--?

LOIS TENDLER: [interposing] We'll--we'll
follow up.

COUNCIL MEMBER JOHNSON: Follow up just
so I understand which ones have been implemented, and
--and I would just say that it's my understanding
that full line reviews take approximately 18 months
to conduct, which seems like way too long, and it's
my understand that when the full line review occurred
for these two lines, there was commitment to do more
full line reviews on other lines that had had seen
some problems as well. I don't think it should take

18 months. I mean six months should be long enough to conduct a full line review so that we have this information. It's a pretty cost-effective way to understand where there are problems in the system.

6 MICHAEL CHUBAK: I--I think one of the points that we--we try to make is we don't need to do the full line review to address challenges and issues, and one of the things that we've noticed is in a number of cases that our schedules needed to be looked at. They were out of date in terms of the travel times through some of the parts of the city with the growing ridership. So, we've--we've actually--the same people who do the line reviews look at those issues as well [bell] so we've been really looking at a number of routes in the city as well as trying to do the line reviews.

18 COUNCIL MEMBER JOHNSON: I want to thank you and just end with this. It's not a question. It's a short statement. Uptown and downtown bus routes on 7th Avenue, 8th Avenue, 9th Avenue and 10th Avenue are horrendous. You wait for a half hour, 40, 45 minutes for a single bus to come, and it's unacceptable at this point for seniors who are waiting. I agree with Council Member Chin. I would

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love to work with you all in looking at how we can
improve uptown and downtown bus routes. Thank you.

LOIS TENDLER: We'd be happy to do that.

COUNCIL MEMBER JOHNSON: Thank you, Madam
Chair.

CHAIRPERSON FERRERAS-COPELAND: Council
Member Treyger followed by Council Member Gibson.

COUNCIL MEMBER TREYGER: Thank you to
both chairs. I'm going to read a quote. "We should
support each other's neighborhoods and celebrate when
a whole group of neighborhoods that have had--not had
enough service are now going to get more service."

End quote. That was a quote from Mayor de Blasio
after announcing his \$2.5 billion pie in the sky
street car ideas for the other half of Brooklyn
leaving out an entire region of his city in Southern
Brooklyn. We were also interestingly left out and
cut out of his ferry plan, but interestingly he knows
how to find us when it comes to development and
increasing density. Also, with regards to the MTA.
In 2010, it wasn't a great year for Southern
Brooklyn, and it hasn't been great since. Are there
plans to bring back the X28 on Saturdays?

MICHAEL CHUBAK: Not at this time. No.

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COUNCIL MEMBER TREYGER: Are there plans
to bring back the entire route of the X29?

MICHAEL CHUBAK: No.

COUNCIL MEMBER TREYGER: Are there plans
to increase service along the B82, which was--which-
which was reduced in recent years?

MICHAEL CHUBAK: The B82 is a--is a route
that we are looking as part--with the city jointly as
potential Select Bus Service route. We are, in fact,
going to be looking at that route comprehensively
over the next year. We actually already have begun
the community process on that route.

COUNCIL MEMBER TREYGER: I also want to
note that we have to organize and work very hard to
get the B64 extended and all the way down to Coney
Island because it was cut from Bay Ridge to
Bensonhurst, and we had to mobilize and organize with
TW and residents to get that service back. Are there
any other plans in the Capital Agreement plans to get
an elevator by the Neptune Avenue Line and the F Line
where there's a NORC community that was ordered to
evacuate during Super Storm Sandy. Many seniors and
people with disabilities could not evacuate using the
F Line. Are there plans in the Capital Agreements?

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LOIS TENDLER: Neptune Avenue has been--
not been--has not been designated to get an elevator.

COUNCIL MEMBER TREYGER: And--and--

LOIS TENDLER: There's money in the
Capital Plan for elevator--ADA accessibility at a
bunch of stations yet to be determined.

COUNCIL MEMBER TREYGER: So I would like
to meet with the MTA along with my State colleagues
as well, Senator Diane Savino and Assemblywoman
Pamela Harris to discuss that further because that is
an area that is in mandatory evacuation zone. It is
in a NORC. It's a naturally occurring retirement
community. There are thousands of seniors who live
in Wabash, Trump Village, Luna Park that rely on that
service, and they can't get up the stairs. So that
is something that I would like to follow up on. With
regards to the--to the F Express, this--yes, this is
news that many people in Southern Brooklyn feel is
not a new service. This was service that was taken
away from us. This was service that we once had.
The MTA does not have to build a new track. The MTA
does not have to invest billions of dollars in new
infrastructure like you're doing Manhattan because
the--the perception and the feeling in many in

1 Southern Brooklyn is that every time there's a
2 capital agreement or a capital announcement it's
3 always in the other boroughs. It's not in Southern--
4 it's not--it's not in our region, not in our part of
5 New York. So this is news that we do welcome, and I--
6 -I do want to just note that we're not here saying
7 that the residents in my colleagues' district should
8 suffer at this news because we--we are in this
9 together. I would certainly add my voice to adding
10 more F Train along--trains along the line to make
11 sure that we accommodate the entire borough. But
12 yes, we do need express service. It takes over an
13 hour and a half in some cases for residents in Coney
14 Island to get to work and come back, and people who
15 want to enjoy the--the seasonal months complain that
16 that's one the barriers why they don't come to Coney
17 Island. If we had a ferry, which the Mayor at one
18 point made me promise, and has not delivered, that
19 could be a different conversation. But right now we
20 do need faster, more improved service to Southern
21 Brooklyn, and I'd like to work with you as well. I
22 hear in the report that there is an issue with the
23 Kings Highway and the F Line, which is holding back
24 further the extension of the express service. Is
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that accurate? Are there plans to modernize the
track and switch layout at the Kings Highway Station?

MICHAEL CHUBAK: There--there are plans
to do that, but it's not--it will be several years
before that happens. So, our report is really
looking at what we can do in the nearer--nearer term.
It still takes about a year for the work that's going
on to allow this to happen. The other thing I would
point is as the report talks about there are capacity
constraints along Sixth Avenue in Manhattan. So our
ability to add additional service is--is very limited
by that as well as our car fleet, but we believe that
the ridership can be accommodated with the existing
levels of service. [bell]

COUNCIL MEMBER TREYGER: I'd--I'd like to
follow up with a meeting with the MTA after. Thank
you, Chairs.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Council Member Treyger. Council Member Gibson.

COUNCIL MEMBER GIBSON: Thank you very
much, Chair, and good afternoon to all of you. I
guess the--the theme that you hear from all of us at
the City Council is just our frustration. I mean we
hear from residents and riders each and every day

about the overcrowding subways and buses and, you know, the time limits of service. So I guess my first question is we are looking to have a 4% increase in the fare and tolls in both 2017 and 2019. We're moving forward with that, right? Even with some of the challenges that we're facing.

NATATIA GRIFFITH: That is the current assumption. Yes.

COUNCIL MEMBER GIBSON: Okay, so what I'd like to know is the Five-Year Capital Plan and I--I know we've talked a lot about Brooklyn, Park Slope and South Brooklyn. So let me put on the voice of the Bronx. Another borough in the north part of the city, and the Five-Year Capital Plan while I know it is always very ambitious, we in the Bronx and in my district I cover most of the Number 4 Train starting at Yankee Stadium going all the way to Burnside Avenue. From Yankee Stadium to Burnside Avenue, there is only one elevator and escalator in that entire thoroughfare, and guess where it is? At Yankee Stadium. At Yankee Stadium in Jerome. No, no, no, I didn't--we didn't get to Fordham yet. I don't go to Fordham. I stop at Burnside, but the only one is at Yankee Stadium. So the frustration

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that we have in the Bronx is that many of us live on
a hill and in order to get to the Number 4 at Jerome
Avenue, we have take one of the buses in Morris
Heights or Mount Eden that bring you out of your
hill, down the hill and into Jerome Avenue. So what
we've been fighting for in Community Board 4 and 5
for many, many years is to get on the Five-Year
Capital Plan. And I know someone mentioned that in
the Capital Plan you're looking at additional
stations for elevator-escalator. What are some of
the factors that you look at to determine how
communities can advocate for elevator and escalators.
For many New Yorkers, they simply cannot walk up two
and three flights of stairs to get to the platform.

LOIS TENDLER: Elevators and escalators
are different animals and currently we don't at
Transit have a program to build new escalators.
Escalators are not ADA accessible so--

COUNCIL MEMBER GIBSON: [interposing]
Okay.

LOIS TENDLER: --so our focus is on
elevators--

COUNCIL MEMBER GIBSON: [interposing]
Okay.

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LOIS TENDLER: --no escalators.

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COUNCIL MEMBER GIBSON: [interposing]

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That's fine.

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LOIS TENDLER: We are, you know, with the
completion of this Capital Plan that's going to be
approved next week--

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COUNCIL MEMBER GIBSON: Right.

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LOIS TENDLER: --we will have money to
fulfill our 100 key station commitment. As the
Chairman has repeatedly said, we know that's not an
option. That's why there's some more money in the
Capital Plan to do more stations. In picking which
stations we do, we're going to look at a variety of
things. Amongst them is network coverage--

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COUNCIL MEMBER GIBSON: Uh-huh,

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LOIS TENDLER: --you know. So it doesn't
make as much sense to do three elevators in a row if
you're now going to have ten stations without an
elevator.

21

COUNCIL MEMBER GIBSON: Right.

22

LOIS TENDLER: That's just an example of-

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COUNCIL MEMBER GIBSON: Okay.

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LOIS TENDLER: --off the top of my head.

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We're going to look at network cover--coverage.

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We're going to look at things, which guided our
original decisions about where elevators went.
Whether or not it was a big intermodal transfer
point. Whether or not there's institutions,
hospitals, colleges.

COUNCIL MEMBER GIBSON: Right. Okay.

LOIS TENDLER: You know, stuff like that,
and we're going to put all that together. We're
happy, Councilwoman, to talk to you. I know Burnside
advocated for themselves for as long as I've been at
Transit. But we're going to try to make some
decisions--

COUNCIL MEMBER GIBSON: [interposing]

Okay.

LOIS TENDLER: --and people are--we
welcome your input or your--

COUNCIL MEMBER GIBSON: [interposing]

Okay. No, no, my--my input has already been involved
and, you know, we have a lot of conversations. So
the one thing I will say to MTA and City Transit is
we are working on the Jerome Neighborhood Rezoning
that is being administered by DCP. Transit is a part
of that conversation and will continue to be because
we are going to get some attention in the borough of

the Bronx like never before. The multitude of agencies that are working on this Jerome plan, the number one issue next to housing that people are talking about is access to mass transit, right, and making sure that it's easy for residents to travel around the district. So the one thing that we're asking is Burnside needs to get attention. It's a high visibility area. Bronx Community College, the Burnside Merchants and all of the commercial activity warrants some sort of a priority. That coupled with the fact that Jerome Neighborhood Plan is going to include an abundance of new residents to the neighborhood. And so, if we don't accommodate the existing residents, then we certainly should accommodate the new residents that are coming, right. I would love to have my residents accommodated, but the free--the conversations we're having, I want to make sure that not just the-the Burnside Avenue stop, but also the bus ridership. The BX18 in Morris Heights [bell] is not a 24-hour bus that's operable. So I'd love to continue having conversations with you guys on that.

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LOIS TENDLER: I just was going to say we
very much welcome the communities' focus on Transit
issues. As these rezonings through the process

COUNCIL MEMBER GIBSON: [interposing]
Right.

LOIS TENDLER: --we--we welcome--

COUNCIL MEMBER GIBSON: [interposing]
Absolutely.

LOIS TENDLER: --your attention.

COUNCIL MEMBER GIBSON: Thank you. Thank
you, Madam Chair.

CHAIRPERSON FERRERAS-COPELAND: Thank
you, Council Member Gibson. [pause] Okay. So we
have additional questions, but due to time, you're
lucky. We're going to send them to you. We ask that
you return them expeditiously because we'll be using
them to negotiate on our budget. Thank you very much
for coming to testify today. We will take a 2-minute
break while we transfer our documents for the TLC.
Thank you. [pause] We will now resume the City
Council's hearing on the Mayor's Executive Budget for
Fiscal 2017. The Finance Committee is joined by
Committee on Transportation Chaired by Council Member
Rodriguez. We just heard from the Metropolitan

Transit Authority, and now we will hear from the--
from Meera Joshi, Commissioner of the Taxi and
Limousine Commission. In the interest of time, I
will forego making an opening statement. I want to
thank you for your patience because I know you were
scheduled to speak probably now two hours ago. But
before we hear testimony, I will open the mic to my
Co-Chair Council Member Rodriguez.

CHAIRPERSON RODRIGUEZ: Well, you are the
lucky Commissioner because of the timing. You know,
like I think that both--for the interest of both that
Chairman Ferreras and I we want to go straight to
your testimony. Then we will go after some questions
like, you know, many questions we have about
accessibility, the yellow taxi, the revenue from the
green taxi enforcement, but we want to go and hear
your testimony, and then you're ready to answer our
questions.

COMMISSIONER JOSHI: Sure, I'll--I'll go
through my testimony as quickly as possible in the
interest of time, and anything you can't get to
today-

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CHAIRPERSON RODRIGUEZ: [interposing]

Don't rush. Okay, take your time, and say what you
feel.

COMMISSIONER JOSHI: Please feel free to
contact our office if there's follow-up questions.
We're happy to answer them, and with me today is
Midori Valdivia who's Deputy Commissioner for--oh,
excuse me, Finance and Administration. Good
afternoon, Chair Rodriguez, Chair Ferreras-Copeland
and members of the Transportation and Finance
Committees, who I'm sure are with us in spirit. I'm
Meera Joshi, Commissioner and Chair of the New York
City Taxi and Limousine Commission and I'm pleased to
be--join you today and present TLC's proposed
Executive Budget for Fiscal Year 2017. With me, as I
mentioned, is Midori Valdivia our Deputy Commissioner
for Finance and Administration. The TLC's proposed
budget is \$72.5 million, and we're confident that
this amount is appropriate to help us achieve our
goals, the furtherance of missions to continue and
improve upon the best for-hire service in the nation
to provide even better customer service for the
city's growing population of TLC licensed drivers to
improve enforcement against illegal street hails and

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traffic safety violations citywide, to expand our driver education program and develop 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 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 SHV drivers. Although the rate of increase in new drivers appears to have slowed in the last year, the TLC just issued over 1,900 driver's licenses in April 2016, 1,500 in the for-hire industry. There has also been continued vehicle growth. Today, the TLC licenses almost 77,512 for-hire vehicles compared to 38,000 in Fiscal Year 2011. The growth continues to be most dramatic in the black car sector, which grew from approximately 8,000 vehicles in 2011 to 45,000 vehicles today. Additionally, because of mandated accessibility requirements in the green and yellow taxi fleets, the overall number of yellow--of wheelchair accessible taxis has grown. On any given day, there are over 1,200 yellow and green accessible taxis on our roads, and that number is growing. By 2020, 50% 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 Borough
Taxi Program, over 5,000 green taxis making over
44,000 trips a day. Today, two years later we have
over 7,400 green taxis on the road making
approximately 50,000 trips a day. Our green taxis
are a crucial part of transportation choice offered
to passengers everyday particularly in the outer
boroughs.

Vision Zero. As the agency that's 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
attend 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 driver up to date on new Vision Zero
Initiatives and TLC rules and programs. As promised,
the TLC has been evaluating industry--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 is committed to address
fatigue driving this year. We salute operators who
pledge to reduce their driving hours to safer limits
and soon we'll publish proposed rules setting clear
limits on the amount of time drivers can be on the
road with passengers. Our 2016 Fact Book, which by
the way, I have a few a copies, which I'll hand out
after the hearing. Since last year we've increased
our data analysis capacity to process and analyze
trip data that we now get from the fore-hire industry
as well as from our green and yellow taxi data
streams. We're very proud that the amount of data we
manage at the TLC. It helps us improve customer
service and deploy our enforcement assets more
strategically. We're putting more data online 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 Fact Back--
Fact Book, which is now online on the TLC website.

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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 range of curriculum including TLC rules and regulations, Vision Zero, customer service, driver rights, a technology overview and a basic NYC geography. We have more drivers attending each month, and I'm 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 facility in the Concord section of Staten Island to meet the needs of our growing licensing 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 for licensees and

potential licensees. These other improvements have included extending our driver license terms from two to three years, replacing a variety of time--time lines 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--near future putting our entire new vehicle and driver application process online except for fingerprinting 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 also be able to track the progress of their application online

Our FY 2017 Budget. On our--our Executive Budget for Fiscal Year 2017 is \$72.5 million broken down into \$40.4 million in personnel services, and \$32.1 million in other than personnel services. The Executive Budget has--has increased by \$5.7 million over Fiscal Year 2016. This amount will

meet our operational needs such as supporting ongoing maintenance at our at our new licensing facility in Long Island. This budget will also advance priority initiatives such as Vision Zero, Trip Records for For-Hire sector, and adding the number of languages for translation of TLC materials. Additionally, the critical work of introducing green taxis through the--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 green taxi permits, but this restriction will end in--on June 13th, and the opening of the market may affect demand.

The TLC's projected revenue for Fiscal Year 2017, is \$63 million. This represents a \$9.6 million increase from January's Preliminary Budget after adjusting our driver license revenue to account for our new three-year renewal period versus the two-

year renewal period. 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 license although not more on an 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 Council to eliminate unnecessary market obstacles.

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're grateful for our partnership with the Transportation Committee under the leadership of Chairman Rodriguez,

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and with so many council members. 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'm happy to answer any questions you may have.

CHAIRPERSON FERRERAS-COPELAND: Thank you
very much. I wanted to ask about the taxi cab
medallions. In Fiscal 2017, TLC projects to collect
\$63.1 million from the various miscellaneous revenue
sources, a decrease of \$14.2 million when compared to
the Fiscal 2016 Adopted Budget of \$77.4 million. The
decrease is primarily due to a projected drop in
issuance of street hail licenses. Can you help us
understanding the drop in hail licenses in Fiscal
2016 and in Fiscal 17, and of--of the street hail
licenses sold to date, how many are accessible and
what is the total cost to the city.

COMMISSIONER JOSHI: Let me start with
what--there's been a change in the rate of sale from
the first issuance to the second issuance of green
tax permits. There's three tranches or three
issuances. Each one has 6,000 in it, and each one is
progressively more expensive. So the first tranche,
the licenses cost \$1,500, and we actually gave out

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for free every accessible license. So 20% of those
licenses were not sold. They were given out for
free, and in the second tranche, we--the price went
up to \$3,000. We no longer gave out the accessibles
for free, but there was an additional requirement
that all of the permits sold in the second tranche
have a clause in them. They may at some time in the
future be converted to a mandated accessible vehicle
because we'd like to go beyond 20% and reach 33 and
even 50%. So there are more requirements and
responsibilities attached to the second issuance
permits than the first issuance permits in--in
addition to the \$3,000 price. We can't sell them no
matter what tranche, only in staggered blocks based
on selling 200 accessibles first. So we can never
sell more than 1,000 permits unless we've already
sold 200 wheelchair accessible permits. Where we are
in the first, is we obviously, we obviously we sold
all--we gave away all the wheelchair accessible
permits. So it's easy to give away 200 permits and
then sell 800 unrestricted. This--when we get to the
second tranche, it is definitely a slower market on
purchasing wheelchair accessible permits to get to
the unrestricted ones, and even when we get to the

unrestricted ones, people are aware they're not clear--they're not infinitely unrestricted. They may at a later date be mandated to become accessible. So I think people are attuned to the fact that running an accessible vehicle requires different and maybe higher costs, and different training for their drivers than running a non-accessible, and that accounts probably for a large part of why their rate of sale is different. Also, when the number was set for the number of green taxi permits available, there--there wasn't, you know, tremendous market analysis behind because we didn't really--I don't think the state knew or really nobody knew what the actual market was for outer borough taxi needs. So a number was set. So to some--in some sense this is maybe the--you know, the slowing down of sales is reflective of market need. And also, when that number was set, there weren't as many options in the outer boroughs as there are today. The apps that have entered the market have offered a lot our outer borough options, which clearly compete with the green taxis. So that's another thing at play as to why the sales may be slower than they were definitely in the first round.

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CHAIRPERSON FERRERAS-COPELAND: So you
said there was three tranches. You spoke of the
first at \$150, the second at \$3,000. What is the
third?

COMMISSIONER JOSHI: I believe it's
\$4,500.

CHAIRPERSON FERRERAS-COPELAND: Okay,
thank you. So at what point do you recognize that
maybe the cost of \$3,000 may be an issue? Has that
been discussed in the industry?

COMMISSIONER JOSHI: The cost we
unfortunately have no control over it. It's set in
state law.

CHAIRPERSON FERRERAS-COPELAND: Okay.

COMMISSIONER JOSHI: That doesn't mean it
can't be revisited. They can sell on the secondary
market for less. I mean somebody may buy it for
\$3,000 and decide it's not worth it. We haven't seen
the secondary sales go under \$3,000. They're
generally in line with what people paid or a little
higher, but unfortunately we can't control the amount
of the cost. Although we have just made--the City
has exercised discretion and given away wheelchair
accessible taxis, and I'm sure that's something that

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permits of--because we have a policy goal that we
want to support to make sure there's more accessible
service and, you know, that's not off the table that
we couldn't in the future consider discussing that
with OMB as well.

CHAIRPERSON FERRERAS-COPELAND: I think
would make sense especially we're trying to hit a
target number. At the first tranche you were able to
do effectively. Essentially because you gave them
out, perhaps you should be revisiting that.

COMMISSIONER JOSHI: What we are doing is
waiving the renewal costs because the first tranche
now is coming up for re--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] And how--I'm sorry. How long is the
program for? It's three years?

COMMISSIONER JOSHI: Yeah, it's three-
year renewal. So the first tranche is coming up for
renewal. If you have a wheelchair accessible permit,
we're going to waive the renewal costs for you. So
that--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] Which is? \$900?

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COMMISSIONER JOSHI: \$900. So that helps
those operators keep those vehicles on the road.

CHAIRPERSON FERRERAS-COPELAND: Okay.

COMMISSIONER JOSHI: But I think you're
right. All of those incentives add up to making it
easier for people to enter the market and provide the
service that we need to support.

CHAIRPERSON FERRERAS-COPELAND: Yes. I'm
going to have my Co-Chair ask his questions.

COMMISSIONER JOSHI: Okay.

CHAIRPERSON RODRIGUEZ: Thank you, Chair.
Commissioner, thank you for your work in leading
that--this important agency. I would love for you to
describe compared to last year when we have the app
companies such as Uber and--and Lyft rapidly growing
enrolling new drivers, can you describe the--the
growing--continue being the same, or has any decline
or growing in the last couple of months?

COMMISSIONER JOSHI: What--what I--what I
included in my testimony is that we have year over
year still seen an increase in the number of drivers.
We don't know specifically where--what bases drivers
work for. We only know what vehicles are affiliated
to bases, but we have undoubtedly seen a--a rise in

the number of drivers. We now have 150,000 drivers. More recently we've seen that tape off a little bit, but still we're bringing on new drivers at levels that are much higher on a monthly basis than they were a few years ago. And now, you know, and you were--you were the sponsor it. There's the Universal License. So drivers that come in now will basically have the option of driving in any--any sector, and we'll see if that has a greater pull. Maybe there will be even more people that would like to get a TLC driver's license now that they can drive in any sector once they get it.

CHAIRPERSON RODRIGUEZ: But--but drivers have to notify TLC when they move from--among bases, right?

COMMISSIONER JOSHI: Driver never do. The vehicle owner does.

CHAIRPERSON RODRIGUEZ: Yeah, but--

COMMISSIONER JOSHI: [interposing] The person who owns the vehicle has to let us know that they're affiliating with a new base. They're given a window usually 60 days because maybe that doesn't happen quickly. They can stay unaffiliated for 60

days, but after 60 days they have to affiliate with a new base.

CHAIRPERSON RODRIGUEZ: Yeah. So based-- based on that window, the 60-day and the information that the agency is able to track, have you seen any mobility of drivers between the apps company, the new apps such as Uber and leave with the other bases? Or, how can we describe as being in the same place or those apps services keep growing and a reduction of drivers in the other bases?

COMMISSIONER JOSHI: We're happy to look into whether there's been stability in the affiliations whether cars tend to stay affiliated with who they joined, you know, a year or so ago. And there's one other wrinkle that may make this a little harder to discern. You can stay affiliated with one base, but take dispatches from other bases. So the affiliation doesn't give the exact picture of who you're doing rides for on a daily basis. But we're more than happy to take a look to give you a snapshot of--of affiliations, and to see if people are staying with the bases that they originally came in with, or if they're moving to different bases. And we'll follow up with your staff with those stats.

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CHAIRPERSON RODRIGUEZ: It appears that we leveled the playing field with the--all the--the package of--of bills and the new bills that we have passed at the Council. As it was one of the concerns that we have in the past, nothing against a new company providing other alternative services for consumers, but it's about being sure that everyone follow the same rules and regulations. Do you feel that the new bills that the Council has passed and the Mayor has signed have provided new tools to you as Commissioner and to the agency to be able to work at making everyone more accountable or level the playing field of all those new stakeholders in the industry?

COMMISSIONER JOSHI: I think the Universal Drivers Bill has gone a long way to that because every driver now has the same set of threshold requirements before they can drive, and it's brought the added benefit of allowing them to drive in any sector. And I think that kind of income mobility is very important. So that--that bill definitely did a lot to making things equal for people in the industry.

CHAIRPERSON RODRIGUEZ: Great. So, as you described now drivers or drivers have to take come courses. Who provides those courses, and--what is the system for the TLC--the TLC to pick, to choose those providers of those courses?

COMMISSIONER JOSHI: We set down a series of criteria. It's available on our website, a Memorandum of Understanding, and if you meet all the criteria in that Memorandum of Understanding, you basically enter into an agreement with us, and you can become an authorized provider. At one point, we were looking at picking one sole education provider. But we walked away from that because we prefer to have competition to make the price more--come down because with more schools they'll compete on price to get students. And also to compete on quality because if your school, the pass rate is higher than another school, more students are going to come to you. So we truly believe it should be an open market. We currently have four or five education providers. I'd welcome more education providers. I think we should have more like 12 education providers. We're putting the information about where those providers are, how much they charge for the class, and soon we're going

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to put their pass rates as well. So drivers are, you
know, potential drivers can make a very good decision
about which one they want to choose to go to, and
hopefully that competition will drive up the quality
of the schools.

CHAIRPERSON RODRIGUEZ: Is any of the
adult continuing education at CUNY involved as
provider?

COMMISSIONER JOSHI: Yes, Kingsborough
and La Guardia both provide courses.

CHAIRPERSON RODRIGUEZ: Because I think
that since the--the city work very close with CUNY--

COMMISSIONER JOSHI: [interposing] Yes.

CHAIRPERSON RODRIGUEZ: and--and CUNY
also benefits by the investment that we make. I hope
that that will one of the partnerships to be made.
My last question, and I know that we are watching the
clock because we have to almost end this hearing,
it's about enforcement. Still hundreds of drivers
without being licensed by the TLC we have thousands
of New Yorkers in different locations target 223rd
Broadway, others in Queens, other places, you know,
and--or they're close to malls. How tough is TLC
enforcing to get rid of those drivers that they don't

have insurance, and if something happens, it would
put at risk, the life of those New Yorkers who use
those services.

COMMISSIONER JOSHI: So we--we still put
a tremendous amount of emphasis on our street
enforcement. That's our squads of inspectors that
are out on the street, and picking up illegal
operators. We're bringing on 75 new inspectors and
the vast majority of those new inspectors are going
to be dedicated to street enforcement. Additionally,
we're looking at some legal tools to help us get
those cars off the street. One of them is
forfeiture, something that's allowed under the
Administrative Code, which we haven't in the past
utilized, but anyone caught twice operating
illegally, their car is subject to forfeiture, and
we're pursuing that avenue now. So hopefully our
Forfeiture Program will be up and running in the next
few months. As well as working with DMV because
there are state laws that say if you're caught doing
illegal street hail activity, your vehicle license--
your vehicle registration and your regular DMV
driver's license are subject to suspension and
revocation. So in coordination with the DMV, we hope

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that people--we can get a--a--an enforcement policy
in place where they routinely suspect and revoke the
driver's license and vehicle registrations.

CHAIRPERSON RODRIGUEZ: Great. With--and
again, I--I'm addressing not only those drivers who
do illegal street hail, I'm addressing drivers that
they don't even have any type of license with TLC.

COMMISSIONER JOSHI: Right, that's the--
that's what we call illegal street hail.

CHAIRPERSON RODRIGUEZ: Yeah.

COMMISSIONER JOSHI: It--it can happen
either in a TLC licensed vehicle or it can happen in
what we refer to as a straight plate, a wholly
unlicensed vehicle.

CHAIRPERSON RODRIGUEZ: Uh-huh. So two
small items I need to address. One is about in the
Fiscal 2017 Executive Budget the Commission
recognized saving \$2.4 million from 75 vacancies
associated with enforcement offices, positions that
the agency claimed that they're not--were not able to
fill in Fiscal 2016. If you advertise in my district
or in the city, I know that they--there are people
that are looking for jobs.

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COMMISSIONER JOSHI: [interposing] We
would--

CHAIRPERSON RODRIGUEZ: What happened--
what happened that--

COMMISSIONER JOSHI: [interposing] Yeah,
we would have loved to, but we--we work off a Civil
Service list, and we reached the end of that Civil
Service list. A new test was administered, and we
were dependent on the Department of Citywide
Administrative Services to review the results of that
test, certify the list, and investigate everyone
until they promulgate a new list. So definitely, you
know, pushed hard to make sure we got the new list
quickly. The new list is now promulgated, and that's
where we're getting the 75, but we went through a
period where we couldn't hire because there was no
Civil Service list for us to hire from.

CHAIRPERSON RODRIGUEZ: I also could--

COMMISSIONER JOSHI: [interposing] And we
did--we did tremendous recruitment once the new test
was announced because we do think there are lots of
people in New York who becoming a TLC Inspector is an
excellent opportunity.

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CHAIRPERSON RODRIGUEZ: I just hope that we can, you know, follow up with one because it doesn't make sense that like, you know, that we're saying that we are not--but people are not applying unless there's that incentive or they say you show retention for--based on morality, based on, you know, a salary, but they have to be--there has to be some reason why we are saying that we are not able to recruit 75 positions.

COMMISSIONER JOSHI: No, we are able to recruit, but without a Civil Service list, we cannot hire. We can't just hire from the general public. We must hire off a list, and when we reached the end of that list, there was no list prepared for us to move to. We had to wait until a new--a new exam was administered, and a new list was established. That's all happened, and that's why we're moving forward now.

DEPUTY COMMISSIONER VALDIVIA: And just to add, we interviewed over 100 candidates for this--you know, for the vacancies that we have. So we had a really active recruitment process there.

CHAIRPERSON RODRIGUEZ: Okay. My last one I promise, Chair, is about Access-A-Ride. We

asked a the question to the MTA. I don't know if there was, you know, wanted to stop there what my question is can the MTA and the TLC work together since one of the realities that we face and we have shared is that there's many cars that they are available or their licenses and their--their permits is available for those types of population. However, you look at the--there can be an opportunity between the MTA and the TLC to do something together where you can use--where they can use some of those drivers and provider incentives. So have had any conversations with them?

COMMISSIONER JOSHI: Yeah, we actually talk regularly with the MTA's Paratransit Division because we, like you, believe that there is a tremendous amount of opportunity in partnering the Access-A-Ride with the wheelchair accessible taxis. Beyond the economic efficiencies, it mainstreams the service for the people who patronize Access-A-Ride. They can get spontaneous transportation. They wouldn't have to book 24 hours in advance or wait in the three-hour window. And that's frankly more humane. So there is a tremendous will on our part to make this work and we've been working closely with

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Access-A-Ride. There are several federal, you know, requirements that they have to meet. So we're helping to make sure that those are all met. But we're looking and they are seriously looking through the like taxi app providers to partner with a system that would work for--work well for Access-A-Ride, and we hope that they're able to pilot something in the taxis this year. Hopefully, very soon this year, but at least before the end of this year.

CHAIRPERSON FERRERAS-COPELAND: Thank you, Commissioner. I just wanted to follow up. As you know, I represent the area that includes La Guardia Airport, and if you were to look at any of these apps, you would see that cars are just idling around the area. At any point in time I can go home and look at one of those apps and there is 20 plus cars that are just readily available for people, I would assume, for passengers from La Guardia Airport. We have experienced some of the worst conditions. We have people who have urinated in bottles, and put it on my constituents' lawn. Defecated and left it on constituents' lawns from their cars. People that idle outside--outside of constituents' homes, their car is running for quite some time, and there is no

standing and no parking areas where the black cars
just park, and I believe, and this is to piggyback to
what the Chair said in--in another aspect, but
enforcement in communities like mine that
overburdened with black cars. Some are great. Most
are not, and it's very rare that we ever see an
enforcement activity happen. The last time I think
it was about a year ago we worked with the local
precinct and, you know, we did a coordinated effort,
but that's one day and they're back. So, I think
that for communities such as mine where we are
overburdened, we really need to talk about a plan on
we can make sure that we're all in this together, and
it gives no one a right that if you have a black car
that means that you have a black card to act however
want because that's unacceptable.

COMMISSIONER JOSHI: One thing
enforcement is definitely key, and we've recently
done sort of operations where like on the Nassau
Expressway we see the cars lined up and we get them
to commute--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] Oh, that's why I want to talk about the
Grand Central, which is actually a hazard because--

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COMMISSIONER JOSHI: [interposing] Yes,
it is a hazard.

CHAIRPERSON FERRERAS-COPELAND: --there
is an entrance to the gas station and an exit to the
airport, and people just linger. Most of your black
cars--

COMMISSIONER JOSHI: [interposing] Right.

CHAIRPERSON FERRERAS-COPELAND: --are
just on the side of the road.

COMMISSIONER JOSHI: So one--one area
where I think technology can help is--and it's been
helpful at JFK. La Guardia has difficulties in it,
but we're working with the Port Authority because the
space is a--is a challenge at La Guardia especially
under construction. But we passed rules last year
that required the apps to dispatch from places other
than the passenger pickup area, and what ended up
happening is they geo-fenced now, so that they're
only dispatching from an FHV lot, which is in La
Guardia. And now, if you work for say Uber, you've
got to be in that lot in order to get the dispatch
and Lyft is working on that geo-fencing. So
hopefully that will finished pretty soon. That goes
a long way to encouraging the drivers to be in a

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designated lot because they can't get the service
call unless they're in that lot. That same rule
applies to La Guardia, but without a designated lot,
it's a lot harder for us to get a system in place for
the app company.

CHAIRPERSON FERRERAS-COPELAND:

[interposing] This just feels right now that the geo
fencing is East Elmhurst.

COMMISSIONER JOSHI: Yeah. No, I
understand that, but we're happy to work with the
Port Authority and continue as--as a--and Midori has
really been the point person there to see if we can
get more designated spaces that it's outside of
neighborhoods, outside of the sides of highways, and
within the confines of the airport. And really the--
the carrot there is if the only way you're going to
get a job is if you're in the designated area, it's
going to force more cars to the designated area. In
the meantime, what we' do whenever we get one of
those complaints is we certainly send our enforcement
people out to take a look at the conditions, and move
people on, and write summonses, alert the local
precinct about the problem, and we will do going
forward I think to take it one step further is write

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to the bases in the community also because sometimes
those drivers are the community bases drivers. Not
always, but to the extent that they are let the know
that there is a problem in the community with drivers
hanging around, and if they have a vested interest in
maintaining their business standing, they'll
encourage their drivers to change their behavior.

CHAIRPERSON FERRERAS-COPELAND: I think
this is more the hailing app issue because I don't
think it's the driver. It's the application. (sic)

COMMISSIONER JOSHI: [interposing] Okay,
the hailing app then it's really working on the geo
fencing--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] Yes.

COMMISSIONER JOSHI: --and working with
the Port Authority at La Guardia to make sure there's
space.

CHAIRPERSON FERRERAS-COPELAND: Now, with
my local bases my--my issue is Roosevelt Avenue--

COMMISSIONER JOSHI: Uh-huh.

CHAIRPERSON FERRERAS-COPELAND: --in
particular the 111th Street stop.

COMMISSIONER JOSHI: Uh-huh.

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CHAIRPERSON FERRERAS-COPELAND: There is
a taxi stand I guess it was made for yellows, what--
whatever the case is, but it is directly outside of
the senior center. There's businesses on the
corridor. Black cars will line up, not allow people--
there's metered parking. They don't allow people to
park in the metered parking because they're in--
they've created this queue.

COMMISSIONER JOSHI: Uh-huh.

CHAIRPERSON FERRERAS-COPELAND: We've
talked to a local precinct and nothing has been done.
We've talked to DOT. Nothing has been done. So we
need some enforcement there--

COMMISSIONER JOSHI: [interposing] Yeah,
we'll definitely send inspectors out there. We'll
also take--take a look at the signage, and see if
there's something we can do with DOT. If it's a taxi
stand that's never being used for the taxis, then--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] There's never a yellow taxi.

COMMISSIONER JOSHI: --then maybe it
doesn't need to be tax stand any more, but we'll--

CHAIRPERSON FERRERAS-COPELAND:
[interposing] They're--I'm telling you there is

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never--actually, there is never a yellow taxi
anywhere outside of East Elmhurst, right? Which is
not even just like the La Guardia Airport area, but
there's definitely never a yellow taxi waiting in
queue, and I'm talking about between 15 and 20 cars
lined up.

COMMISSIONER JOSHI: That's a lot.

CHAIRPERSON FERRERAS-COPELAND: Yes, and
they come and go, come and go. So the--that entire
corridor all those businesses you can't park--

COMMISSIONER JOSHI: [interposing] Yeah,
people can't patronize the business.

CHAIRPERSON FERRERAS-COPELAND: --at the
super markets or, you know, the senior centers that
get--the seniors that get dropped off have to be
dropped off in the middle of the street because the
queue is right in front of the senior center.

COMMISSIONER JOSHI: We'll most
definitely look into that.

CHAIRPERSON FERRERAS-COPELAND: Thank
you.

COMMISSIONER JOSHI: Thank you for
mentioning it.

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CHAIRPERSON FERRERAS-COPELAND: Thank you
very much. Thank you for coming to testify. Thank
you, Chair. We spent most of the day together today.
This concludes our hearing for today. The Finance
committee will resume Executive Budget hearings for
Fiscal 2017 on Thursday, May 19, 2016 at 10:00 a.m.
in this room. On Thursday, the Finance Committee
will hear from the Department of Information,
Technology and Telecommunications, the three Library
Systems and the Department of Cultural Affairs and
the New York City Housing Authority. As a reminder,
the public will be invited to testify on Tuesday, May
24th, the last day of budget hearings at
approximately 3:00 p.m. in this room. For any--for
any member of the public who wishes to testify, but
cannot make it to the hearing, you can email your
testimony to the Finance Division at
financetestimony@council.nyc.gov and the staff will
make it a part of the official record. Thank you.
This hearing is now 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 June 8, 2016