

CITY COUNCIL  
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON FINANCE JOINTLY WITH COMMITTEE ON  
PUBLIC HOUSING, COMMITTEE ON TRANSPORTATION AND  
SUBCOMMITTEE ON CAPITAL BUDGET

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May 16, 2018  
Start: 10:00 a.m.  
Recess: 4:28 p.m.

HELD AT: COUNCIL CHAMBERS - CITY HALL

B E F O R E: DANIEL DROMM  
Chairperson

ALICKA AMBRPY-SAMUEL  
Chairperson

YDANIS A. RODRIGUEZ  
Chairperson

VANESSA L. GIBSON  
Chairperson

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I. Daneek Miller  
Antonio Reynoso  
Donovan J. Richards  
Deborah L. Rose  
Rafael Salamanca, Jr.

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

Vito Mustaciuolo, General Manger

New York City Housing Authority, NYCHA

Deborah Goddard, Executive VP for Capital Projects

New York City Housing Authority, NYCHA

Tricia Roberts, Vice President, Finance

New York City Housing Authority, NYCHA

Kelly MacNeal, First Deputy General Counsel/Acting

General Counsel, New York City Housing Authority,

NYCHA

Sideya Sherman, Executive Vice President

Community Engagement and Partnerships

New York City Housing Authority, NYCHA

Takisia White, Exec. Vice President for Real Estate

New York City Housing Authority, NYCHA

Lakesha Miller, Executive Vice President, Leased

Housing, New York City Housing Authority, NYCHA

Kerri Jew, Executive Vice President & Chief

Administrative Officer

New York City Housing Authority, NYCHA

Cathy Pennington, Executive VP for Operations

New York City Housing Authority, NYCHA

Robert Marano, Executive Vice President for

Information Technology, New York City Housing

Authority, NYCHA

Polly Trottenberg, Commissioner  
NYC Department of Transportation, DOT

Elisabeth Franklin, Associate Commissioner for Budget  
and Capital Program Management  
NYC Department of Transportation, DOT

Ben Smith, Director of City Legislative Affairs  
NYC Department of Transportation, DOT

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[sound check] [pause] [gavel]

SERGEANT-AT-ARMS: Quiet please.

CHAIRPERSON DROMM: Good morning and  
welcome to the City Council's seventh day of hearings  
on the Mayor's Executive Budget for Fiscal 2019. My  
name is Daniel Dromm and I chair the Finance  
Committee. We are joined by the Subcommittee on  
Capital Budget chaired by my colleague Council Member  
Gibson, and the Committee on Public Housing chaired  
by Council Member Ampry-Samuel. We've also been  
joined on the dais here by Council Member Adrienne  
Adams, Council Member Ruben Diaz, Sr., Council Member  
Bill Perkins as well. Today we will hear from the  
city Council—from the New York City Housing Authority  
and the Department of Transportation. Before I  
begin, I'd like to thank the Finance Division staff  
for putting this hearing together including the  
Director Latonia McKinney, the Committee Counsel  
Rebecca Chasen, Deputy Directors Regina Poreda-Ryan  
and Nathan Toth, Unit Head Chima Obichere, Finance  
Analyst Sarah Gastelum, and John Bazeo (sp?) and the  
Finance Division Administrative Support Unit Nicole  
Anderson, Maria Pagan and Roberta Catalano who pull  
everything together. I'd also like to Evia Cardoso,

1 My Finance person and for all of your efforts. Thank  
2 you very, very much. I'd like to remind everyone  
3 that the public will be invited to testify on the  
4 last day of budget hearings on May 24<sup>th</sup> beginning at  
5 approximately 4:00 p.m. in this room. For members of  
6 the public who wish to testify, but cannot attend the  
7 hearing, you can email your testimony to the Finance  
8 Division at [financetestimony@council.nyc.gov](mailto:financetestimony@council.nyc.gov) and the  
9 staff will make it part of the official record.  
10

11 Today's Executive Budget hearing kicks off with the  
12 New York City Housing Authority. NYCHA's Fiscal 2019  
13 Executive Budget totals \$3.33 billion, \$143 million  
14 of which our city funds. Since NYCHA came in to  
15 testify at the Preliminary Budget hearing there have  
16 been some important changes from all levels of  
17 government impacting NYCHA's budget. First, the city  
18 added \$143.7 million in operating expenses for a  
19 number of items including NYCHA's senior centers as  
20 requested by the Council our Budget Response, the  
21 completion certain repairs and the Green Thumb NYCHA  
22 Gardens Program. Second, on the state level in the  
23 beginning of April, Governor Cuomo signed an  
24 Executive order declaring a state of emergency at  
25 NYCHA. The Executive Order provides and addition

1 \$250 million in capital funds in order to expedite  
2 repairs, upgrades and construction as well as to  
3 address lead paint, mold and other harmful  
4 environmental and safety hazards. The Executive  
5 Order further requires the selection of an  
6 independent monitor to oversee the development and  
7 completion of a plan on how to do that work including  
8 the hiring of contractors. The independent monitor  
9 would then select an independent contractor with  
10 authority over city funds something which the city  
11 has grave concerns about. Also, on the state level  
12 as part of the state's budget also adopted in early  
13 April, NYCHA was granted Design-Build authority for  
14 certain capital projects, and lastly, the Federal  
15 Consolidated Appropriations Act of 2018 allocates  
16 additional funding for NYCHA including \$144 million  
17 in capital funds and \$36 million in the operating  
18 funds. The committees look forward to hearing  
19 testimony on all of these issues and other topics at  
20 today's hearing, but before we begin, I'd like to  
21 remind my colleagues that the first round of  
22 questions for the agency will be limited to three  
23 minutes per Council Member and if Council Members  
24 have additional questions, we will have a second  
25

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round of questions at two minutes per Council Member.

I will now turn my mic over to my Co-Chairs Council  
Member Gibson and then Council Member Ampry-Samuel  
for their statements and then we will hear testimony  
from NYCHA. Chair Gibson

CHAIRPERSON GIBSON: Thank you so much  
for Finance Chair Council Member Danny Dromm. Good  
morning to each and everyone of you. Welcome to City  
Hall. I am Council Member Vanessa Gibson. I  
represent the 16<sup>th</sup> District in the Bronx. I'm proud  
to serve as the Chair of the Subcommittee on Capital,  
and I thank everyone for being here today. I want to  
thank Chair Dommm as well as our Chair of Public  
Housing, Chair Alicka Ampry-Samuel for co-chairing  
this very important hearing today. I'd like to jump  
right in and talk about one of the Council's top line  
priorities that was in our Budget Response that was  
not included in the Executive Budget. As we all  
know, the, the New York City Housing Authority is  
facing an incredible capital backlog that almost  
feels insurmountable. By some estimates the number  
is at \$25 billion. Therefore, the City Council in  
its Budget Response called on the Administration to  
include an additional \$2.45 billion in capital funds



1 in the Executive Budget to upgrade boilers and  
2 heaters and invest in critical infrastructure  
3 improvement such as mold remediation. However, only  
4 \$20 million in new funding was added over the life of  
5 the four-year plan \$10 million in Fiscal 2019 and \$10  
6 million in Fiscal 2020 for general construction  
7 purposes. Given our Mayor's commitment to NYCHA over  
8 the last four years as evidence by his increasing  
9 NYCHA's capital funding \$205 million in Fiscal 2015  
10 when he took office to \$1.4 billion in the current  
11 Executive Capital Commitment Plan. The city Council  
12 was deeply surprised and very disappointed that the  
13 funding was not included as we requested. From the  
14 City Council's perspective, if the \$2.45 billion that  
15 the Council asked for is just a drop in the bucket  
16 towards the estimated \$25 billion in outstanding  
17 capital needs the agency faces, then the \$20 million  
18 of operating that the Administration did add barely  
19 registers on the scale. While I recognize that this  
20 Administration has made unprecedented investments in  
21 NYCHA, the real reality is that it has not been  
22 enough to address the basic maintenance and upkeep  
23 that residents and families need in order to live in  
24 safe, clean, secure and comfortable quality housing.  
25

1  
2 I look forward to continuing work with the  
3 Administration to really figure out a way to create a  
4 long-term capital plan for the New York City Housing  
5 Authority so that we can continue to invest in NYCHA  
6 and give families the housing that they rightfully  
7 deserve. I think in this environment, NYCHA has been  
8 a lot talked about from residents, from many of our  
9 advocates from state legislators, from the governor,  
10 the Mayor. We've all been talking about NYCHA, and  
11 somehow we're going to get this done when we  
12 recognize that there are common priorities, common  
13 values and that the residents have not been served to  
14 the best of our ability. It means that our work is  
15 not done. It means that all of us that have titles  
16 and responsibilities have got to do better. While we  
17 do acknowledge the work that has been done, and the  
18 incredible investments in roofs and boilers, and as  
19 we continue to work through the portfolio we are not  
20 satisfied, and we have to do more, and that's why  
21 this Council has called for the additional funding  
22 that we truly know NYCHA deserves. And with that, I  
23 thank Chair Dromm, and I will turn this over to our  
24 amazing and dynamic Chair of the Committee on Public  
25

1 Housing Chair Alicka Ampry-Samuel, and I want to  
2 thank the Finance Staff as well. Thank you.

4 CHAIRPERSON AMPRY-SAMUEL: Good morning,  
5 I am Council Member Alicka Ampry-Samuel, Chair of the  
6 Committee on Public Housing. I would like to first  
7 thank my Co-Chairs, Finance Chair Danny Dromm and  
8 Chair Vanessa Gibson for your leadership and support.  
9 As many of you know, I proudly represent the 41<sup>st</sup>  
10 Council District, which is home to close to 11,000  
11 units of public housing and the highest concentration  
12 of public housing in the United States. NYCHA as a  
13 whole has operated the largest public housing program  
14 in the nation for over 75 years providing affordable  
15 housing to over 400,000 low and moderate income city  
16 residents. Despite budgetary challenges and funding  
17 shortfalls, across all levels of government, NYCHA  
18 continues to address the very physical needs across  
19 its aging building, offer community and senior  
20 programs at community and senior centers, and pursue  
21 strategies to address structural funding deficits.  
22 Put simply, NYCHA has been in substantial financial-  
23 financial crisis. Further, this is likely to  
24 continue and even worsen under the current federal  
25 administration. While the long-term funding

1 challenges confronting NYCHA cannot be resolved  
2 immediately, help across all levels of government is  
3 currently available to the Authority in short-term.  
4 At the city level, the Administration is allocating  
5 approximately \$143 million in operating funds to  
6 NYCHA, and about \$1.4 billion in capital funds for  
7 roofs, heating systems, and other critical building  
8 systems improvements. NYCHA residents will also  
9 benefit from recent state actions as well. In the  
10 recently enacted Fiscal 2019 Budget the State  
11 allocated an additional \$250 million in emergency  
12 state resources to expedite necessary repairs,  
13 construction and upgrades for residents. This is on  
14 top of the \$300 million the state allocated  
15 previously for capital repairs. Together, this  
16 funding will be paired with Design-Build authority,  
17 which will minimize the cost of construction projects  
18 and expedite the timeline for the completion of the  
19 construction projects. And at the federal level, the  
20 Fiscal 2018 Omnibus Spending Bill is a big win for the  
21 affordable housing industry as it provides the most  
22 significant re-investment in vital housing programs  
23 in recent years. For NYCHA this translates to  
24 additional \$144 million in capital funds, \$36 million  
25

1 in operating funds, and additional funding for a  
2 Section 8 Voucher program. While these new resources  
3 are critical for New York City Housing Authority,  
4 they also come at a time when there are leadership  
5 changes across the top levels at NYCHA. In the  
6 Council's 2019 Budget Response as Council Member  
7 Gibson stated, we asked for \$2.45 billion in capital  
8 funds, \$500 million for the new construction of  
9 affordable housing for seniors, \$1 billion for  
10 capital needs, and \$950 million towards investment  
11 for heating systems and boiler replacements. Our  
12 response was not included in the Mayor's Executive  
13 Budget. The Council will continue our partnership  
14 throughout these leadership changes, and we will  
15 continue to seek opportunities to strengthen these  
16 partnerships and secure additional resources for  
17 NYCHA operations because NYCHA residents cannot  
18 continue to wait and deserve better. I would like to  
19 thank the NYCHA General Manager Vito Mustaciuolo and  
20 all respective staff for joining us today, and for  
21 their collaborative work and relationship with the  
22 City Council, and I look forward to hearing from the  
23 Administration. Our Counsel will now swear you in  
24 before turning it over for testimony. Thank you.  
25

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1  
2 CHAIRPERSON DROMM: Okay, before we get  
3 sworn in, I just want to say that we've joined by  
4 Council Member Steve Matteo, Andy Cohen and Barry  
5 Grodenchik. I'm going to ask Counsel to swear them  
6 in—swear you in.

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

10 VITO MUSTACIUOLO: [off mic] I do.

11 CHAIRPERSON DROMM: Okay, will you please  
12 begin.

13 VITO MUSTACIUOLO: Chairs Dromm, Ampry-  
14 Samuel, Gibson, Minority Leader Matteo, members of  
15 the Committees on Finance and Public Housing, and  
16 Subcommittee on Capital Budget, and other members of  
17 the City Council, good morning. I am Vito  
18 Mustaciuolo, NYCHA's General Manager. I am pleased  
19 to be joined by Deborah Goddard, Executive Vice  
20 President for Capital Projects, Tricia Roberts, Vice  
21 President for Finance, and other members of NYCHA's  
22 Executive team. Thank you for this opportunity to  
23 provide an update on the Authority's financial status  
24 and the progress we are making to achieve our Next  
25 Generation NYCHA Goals. As leadership transitions at

1 the Authority, we continue to build a better  
2 organization in line with our Next Gen vision, and  
3 with support from partners Mayor Bill de Blasio, and  
4 the City Council, we are creating safe, clean and  
5 connected communities for this and the next  
6 generation of New Yorkers. Over the past few years  
7 NYCHA leadership has spent countless hours in DC and  
8 Albany advocating for quality public housing for the  
9 millions of Americans who call it home. Our  
10 Coalition of Public Housing Authorities and leaders  
11 from labor, construction and health sectors have made  
12 it clear that public housing is a vital  
13 infrastructure worth preserving and strengthening.  
14 Our advocacy has paid off. For the first time in  
15 decades Congress significantly increased funding for  
16 affordable and public housing including a more than  
17 40% increase for public housing capital funding in  
18 2018 compared to 2017. These funds will enable us to  
19 continue projects that make a real difference in our  
20 residents' lives addressing conditions such as mold,  
21 lead-based paint hazards, and vermin infestations.  
22 Federal funding for operations increased more  
23 modestly by only 3.6%. It should be noted that that's  
24 still \$70 million less than we are eligible to  
25

1 receive, and that it costs approximately \$200 million  
2 every month to run the New York City Housing  
3 Authority. With the increased operating funds, we  
4 plan to focus on three key areas: Health and safety,  
5 compliance and training and development. Our fight  
6 is far from over. The public housing program is for  
7 the most part a federally created program and  
8 portfolio. Federal dollars should be provide—should  
9 provide the lion's share of the funding for public  
10 housing. Local funding should enhance our ability to  
11 deliver capital projects not absolve the federal  
12 government of its responsibilities. So, we must  
13 continue pressing for the support that public housing  
14 authorities desperately need. NYCHA has be  
15 shortchanged \$3 billion in federal operating and  
16 capital funding since 2001, compounding the  
17 challenges of maintaining and repairing and aging  
18 infrastructure. The majority of our buildings are  
19 more than half a century old, and we are confronting  
20 massive capital needs across our portfolio. In terms  
21 of operations, even after we combine the federal  
22 funding we receive with the rent we collect, there  
23 still is an approximate \$47 million in annual  
24 operating budget deficit, and the president had  
25



1 recently proposed a reduction in federal operating  
2 and capital funding for Fiscal Year 2019. We are  
3 concerned with recent news from Washington about a  
4 proposal to raise their rent on most types of federal  
5 subsidized housing from 30% of adjusted to 35% of  
6 gross income. Under this formula, deductions for  
7 medical and childcare expenses would be eliminated  
8 for most families making it harder for residents to  
9 work, take care of their families and stay healthy.  
10 We know that residents will have hard time paying  
11 higher rents. The average NYCHA household makes just  
12 \$24,000 a year. The proposed rent increase becomes a  
13 reality, residents would see their rent go up by  
14 almost 30%. Households with non-disabled residents  
15 under the age of 65 would be impacted even more.  
16 Their rent would go up by approximately 40%. To put  
17 this in perspective, a household with one adult and  
18 one child in New York City spends an average of  
19 nearly \$33,000 a year on necessities such as  
20 healthcare, child care, food and transportation.  
21 Families receiving Section 8 Vouchers whose average  
22 incomes are even lower, would see rent increase of  
23 approximately 20%. Since 2014 when mandatory flat  
24 rate increases were put in place, nearly 95%

1 households have experienced an average rent increase  
2 of 46%. This has contributed to a rise in the number  
3 of residents who are unable to pay their rent on time  
4 each month. If this proposal comes pass, we can  
5 expect a negative impact to our rent collection rate.  
6 These many residents won't be able to afford a 33%  
7 permanent rent increase. We appreciate the Council  
8 speaking out about how this proposal would impact New  
9 Yorkers. We share your concerns for our residents  
10 and the Housing Authority's continued financial  
11 stability. A lot of attention has been focused lately  
12 on how the state can help improve the quality of  
13 housing at NYCHA, and we appreciate the State's  
14 commitment of funds in its prior two annual budgets.  
15 However, we remain concerned that the process the  
16 Governor has established to distribute and manage  
17 that funding will hinder our ability to spend the  
18 money more quickly, and with maximum benefit to our  
19 residents. To date, neither \$200 million allocated  
20 by the state in 2017 nor this year's \$250 million  
21 allocation have reached NYCHA or its residents. As  
22 has been reported in recent weeks, the Governor in  
23 his Executive Order is far more sweeping than any us  
24 initially understood based on State budget  
25

1 discussions. There are real areas of concern here  
2 including that it lets the federal government off the  
3 hook for committing to providing NYCHA with a long-  
4 term and stable funding stream, and could interfere  
5 with the day-to-day operations of the Authority.  
6

7 Both of these have very real consequences for the  
8 wellbeing of our residents and our ability to deliver  
9 services to them. While acknowledging those

10 concerns, we look forward to working with all of our  
11 partners to come with a successful plan for these  
12 funds. We believe the \$250 million commitment in  
13 this year's State Budget should be used immediately  
14 to replace 63 poorly rated boilers and to decouple  
15 heat and hot water systems at 14 additional  
16 developments, home to almost 33,000 New Yorkers.

17 \$200 million not yet released from the state's prior  
18 year budget should be used for much needed elevator  
19 and boiler replacements at the Housing Authority.

20 Mayor Bill de Blasio continues to demonstrate his  
21 commitment to public housing with unprecedented  
22 investments in NYCHA. He has committed \$2.1 billion  
23 to support NYCHA's capital infrastructure and \$1.6  
24 billion to support operations over the next decade.

25 That includes \$1.3 billion to fix over 900 roofs,

1 more than \$500 million for façade repairs at nearly  
2 400 buildings; \$140 million for security enhancements  
3 at 15 developments; \$200 million for long-term  
4 heating system upgrades and \$13 million to improve  
5 the immediate response to heating emergencies. The  
6 Mayor recently announced an additional \$20 million  
7 commitment to address NYCHA's work order backlog.  
8 This will enable us to complete about 50 skilled  
9 trade work orders at approximately 30 developments  
10 with the highest backlogs. However, though the city  
11 funds can go a long way towards improving the quality  
12 of life for residents, they cannot be and should not  
13 be considered a replacement for HUD funding. Three  
14 years ago this week, we released Next Generation  
15 NYCHA, our long-term strategic plan to stabilize the  
16 Authority's finances become a better landlord for  
17 residents, and ensure that public housing remains a  
18 vital resource in our city. Despite the challenges,  
19 we are making process and changing the way we do  
20 business and delivering for our residents. Here are  
21 some of the highlights our accomplishments. Before  
22 the launch of Next Gen NYCHA the Authority was  
23 projecting a structural deficit of hundreds of  
24 millions of dollars a year. With Next Gen as our  
25

1  
2 guide, we have eliminated~~eliminated~~ the deficit,  
3 balanced our budget four years in a row and started  
4 right sizing the agency for more frontline hiring.  
5 For instance, we reduced the number of central office  
6 staff through attrition and transfers to other  
7 agencies while increasing front line positions to  
8 help address our residents' concerns. Since 2015,  
9 NYCHA has achieved more than \$313 million in savings  
10 from Next Gen Initiatives including the Mayor's  
11 relief of payments to the city, reduced central  
12 office costs, conversion of formerly unfunded units  
13 built by the city and state to a Section 8 funding  
14 stream, the Rental Assistance Demonstration Program  
15 at Ocean Bay, and our public-private partnerships at  
16 six Section 8 developments. We have brought the time  
17 it takes to respond to basic repairs from 13 days to  
18 four days. Property management staff are using Smart  
19 Phones to open and close work orders and get  
20 residents' sign off on the work. Residents are using  
21 the MY NYCHA Mobile app to request repairs. We have  
22 rolled out our new and more efficient property  
23 management model, Next Gen Operations to 151  
24 developments, and expect to have this in place at all  
25 of our developments by the middle of next year. More

1 than a billion dollars of construction work is  
2 currently underway across the Authority. In the past  
3 four years we've committed our federal capital grants  
4 ahead of HUD's 24-month deadline. We've obligated  
5 50% of the Fiscal Year 2017 funds in nine months, and  
6 we have spent grants at an average of 15 months ahead  
7 of HUD's 48-month deadline. We completed our Bond B  
8 work out of schedule about \$500 million for major  
9 improvements at 319 buildings. We have replaced 386  
10 roofs. We have ordered \$1.9 billion in Sandy  
11 Recovery projects to date and expend-expect to spend  
12 \$2.2 billion of our historic FEMA Grant by the end of  
13 year 2019 providing residents with new roofs,  
14 electrical systems, and boilers, back-up power and  
15 flood protection. With funding from the Mayor and  
16 the City Council we installed more than 6,200  
17 exterior security lights, and installed or upgraded  
18 nearly 700 CCTV cameras. We launched three  
19 initiative-innovative energy performance contracts  
20 investing \$167 million to provide a mix of upgraded  
21 lighting, heating and hot water systems, apartment  
22 temperature controls and water saving devices at  
23 nearly 48,000 apartments. A fourth EPC totaling \$103  
24 million that will benefit nearly 15,000 apartments is  
25

1  
2 currently under review by HUD. We are upgrading our  
3 buildings and creating desperately need affordable  
4 housing for our city. We closed on the largest  
5 single site Rand (sic) transactions in the nation  
6 raising \$325 million to repairs and modernize 1,400  
7 apartments at Ocean Bay, new kitchens and bathrooms,  
8 roofs, state-of-the-art security and heating systems  
9 for our residents. Within the next year we expect to  
10 finalize partnerships that will bring similar  
11 improvements to 21 developments in the Bronx and  
12 Brooklyn. We closed six deals for 100% affordable  
13 housing. Additionally, ten sites were in  
14 predevelopment and five are in the RFP process. We  
15 have selected developers for two Next Gen  
16 neighborhood sties at Holmes Towers and Wyckoff  
17 Gardens, which means—which will bring approximately  
18 \$62 million in revenue to the Authority and more  
19 affordable housing for New Yorkers. We released an  
20 RFP for a site at La Guardia Houses, and resident  
21 engagement is underway at Cooper Park Houses. We are  
22 in the process of converting two developments that do  
23 not receive direct public housing funding to Section  
24 8 funding stream, Bay Chester and Murphy Houses.  
25 Resident engagement has begun two additional sites in

1  
2 Dependence Towers in the Williams Plaza. Through our  
3 Permanent Affordable-Affordability Together, PACT  
4 program, we will be able to raise funds for major  
5 renovations and improve operations at these  
6 developments. We are connecting residents to life  
7 changing opportunities. Our Office of resident  
8 economic empowerment and sustainability and our  
9 external partners, have facilitated more than 8,700  
10 resident job placements and 20,000 connections to  
11 services. We've launched a New Resident Leadership  
12 Academy and 14 youth leadership councils, and through  
13 out food business and childcare business path-  
14 pathways, residents have formed more than 160 new  
15 businesses. This good work must continue. New York  
16 City needs NYCHA. One in 14 New Yorkers rely on us  
17 for home. Thank you for standing with us as we  
18 strive to become a better landlord and to ensure that  
19 NYCHA is here to serve the next generation of New  
20 Yorkers. We are now happy to answer any questions  
21 that you may have.

22 CHAIRPERSON DROMM: Thank you very much,  
23 Mr. Mastaciuolo for coming in and to the panel as  
24 well. Just I'm not familiar with everybody and the



1 new leadership in terms of what's going on at NYCHA.

2 So, you're the general manage, if I'm not mistaken.

3 VITO MUSTACIUOLO: That is correct, sir.

4 CHAIRPERSON DROMM: Okay, now Stanley  
5 Brezenzoff (sp?) is coming in on June 1<sup>st</sup>?

6 VITO MUSTACIUOLO: That correct. He will  
7 be the Acting Chair.

8 CHAIRPERSON DROMM: Uh-hm. Is there an  
9 interim Director or an interim Chair now?

10 VITO MUSTACIUOLO: So, the Co-Chair of  
11 the Board, Derek Cephas is currently the Interim  
12 Chair.

13 CHAIRPERSON DROMM: Okay, and--and that  
14 name again is?

15 VITO MUSTACIUOLO: Derek Cephas.

16 CHAIRPERSON DROMM: And he did nor come  
17 today?

18 VITO MUSTACIUOLO: No, sir. He is not  
19 really a NYCHA employee.

20 CHAIRPERSON DROMM: Okay, but, so then  
21 you as General Manager, well how is the role going to  
22 be different with you and then when Stanley Brezenoff  
23 comes in?  
24

1  
2 VITO MUSTACIUOLO: Well, my role is as  
3 Chief Operating Officer. So, right now I do have  
4 some areas that normally would report to-to the  
5 Chair, but there really is a very-there's a  
6 distinction between the role of the chair and the  
7 role of the General Manber.

8 CHAIRPERSON DROMM: Okay, so then Deborah  
9 Goddard, will you raise your hand. Okay, now you're-  
10 you're new to the team?

11 DEBORAH GODDARD: Coming up to two years.

12 CHAIRPERSON DROMM: Two years, but are  
13 you new to the Executive Team?

14 DEBORAH GODDARD: No.

15 CHAIRPERSON DROMM: No, okay, and you've  
16 been on the Executive Team for two years?

17 DEBORAH GODDARD: Almost.

18 CHAIRPERSON DROMM: Okay. Tricia  
19 Roberts.

20 TRICIA ROBERTS: Yes.

21 CHAIRPERSON DROMM: Over there. Okay,  
22 and then how long have you been on the team?

23 TRICIA ROBERTS: I've been at NYCHA for  
24 two years, on the Executive Team for six months.

1  
2 CHAIRPERSON DROMM: Okay, and then the  
3 folks behind you, can you identify them for me.

4 DEBORAH GODDARD: Steve Locey (sp?) is my  
5 Senior Advisor.

6 CHAIRPERSON DROMM: Okay.

7 VITO MUSTACIUOLO: We have Kelly MacNeal  
8 who is the First Deputy General Counsel, Acting  
9 General Counsel. We have a number of vacancies that  
10 we still need to fill.

11 FEMALE SPEAKER: [off mic] And Jenna  
12 Pelosi. (sic)

13 CHAIRPERSON DROMM: Okay, my—my purpose  
14 is asking about these, I just want to track what's  
15 happening with leadership as we move down the road.

16 VITO MUSTACIUOLO: Certainly.

17 CHAIRPERSON DROMM: So, not being  
18 familiar with the leadership, that's why I was asking  
19 those questions. I Just want to say welcome to all  
20 of you and hopefully we can continue to work together  
21 for the betterment of all the NYCHA residents, and  
22 thank you for being here.

23 VITO MUSTACIUOLO: So, and so this is the  
24 rest of the Executive Team. The table is not big  
25 enough to accommodate all of us. Some of them are

1 new to their roles, but not new to the Housing  
2 Authority.  
3

4 CHAIRPERSON DROMM: So, they've been  
5 around-around in the Housing Authority for a while?

6 VITO MUSTACIUOLO: Yes, sir.

7 CHAIRPERSON DROMM: Good. We need  
8 experience and we need people who know what they're  
9 doing. So, let me talk a little bit about a delicate  
10 topic here, lead paint at NYCHA . The U.S.  
11 Attorney's Office for the Southern District of New  
12 York is currently investigating health and safety  
13 conditions NYCHA buildings. The Preliminary Budget  
14 hearing in March, NYCHA testified that the visual  
15 assessments have been completed at a-about 8,900  
16 units, and visual assessments will be completed for  
17 6,600 common areas by April 18. So, can you provide  
18 us details on whether these assessments are  
19 completed?

20 VITO MUSTACIUOLO: Certainly. So, with  
21 respect to the visual assessments of the apartments  
22 that had been-we-we completed that. We are at about  
23 90% complete with the remediation as a result of  
24 those visual assessments, and we are partnering with  
25 the-with the Mayor's Office to assist us in gaining

1 access to the units that we have not been able to get  
2 into to complete the remediation work. With respect  
3 to the visual assessments at the 66,000 common areas,  
4 we are currently at 80% completion.  
5

6 CHAIRPERSON DROMM: Okay, now that was  
7 supposed to be done by the end of April.

8 VITO MUSTACIUOLO: Yes, sir.

9 CHAIRPERSON DROMM: And--and for the  
10 common areas why are you falling behind. I think for  
11 the--for the apartments you said you're still trying  
12 to gain entrance--

13 VITO MUSTACIUOLO: [interposing] Correct,  
14 we completed--

15 CHAIRPERSON DROMM: --but for the common  
16 areas you have the ability to be able to do that,  
17 right?

18 VITO MUSTACIUOLO: Yes, and unfortunately,  
19 we've had to move resources given some other  
20 requirements specifically with respect to some of the  
21 lawsuits. So, we're--we're looking to expand, but  
22 we're bringing on additional resources and a  
23 additional contractors, but I did make a statement at  
24 the last hearing that our goal was to accomplish the  
25

1 visual assessments in the common areas by the end of  
2 April, and we are slightly behind schedule.

3  
4 CHAIRPERSON DROMM: So, you said 90% for  
5 the apartment assessments. When do you think you'll  
6 get the other 10% and equally so for the common  
7 areas? When will you finish those?

8 VITO MUSTACIUOLO: Yeah. So, I'm sorry.  
9 So the visual assessments at the apartments are  
10 complete, right. It's the remediation work--

11 CHAIRPERSON DROMM: [interposing] Okay.

12 VITO MUSTACIUOLO: --as a result of the  
13 visual assessments--

14 CHAIRPERSON DROMM: [interposing] I see.

15 VITO MUSTACIUOLO: --that is still  
16 ongoing. Now, every one of those apartment we have  
17 made multiple attempts to access, and, again, that's  
18 why we're working with the mayor's--with the Public  
19 Engagement Unit to assist us in reaching out to the  
20 residents. So, we're making additional phone calls,  
21 door knocks, letters. So that's an ongoing process,  
22 and--

23 CHAIRPERSON DROMM: Okay, but I just  
24 don't understand with the common areas--

1  
2 VITO MUSTACIUOLO: Again, it's because of  
3 resources.

4 CHAIRPERSON DROMM: [interposing] Because  
5 of resources?

6 VITO MUSTACIUOLO: Right and we're  
7 bringing on additional capacity through private  
8 contractors.

9 CHAIRPERSON DROMM: And when will you be  
10 done with that?

11 VITO MUSTACIUOLO: I'll have to get back  
12 to you, but we hope to be complete by--by the end of  
13 June--

14 CHAIRPERSON DROMM: [interposing] Right,  
15 and--

16 VITO MUSTACIUOLO: --and again at the  
17 last hearing--

18 CHAIRPERSON DROMM: [interposing] You  
19 need another two months basically?

20 VITO MUSTACIUOLO: Approximately.

21 CHAIRPERSON DROMM: Okay. Alright, we'll  
22 follow up with you on that, and hopefully before then  
23 we will have some updates on the process that you're  
24 making before we get to the end of June. Are you now  
25 considered to be in substantial compliance with the

1 terms of the investigation or are you out of  
2 compliance?  
3

4 VITO MUSTACIUOLO: Well, I—I think the  
5 investigation that's being conducted by the Southern  
6 District goes beyond lead-based paint hazards.  
7 Compliance is a—is an ongoing process. So, the  
8 numbers that I reported brought us into compliance  
9 with last year's obligation. We're starting this  
10 year's process. It's again, compliance is an annual—  
11 an ongoing process. So, we have to start this  
12 process all over again. We have to conduct new  
13 visual inspections. So, we're about to undertake  
14 that now as well.

15 CHAIRPERSON DROMM: So, what would you  
16 need in other words to be—to be considered in  
17 compliance with the investigation?

18 VITO MUSTACIUOLO: Yeah, I'm going to  
19 turn this over to our Acting General Counsel.

20 GENERAL COUNSEL MACNEAL: [off mic] Good  
21 morning.

22 CHAIRPERSON DROMM: Good morning.

23 GENERAL COUNSEL MACNEAL: So, currently,  
24 we are in discussions with the Southern District to  
25 enter into a consent decree, and that is still under



1 negotiation, and as soon as that is resolved, we'd be  
2 more than happy to share that.

3  
4 CHAIRPERSON DROMM: So, the Consent  
5 Decree will determine the questions of compliance, et  
6 cetera, so forth and so on?

7 GENERAL COUNSEL MACNEAL: It will-it  
8 will, yes.

9 CHAIRPERSON DROMM: They'll be determined  
10 with that-with that decree?

11 GENERAL COUNSEL MACNEAL: Yes,

12 CHAIRPERSON DROMM: Okay. Alright, please  
13 keep us informed of that as well.

14 GENERAL COUNSEL MACNEAL: Will do.

15 CHAIRPERSON DROMM: Okay, on April 17<sup>th</sup>, it  
16 was reported that the Manhattan Supreme Court issued  
17 a Preliminary Injunction to require the Housing  
18 Authority to inspect all units with children ages 8  
19 or younger within the 90 days, as well as those that  
20 have not been inspected since 2012 or have an open or  
21 unresolved complaint leaving until later. (sic) Are  
22 these reports accurate?

23 VITO MUSTACIUOLO: So that is an accurate  
24 description of that lawsuit.

1  
2 CHAIRPERSON DROMM: Okay. How many  
3 children 8 years or younger live at NYCHA as their  
4 primary residence?

5 VITO MUSTACIUOLO: So, I believe the  
6 number is approximately 27,000 households have a  
7 child under the age of 8.

8 CHAIRPERSON DROMM: But household doesn't  
9 necessarily mean children right?

10 VITO MUSTACIUOLO: Within the family  
11 composition there is a child under the age of 8.

12 CHAIRPERSON DROMM: So, but you could  
13 have two children under the age 8. Are you counting  
14 households or are counting children?

15 VITO MUSTACIUOLO: We're counting units  
16 with children under the age of 8.

17 CHAIRPERSON DROMM: Units with the—okay.

18 VITO MUSTACIUOLO: Apartments, correct.

19 CHAIRPERSON DROMM: Alright, the reason  
20 why I'm asking that is because some children don't  
21 consider the house that their parents may be in as  
22 their primary residence and maybe with a grandmother  
23 or something like that. Do you have a record of  
24 children under the age of 8 who might not have their  
25

1  
2 primary residence at NYCHA, but who spend a  
3 significant amount of time in those residents?

4 VITO MUSTACIUOLO: So, we are using the  
5 information provided by our residents to determine  
6 the units that need to be inspected.

7 CHAIRPERSON DROMM: Would a child who  
8 spends significant time with a grandmother, would a  
9 grandmother be aware to report that as a residence?

10 VITO MUSTACIUOLO: I believe it would  
11 have to be part of their household on their annual  
12 recertification.

13 CHAIRPERSON DROMM: Because lead paint  
14 poisoning can happen, you know, no matter where the  
15 child is at, and if they're spending significant time  
16 with grandma after school or on weekends or whatever  
17 it may be, it may be their primary residents, but  
18 they'll still be exposed to lead paint if the-the  
19 apartment itself is not remediated. So, what I'm  
20 trying to get at is that there may be instances where  
21 you have children under the age of 8 that necessary-  
22 is not necessarily their "primary residence"  
23 quote/unquote, but could still then be exposed to  
24 lead paint.

1  
2 VITO MUSTACIUOLO: Right. I mean I will  
3 defer to Counsel, but I believe the language of the  
4 order was for us to perform visual inspections in  
5 apartments where a child under the age of eight  
6 resides.

7 CHAIRPERSON DROMM: So, how do you define  
8 resides? That's what I'm really asking?

9 VITO MUSTACIUOLO: Again, it's--

10 CHAIRPERSON DROMM: I'm sorry?

11 VITO MUSTACIUOLO: We're basing it on  
12 information that the resident provides to us.

13 GENERAL COUNSEL MACNEAL: [off mic] And  
14 the family composition.

15 VITO MUSTACIUOLO: Right. [background  
16 comments, pause]

17 CHAIRPERSON DROMM: So--so, you know, I'm  
18 considering legislation to redefine the word "reside"  
19 because of this issue that I'm bringing up about  
20 where a child spends a significant amount of time. I  
21 would encourage NYCHA to also look at that issue. I--  
22 I think that you're defining it as the primary  
23 residence rather than where a child might spend  
24 significant amounts of time, and I think that that  
25 could also be a major cause of lead poisoning as

1 well, and I would really encourage you to do that. I  
2 am not as aware of exactly the terms of--of the  
3 investigation, et cetera, but I'm going to continue  
4 to--to try to work with you on that issue because it  
5 is of major importance to me and to the Council

7 VITO MUSTACIUOLO: So, so, I would like  
8 to add, though, so what we're talking specifically  
9 about the language of this court order, if a resident  
10 has any concerns about conditions in their apartment,  
11 and if they have a child who spends a great deal of  
12 time with them, they should all our CCC and--and  
13 report condition, and we'll respond accordingly.

14 CHAIRPERSON DROMM: And--and I would love  
15 it if you could get that word out in terms of who  
16 else if you're contacting because just the word  
17 'reside' sometimes implies that's their primary  
18 residents rather than spending significant time  
19 there. So, I would really like to look at that little  
20 bit further. What is the average time to resolve a  
21 service request related to lead paint?

22 VITO MUSTACIUOLO: If could bear with me  
23 for one minute. [pause]

24 CHAIRPERSON DROMM: Okay, while we're  
25 looking that up, let me just say we've been joined by

1 Council Members Torres, Rosenthal, Ayala, Cumbo,  
2 Menchaca, Van Bramer, Eugene, Richards, Cornegy as  
3 well, and we have a number of Council Members who are  
4 going to ask questions.

5  
6 VITO MUSTACIUOLO: [pause] Right. So, as  
7 soon as we get info—that answer, we'll--

8 CHAIRPERSON DROMM: [interposing] My next  
9 question really is about have you seen an increase in  
10 the number of requests for inspections recently in  
11 light of the publicity that has surrounded the lead  
12 paint issue at NYCHA?

13 VITO MUSTACIUOLO: We have not see as  
14 significant increase in the number of calls coming.  
15 Again, realizing that that's--

16 CHAIRPERSON DROMM: [interposing] Have  
17 you seen an increase?

18 VITO MUSTACIUOLO: Um, I think it's been  
19 a slight increase, but again nothing that is of  
20 concern to us. Again, we're performing the visual  
21 inspections as are required by law. So, we are  
22 proactively—I'm going out to apartments and knocking  
23 on doors, and again, we're looking to make some  
24 changes to our process going forward. Right, I spent,  
25 you know, more than three decades at HPD. There are

1 a lot of really good practices that we put in place  
2 at HPD that we're looking to incorporate into how we  
3 do business at NYCHA. So, again, it's on ongoing  
4 process and we're improving the service that we're  
5 delivering.  
6

7 CHAIRPERSON DROMM: Okay that issue about  
8 residing is one that also concerns me about HPD, and  
9 I'm trying to work on it from that angle as well so--

10 VITO MUSTACIUOLO: [interposing] I hear  
11 you.

12 CHAIRPERSON DROMM: --HPD may have some  
13 answers but not all answer. Let me go to another  
14 question. How much of NYCHA's 2018 to 2028 Capital  
15 Plan is dedicated to resolve lead paint violations?

16 VITO MUSTACIUOLO: [pause] So, we don't  
17 have an exact budget allocated for lead-based paint  
18 hazards or conditions. What I will say, and I said  
19 it in my testimony that when we received this  
20 additional allocation from HUD, the \$144 million--  
21 approximately \$144 million in capital and the \$35  
22 million in expense. I really want us to focus most  
23 of the--that money on dealing with lead-based paint  
24 hazards with mold remediation, with vermin  
25 infestation. A lot of the focus of our capital

1  
2 investments have been on building wide conditions,  
3 and those are extremely important replacing roofs,  
4 new heating plants, new auditors (sic) but I would  
5 really like for us to focus this new capital  
6 allocation on dealing with interior conditions.

7 CHAIRPERSON DROMM: [pause] So, without a  
8 specific budget to address the lead paint issue, what  
9 is your plan for remediation?

10 VITO MUSTACIUOLO: So, we have had  
11 ongoing conversations with the Office of Management  
12 and Budget as well as the Comptroller's Office. So,  
13 we're putting together some numbers, but nothing has  
14 been finalized yet. We're encouraged by the  
15 conversations that we've had. The Comptroller's  
16 Office has indicated to us that they believe that  
17 most of the work that we will be performing related  
18 to lead and the remediation of lead-based paint  
19 hazards would be capital eligible. So, these are  
20 ongoing conversations.

21 CHAIRPERSON DROMM: So, do you expect to  
22 submit a capital request prior to budget adoption or  
23 would that come after?

24 VITO MUSTACIUOLO: Well, I think we need  
25 to see how much money with our existing federal



1 allocation we can dedicate to these conditions, and  
2 then remainder, obviously we will have an ask for.

3  
4 CHAIRPERSON DROMM: What's the federal  
5 allocation now?

6 VITO MUSTACIUOLO: Again, there's no  
7 specific allocation given for lead-based paint. When  
8 we do receive the additional funds, we do want to  
9 identify most of that money towards lead-based paint  
10 hazards, molds. [pause] I thin, we're—we're—we do  
11 address the conditions. It's not as if we have a set  
12 amount of money, and once we exceed that, we—we stop  
13 work.

14 CHAIRPERSON DROMM: Alright, look, I—I  
15 was a New York City public school teacher for 25  
16 years before I got elected to the Council, and I saw  
17 children come in who had the littlest piece of lead  
18 paint ingested, and it cause them a whole host of  
19 problems for their future going down the road like,  
20 you know, nothing else. So, I think we all agree  
21 that this is an extremely toxic situation if there's  
22 lead in paint in buildings in particular.

23 VITO MUSTACIUOLO: I agree.

24 CHAIRPERSON DROMM: I can think of other  
25 areas as well, which I'm fighting on, but we can't

1 waste a moment in terms of trying to correct that  
2 lead paint situation. So, that brings me to another  
3 question. Prior to becoming a DOE teacher, I was a  
4 daycare center director and a teacher at the Grant  
5 Houses at 125<sup>th</sup> Street and Amsterdam Avenue. How  
6 many daycare centers are currently operating in NYCHA  
7 buildings, and have they also been inspected for lead  
8 paint?  
9

10 VITO MUSTACIUOLO: Okay, I'm sorry, sir.

11 I'm going to have our daycare centers. [pause]

12 Okay, I'm going to be joined by Executive Vice  
13 President Sideya Sherman. [pause]

14 SIDEYA SHERMAN: Hi, good after-good  
15 morning. So, of course, my--

16 CHAIRPERSON DROMM: [interposing] Would  
17 you please identify yourself for the record?

18 SIDEYA SHERMAN: Sure. My name is Sideya  
19 Sherman. I'm the Executive Vice President for  
20 Community Engagement and Partnerships. Across  
21 NYCHA's Portfolio we have a number of community  
22 senior and daycare centers. We have around 200  
23 daycare facilities. We can get the exact number to  
24 you, and these are all privately operated by  
25 typically in contract with ACS.

1  
2 CHAIRPERSON DROMM: So, how many of them  
3 have been inspected for lead paint? [pause] Oh, boy.

4 VITO MUSTACIUOLO: Sir, we would have to  
5 check with our partners at the city Department of  
6 Health because they do oversee daycare centers.

7 CHAIRPERSON DROMM: Yeah, but you're  
8 supposed to be assessing lead paint in your buildings  
9 and this seems to be like the first area you should  
10 probably be going to because children congregate in  
11 those areas as young as infants to at least three of  
12 four years old. For me that would have been the  
13 first place to go. So, it's not being done.

14 VITO MUSTACIUOLO: We would need to get  
15 back to on that.

16 CHAIRPERSON DROMM: Okay, so it seems to  
17 me that it's not being done, and I wouldn't put the  
18 blame on DOH, but jointly we have to work together to  
19 make sure that those inspections occur as rapidly as  
20 possible.

21 VITO MUSTACIUOLO: Sir, I'm sorry to  
22 interrupt. So the average response time for a lead  
23 work order is 36 day, right, and we do have earmarked  
24 in our budget approximately \$7 million dedicated just  
25 to lead-based paint hazards, and again that does mean

1 that if we need additional money we're not moving  
2 money to address the lead-based paint hazards.  
3

4 CHAIRPERSON DROMM: Okay, alright, you  
5 know what, I'm going to turn it over to my co-chairs.  
6 I-I think the point has been made in terms of the  
7 daycare centers as well. So, I look forward to  
8 continuing to work with you on that. Council Member  
9 Gibson.

10 CHAIRPERSON GIBSON: Thank you so much,  
11 Chair Dromm and thank you once again for being here,  
12 and for your testimony, and I guess just based on the  
13 answers that I'm hearing, some of these answers are a  
14 little shaky to me. So, I'm just very concerned. I  
15 recognize that there has been a change in leadership  
16 in NYCHA, but everyone that sits on this panel I  
17 don't think anyone has institutional knowledge and  
18 has a real long tenure at the Housing Authority. So,  
19 everyone that's here described being there for two  
20 years, and two years and under. So, it's just a  
21 little concerning for me because we have been talking  
22 about a lot of systemic issues for quite some time,  
23 and so, the expectation for us as a Council is to  
24 partner with you when we can, but there's also and  
25 incredible amount of responsibility that we are

1 placing on this Authority to make sure that all of  
2 the topics that we talk about are really implemented,  
3 not just in a timely fashion, but really as efficient  
4 as possible. So, I get nervous when I hear some of  
5 these answers because they don't sound as solid as  
6 they should be in terms of lead paint, which is a  
7 real public health and public safety issue that we  
8 really should be focused on. So, I want to continue  
9 to have further conversations about that offline just  
10 so that the Council Members can be assured as we talk  
11 to our residents that NYCHA is really doing the very  
12 best that it can do. I wanted to focus on state  
13 capital funds. As a former Assemblymember certainly  
14 understanding that over the years the state has  
15 disinvested in NYCHA, and that is unacceptable. So,  
16 we should certainly continue to call that out, but  
17 recently in the State Budget the allocation of \$250  
18 million through the Emergency Order to expedite  
19 necessary repairs, construction work as well as  
20 upgrades, and this is in addition to the \$300 million  
21 that the State previously allocated in previous  
22 years. And it was mentioned Design-Build Authority  
23 was given to the Housing Authority to expedite the  
24 timeline on completion of these projects. So, first I  
25

1  
2 wanted to understand and I know Vito in your  
3 testimony you acknowledged some of the problems that  
4 we both agree are in the Executive Order in terms of  
5 implementation, but with respect to the Executive  
6 Order, what conversations, if any, is NYCHA having  
7 with the Mayor's Officer as we continue to comply  
8 with the Order with a June 1<sup>st</sup> deadline looming  
9 ahead?

10 VITO MUSTACIUOLO: So, there have been a  
11 series of conversations between NYCHA and City Hall,  
12 and again, our concerns have been raised to-to the  
13 State. Right, the concerns have been raised to the  
14 Governor's Officer. At this point in time, though,  
15 the language has not changed, right and be we believe  
16 that that will be problematic for us in a number of  
17 ways. As demonstrated in my testimony, right, the  
18 \$250 million allocation was actually committed prior  
19 to the issuance of the Executive Order. It's not  
20 really tied to the Executive Order, and-and should  
21 the Executive Order had been focused on-on the  
22 appointment of a manager to oversee the \$550 million  
23 State allocation.

24 CHAIRPERSON GIBSON: Right.

1  
2 VITO MUSTACIUOLO: But we would have  
3 received that with open arm. Right, that would have  
4 been helpful to us, but the language goes beyond the  
5 \$550 million, and it could severely impact the  
6 financial stability of both the Housing Authority as  
7 well as the City of New York because it does require  
8 that the city provide additional resources at the  
9 discretion of the Manager Resources. It also takes  
10 control of the projects away from the Housing  
11 Authority. It basically implants a manager into the  
12 process adding another layer of bureaucracy, a  
13 disconnect that we believe between the authority and  
14 the residents that would not be helpful, right. So,  
15 there a number of challenges. Should this Executive  
16 Order be implemented? We stand to comply with-

17 CHAIRPERSON GIBSON: [interposing] Okay.

18 VITO MUSTACIUOLO: --but there are some  
19 significant challenges.

20 CHAIRPERSON GIBSON: Okay, so in the  
21 conversations we're having with the Administration,  
22 are we talking to Albany about any amendments or have  
23 we accepted the fact that the Executive Order is in  
24 place and we have to comply, and--and certainly I  
25 recognize the reason why the Executive Order came

1  
2 down in the first place, just overall there's just  
3 not a high level of confidence in NYCHA's ability to  
4 draw down on these funds, to spend them and really  
5 provide the services that are needed for residents in  
6 public housing. And so, I understand what propelled  
7 it, but if there are truly systemic issues within the  
8 language, is there a resolution or have we pretty  
9 much said that we're going to comply with the June  
10 1<sup>st</sup> deadline and work within the best structure we  
11 have.

12 VITO MUSTACIUOLO: So, to the best of my  
13 knowledge to date and the efforts made by the  
14 administration to seek changes to the language to the  
15 EO have been rejected by the state.

16 CHAIRPERSON GIBSON: Okay, that's good to  
17 know,

18 VITO MUSTACIUOLO: Yeah. Also, I would  
19 like to point-go back to your earlier statement.  
20 Again, we feel strongly about lead-based paint  
21 conditions in lead hazard. The agency has really  
22 undertaken a major campaign to bring itself into  
23 compliance, but we do take these seriously. We take  
24 them extremely seriously. The wellbeing of all of our  
25 residents is first and foremost to all of us.



1  
2           CHAIRPERSON GIBSON: Okay. Have you guys  
3 performed any preliminary estimates yet on what the  
4 impact of Design-Build authority would be as it  
5 relates to your current capital projects in the  
6 pipeline?

7           VITO MUSTACIUOLO: So, I'm going to turn  
8 this over to Executive Vice President for Capital.

9           CHAIRPERSON GIBSON: Okay.

10          DEBORAH GODDARD: Good morning. At the  
11 time that the legislation was being considered in the  
12 Assembly, we did look at the impact on our heating  
13 plants to start with, and we thought it could save us  
14 between approximately 6 to 12 months. I have to  
15 refresh myself because the design and construction do  
16 overlap. However, in the Executive Order, the  
17 Design-Build authority that was granted was basically  
18 then taken back as it only applies to the money that  
19 the independent manager has authority over.

20          CHAIRPERSON GIBSON: Okay. So, what  
21 we're saying is Design-Build authority was not  
22 granted to any of the ongoing capital work that NYCHA  
23 is currently doing?

24          DEBORAH GODDARD: Correct.

1  
2 CHAIRPERSON GIBSON: Okay, so that means  
3 we're dealing with the same time. No, process to  
4 expedite at all?

5 DEBORAH GODDARD: Well outside of Design-  
6 Build we actually take the issue seriously. So, for  
7 instance with the Mayor's first tranche of heating  
8 work we have cut our own design time down by  
9 lessening the number of solutions to six months. We  
10 expect to be going to bid in September or October of  
11 this year. We've also worked with our partners at  
12 the Comptroller's Office about doing electronic  
13 filings versus paper filings. We've talked with OMB.  
14 We've met with DEP. They will expedite their  
15 inspections. We've met with DOB. They will be  
16 working to ensure there's a consistent standard of  
17 review of plans that go in for our work as well as  
18 they've offered, and we've taken them up on the offer  
19 to meet with our designers during the design to  
20 identify any issues that generally come up, and make  
21 sure that they don't cause delays in our plan review.  
22 So, we are moving forward with those sorts of  
23 initiatives regardless of Design-Build.

24 CHAIRPERSON GIBSON: Okay, we talked  
25 about this during Prelim. So, I'm happy to hear that

1  
2 there are more ongoing conversations happening with  
3 the Administration. That's important particularly  
4 with OMB. Have there been any changes to the Capital  
5 Division, the Design Team and the Capital Team? You  
6 talked during Preliminary about some of the  
7 challenges the Housing Authority faces with  
8 recruitment and retaining staff, and some of the  
9 vacancies that may exist. Has there been any changes  
10 to that process within NYCHA, the Capital Division  
11 and the Design Team?

12 DEBORAH GODDARD: I'm—I'm—I'm not  
13 recalling that specifically, but I do have vacancies.

14 CHAIRPERSON GIBSON: Yes, we talked about  
15 it in March.

16 DEBORAH GODDARD: Okay. We do have  
17 vacancies. We do a lot of outreach. Our salaries  
18 are not competitive in a very hot market. We need  
19 engineers and architects, and we continue to do  
20 outreach to affinity groups to—and—and continue to  
21 interview, but there—we continue to have vacancies.

22 CHAIRPERSON GIBSON: What does the total  
23 staffing look like, and can you tell us how many  
24 vacancies you do have, and certainly, I'm—I'm pretty  
25 sure that's something that the Council can obviously

1  
2 work with you if there are any recommendations that  
3 we could make. Just understanding what the Capital  
4 Team looks like, this is the team that's going to  
5 expedite all of the capital work that we're talking  
6 about, and so if there are vacancies and challenges,  
7 certainly we all should be willing to help as best we  
8 can.

9 DEBORAH GODDARD: I—we can get back to  
10 you on the headcount and the vacancies. I will say  
11 that we are also ready to issue an RFP for Program  
12 Management. Because of the money that we do get  
13 coming in, we do have to augment obviously at  
14 capacity, and so we will be hiring program managers  
15 to take control of some of the money that's coming to  
16 us--

17 CHAIRPERSON GIBSON: Okay.

18 DEBORAH GODDARD: --and it's at capacity.

19 CHAIRPERSON GIBSON: Would that be city  
20 funds and some of the City Council dollars as well?

21 DEBORAH GODDARD: Yes.

22 CHAIRPERSON GIBSON: So, you're looking  
23 to hire one person or a team?

24 DEBORAH GODDARD: It will be a team.

25 CHAIRPERSON GIBSON: Okay.

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DEBORAH GODDARD: At least one team.

CHAIRPERSON GIBSON: Okay, great. I  
wanted to ask a question about the Roof Repair  
Program.

DEBORAH GODDARD: Yes.

CHAIRPERSON GIBSON: The Mayor announced  
that roofs have been completed at 65 different NYCHA  
buildings as part of the overall city's \$300 million  
12-year Roof Replacement Program--

DEBORAH GODDARD: Correct

CHAIRPERSON GIBSON: --and the 65 roofs I  
appreciate are Queens Bridge North and South, Albany  
1 and 2, Parks Side of Sheepshead Bay, Great Fennel,  
but I was wondering in terms of the logic behind a  
12-year plan. Was there any thoughts of possibly  
distributing this funding over a shorter period of  
time so we can get to more developments and not span  
it over a 12-year timeframe?

DEBORAH GODDARD: Yes, actually we are in  
conversations with OMB. The Mayor has asked us to  
speed the--speed the program up, and we are currently  
proposing to complete the last roofs out in FY23  
shrinking the--the timeline for the moving program.

1  
2 CHAIRPERSON GIBSON: Okay. When will  
3 Phase 2 begin? Has that started already?

4 DEBORAH GODDARD: Yes, Phase 2 is well  
5 underway. Just give me a minute here.

6 VITO MUSTACIUOLO: Great, and while  
7 Deborah looks up that—that, when we were at  
8 Queensbridge and when we made the announcement with  
9 the Mayor he challenged us to do better on Tranche 3.  
10 So, we are at this point in time increasing the  
11 number of roofs that we will complete—complete in  
12 Tranche 3 to over 100.

13 DEBORAH GODDARD: So, Tranche 2 has—part  
14 of it has started construction [coughing] of 25  
15 buildings under construction, 45 will start by the  
16 end of June, 18 will be completed in 2019. We are  
17 already in Tranche 3 as well. We're ahead of  
18 schedule. Construction has started at 24 buildings,  
19 72 to start in July of this year, and 7 in March of  
20 2019.

21 CHAIRPERSON GIBSON: Okay, what's the  
22 value of that? Because I know Phase 1 was about \$92  
23 million. What's the value of Phase 2?

24 DEBORAH GODDARD: Just a minute.  
25

1  
2 CHAIRPERSON GIBSON: Okay. I'm going to  
3 have to get it from another source.

4 DEBORAH GODDARD: And with Phase 1, was  
5 that work completed by one contractor or that a  
6 series of different RFPs? Is it one contract?

7 CHAIRPERSON GIBSON: Not by one contract  
8 no.

9 DEBORAH GODDARD: Okay, so Phase 2 will  
10 be the same, not by one contract?

11 CHAIRPERSON GIBSON: Not by one contract,  
12 and we're about to go out with a larger indefinite  
13 quantity contract to select five new contractors.  
14 That should be able to see us through the rest of the  
15 program so we can just keep moving.

16 CHAIRPERSON GIBSON: Okay, so the current  
17 capital allocations for the Roof Program is there an  
18 alignment with their capacity to complete all roof  
19 repairs? So the \$300 million will that get us to  
20 what we need for all of the roofs in the portfolio  
21 that need to be replaced?

22 DEBORAH GODDARD: Yes. By the end of the  
23 last Tranche, we will have taken care of all of the  
24 roofs that need to be replaced, and we will be on  
25 Life Cycle Replacement.

1  
2                   CHAIRPERSON GIBSON: Okay, great. Another  
3 question I wanted to ask about, and this has been  
4 just a personal priority of mine and many others in  
5 the Council, but one of the other challenges we have  
6 are the senior centers that are NYCHA developments  
7 that remain under the operation of NYCHA. There have  
8 been ongoing conversations with DFTA and others about  
9 a long-term plan and every time we have DFTA here.  
10 They are shaky with their answers as well because  
11 they really have no plan, and so I'm asking NYCHA  
12 what we're going to do with the remaining 14 senior  
13 centers that we have under NYCHA's management of  
14 which I will add that many of those centers need  
15 significant capital work. They have no food program,  
16 no recreational programs. The attendance are low  
17 because seniors are not coming out to centers when  
18 they have no programs. So, we in the Council had  
19 been supportive through our initiatives to provide  
20 services there, but overall, what is the plan and how  
21 can this Council be of assistance?

22                   SIDEYA SHERMAN: Hi, it's Sideya Sherman,  
23 EVP for Community Engagement and Partnerships. So,  
24 we share the Council's—the Council's interest in  
25 having a long-term plan for these 14 senior centers.



1  
2 They are funded again through this year. We are in  
3 active conversations with DFTA not only about these  
4 14 centers but about a long-term plan around capital  
5 and maintenance needs for the other centers that they  
6 operate on NYCHA property. Our goal would be to  
7 eventually pull these 14 centers into that fold and  
8 to find a model that's more appropriate of maybe a  
9 social club model that's a little different from the  
10 typical NYCHA senior centers. So those conversations  
11 are ongoing, and we hope to have a resolution within  
12 the new year.

13 CHAIRPERSON GIBSON: Okay, and I will  
14 just say for the past few budgets we've been adding  
15 money to keep them operable, and this year there was  
16 an add-on. It's was \$3.1 million added, but no  
17 additional services, salary increases for the  
18 existing staff, but nothing else was added. So,  
19 again, we're having the same conversation for another  
20 year, and what I don't want to do is get to this  
21 conversation next year when we're talking about  
22 another, you know, another year of the same level  
23 services. We have to change the conversation. There  
24 has to be more movement. DFTA, NYCHA we all have to

1 do something better than what we have done to provide  
2 service for these seniors, and I'm sure you agree.

3  
4 SIDEYA SHERMAN: We agree.

5 CHAIRPERSON GIBSON: Okay, great. I  
6 wanted to ask about senior housing. This has been a  
7 very, very hot button topic for many residents not  
8 just in NYCHA but advocacy groups, members of the  
9 clergy, elected officials. There have been plans put  
10 forth to encourage the Administration to look at  
11 building affordable senior housing on undeveloped  
12 parcels of land that NYCHA still owns. Wanted to  
13 find out what plan, what conversations or anything  
14 that we're doing. I think the recognition that  
15 affordable housing is not affordable to everyone is a  
16 real reality that many people face and for vulnerable  
17 New Yorkers, seniors that have just sacrificed so  
18 much, we have to do better by them. I think we all  
19 agree with that, and we're not building enough senior  
20 housing. HPD is not doing enough. We're all not  
21 doing enough. So, my question is what can NYCHA do  
22 to help us really prioritize housing for our seniors?  
23 I'll be a senior one day, too.

24 VITO MUSTACIUOLO: Thank you, and—and we  
25 feel the same about our seniors. I'd like to

1 introduce Executive Vice President Takisia White who  
2 will respond to that.  
3

4 EXECUTIVE VICE PRESIDENT WHITE: Good  
5 morning. Takisia White, Executive Vice President for  
6 Real Estate. We definitely hear your concerns loud  
7 and clear, and I just wanted to state that that NYCHA  
8 has met with a number of members of the Council in  
9 addition to internally having these discussions, and  
10 we responded with an RFP for three independent senior  
11 only developments on our existing—on three of our  
12 existing campuses. So, that RFP is out. We'll  
13 hopefully be awarding those developers in the coming  
14 months, but I just wanted to also say that  
15 approximately half of our pipeline our new  
16 construction pipeline is dedicated senior housing  
17 because we do take this concern very seriously.

18 CHAIRPERSON GIBSON: Okay, that sounds  
19 promising and I guess the reason why we're asking is  
20 I know there are many seniors that are still living  
21 in large apartments where, you know, the Housing  
22 Authority recognizes that there, you know, could be  
23 downsizing, but before we do any of that or any such  
24 measure, we have to make sure that there's a place  
25 for seniors to go. And so I don't want the

1  
2 conversation to be that we're pushing seniors out of  
3 their homes, and there's no pipeline for long-term  
4 housing. So an RFP for three senior only  
5 developments sounds great, but I assure you there  
6 will be thousands and thousands of applicants waiting  
7 for those developments to come to fruition, and so  
8 it's a great start, but we should not accept as  
9 enough. We should continue to push. We have a lot of  
10 undeveloped property that we own in our portfolio  
11 that we really can capitalize off of. So, I'm hoping  
12 this Administration recognizes that—and—and not just  
13 talks about it but really puts a plan in place where  
14 we can see some of these development projects come  
15 line.

16 EXECUTIVE VICE PRESIDENT WHITE: Thank  
17 you. We agree and we are being thoughtful about  
18 including senior in all of our future development  
19 projects.

20 CHAIRPERSON GIBSON: Thank you very much.  
21 I'm going to turn this back over to my chair so that  
22 we can continue with our hearing. Thank you very  
23 much. Thank you, Chair Dromm.

24 CHAIRPERSON DROMM: Okay, thank you.  
25 Chair Ampry-Samuel.

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2 CHAIR AMPRY-SAMUEL: So, we've heard a  
3 lot about the capital needs, and so my question is—  
4 this question is about the Physical Needs Assessment.  
5 NYCHA recently performed the Physical Needs  
6 Assessment, which details the remaining useful life  
7 of building systems, replacement timeframes and  
8 estimated costs for needed work for building systems  
9 and capital improvements. NYCHA's most recently  
10 completed physical needs assessment covering the  
11 years 2012 and 2016 we know that it was completed,  
12 but the question is according to this assessment,  
13 what is the total cost of your capital needs based on  
14 that assessment, and when will the results of the  
15 assessment be made public?

16 DEBORAH GODDARD: Yep. So, when I was  
17 here last time I mentioned that we wanted to brief  
18 our Chair, our Board—our Board. We've done that. As  
19 a number of you have mentioned we've had some  
20 significantly leadership changes since then, and so  
21 now I—we were waiting to brief our new interim chair  
22 and then we will make it public.

23 CHAIR AMPRY-SAMUEL: When—when is it?

24 DEBORAH GODDARD: The new Chair, the  
25 Interim Chair will be here in June, June 1<sup>st</sup>.

1  
2 CHAIR AMPRY-SAMUEL: So, do you have to  
3 brief—do you have to brief the incoming chair about  
4 the assessment before you release to the public?

5 DEBORAH GODDARD: As you know, it's an  
6 extremely important document. It's going to set a  
7 lot of policy, and we do believe we should brief the  
8 Interim Chair before we make it public.

9 CHAIR AMPRY-SAMUEL: [pause] Okay, but  
10 it's available and the Board has been briefed, and  
11 everything has been approved. It's just a matter of  
12 waiting for the incoming chair in order to release  
13 it?

14 DEBORAH GODDARD: Yes.

15 CHAIR AMPRY-SAMUEL: So, we should be—so  
16 essentially maybe the second week in June the public  
17 should receive the Physical Needs Assessment.

18 DEBORAH GODDARD: That sounds reasonable.

19 CHAIR AMPRY-SAMUEL: Okay, okay, next  
20 question related to the federal funding. The Federal  
21 Fiscal 2018 Omnibus Spending Bill is a big win, as I  
22 stated in my opening remarks for the affordable  
23 housing industry, and NYCHA as it provides a  
24 significant reinvestment in affordable housing  
25 funding. For NYCHA, this translates to additional

1  
2 funding for public housing operating funds, housing  
3 capital funds and Section 8. Can you please update  
4 this committee on how NYCHA will deploy those federal  
5 resources and does the spending package include  
6 funding for Section 8 Vouchers, and how will NYCHA  
7 claim those vouchers, and if so, will they be  
8 utilized for project-based or tenant based Section 8.

9 VITO MUSTACIUOLO: Okay. So, on the  
10 first part with respect to the allocation of both the  
11 Capital Living Expense, as mentioned in—in my  
12 testimony we really want to focus a majority of the  
13 resources towards address lead-based paint hazards,  
14 mold conditions and—and vermin infestation. That  
15 will also pay for additional training and for  
16 additional resources for compliance, and with those  
17 programs. With respect to the question regarding  
18 Section 8, I'm going to ask Executive Vice President  
19 Takesha [background comments] Miller to join us, and  
20 she will give an overview of—

21 CHAIR AMPRY-SAMUEL: Okay, and before you  
22 start, you will—you mentioned the money would be  
23 utilized for training and compliance. Can you just  
24 explain that a little bit?

1  
2 VITO MUSTACIUOLO: Sure. So on the  
3 operating side, so there's about \$35 million of  
4 operating expense that we hope to get with this new  
5 allocation. So, we want to provide for additional  
6 training for—for all of our staff. So, and there's a  
7 cost factor associated with the additional training,  
8 and where we will bring in external experts in—in the  
9 fields to provide additional training. There are  
10 ongoing costs for additional resources such as when  
11 we're dealing with mold conditions, we're purchasing  
12 these devices that will help us identify the source  
13 of the moisture. So, there are costs associated with  
14 the—with this program. So, we hope to allocated some  
15 of the additional operating expense towards improving  
16 on those programs.

17 VICE PRESIDENT MILLER: [pause] Oh,  
18 sorry. Good morning all, Lakesha Miller, Executive  
19 Vice President for Section 8. So, with the  
20 additional funding for Section 8, this year we're  
21 looking to do a combination of tenant based vouchers  
22 as well as project vouchers. So, we've started  
23 eligibility interviews last week, and we're aiming to  
24 issue at least 2,000 new vouchers through mid-July.  
25 Okay, thank you.



1  
2 CHAIR AMPRY-SAMUEL: Thank you and my  
3 next question is about, it's about right to counsel,  
4 but it's also about rent collection. The  
5 introduction of 214-B sponsored by Council Members  
6 Mark Levine and Council Member Vanessa Gibson will  
7 require a civil justice coordinator to establish  
8 programs to provide all tenants facing eviction with  
9 access to legal services within five years. The  
10 legislation also required the implementation of a  
11 program to provide legal services to all NYCHA  
12 tenants in administrative proceedings to terminate  
13 their tenancy. How many of these tenants had legal  
14 representation that you know of at the administrative  
15 proceedings, and how many terminations of tenancy  
16 proceedings were heard this past year?

17 VITO MUSTACIUOLO: So, I'm sorry. We  
18 don't have that information, but we will get back to  
19 you.

20 CHAIR AMPRY-SAMUEL: Okay, and I remember  
21 in the—one of the previous hearings there was a rent  
22 collection percentage rate of about 90—between 92 and  
23 94% collection rate. Since the housing—since the  
24 heating crisis and everything else has been going on  
25 in the lawsuits has there been a decrease in the rent

1 collection or rent payments that you've seen or do  
2 you see a trend at all happening?

3  
4 VITO MUSTACIUOLO: No, we do not see a  
5 change. We're still averaging approximately 93%  
6 collection of rent to billable.

7 CHAIR AMPRY-SAMUEL: Okay/

8 VITO MUSTACIUOLO: Okay.

9 CHAIR AMPRY-SAMUEL: And my final  
10 question is around the development program, 50/50.  
11 NYCHA and the Administration are pursuing the  
12 development of the half market rate, half affordable  
13 housing through 50/50 and Wyckoff and Holmes Towers,  
14 which you mentioned in your opening remarks, and I  
15 also see that there's--there's a \$62 million fee that  
16 you'll be receiving with those two developments. Can  
17 you break down the cost per development out of the  
18 \$62 million that you'll be receiving.

19 VICE PRESIDENT MILLER: So, I think I  
20 understand the question. You want to understand how  
21 the \$62 million is going to come back to NYCHA

22 CHAIR AMPRY-SAMUEL: Well, it--it--there's  
23 two 50/50 deals and then the Chair--I mean in the  
24 General Manager's Opening remarks he mentioned Holmes  
25 Towers and Wyckoff Gardens and said that there was a

62—it was—it would generate \$62 million in revenue,  
but it doesn't say how that is allocated between--

VICE PRESIDENT MILLER: [interposing] The  
developments.

CHAIR AMPRY-SAMUEL: --the different  
developments. So, how much for Holmes and how much  
for Wyckoff and how will that money be utilized  
within those developments?

VICE PRESIDENT MILLER: Sure. So for the  
Holmes deal for—that's—that's the one that's slated  
to close the end of this year. We're expecting \$25  
million to come back in development revenue for that  
project. Of that \$25 million approximately half of  
it will go back to the development for costs to  
improve the units, common areas and so forth, and the  
additional—the balance will go toward NYCHA's General  
Operating dollars and the same for Holmes, the--the  
balance of that would go—sorry, go to Wyckoff.

CHAIR AMPRY-SAMUEL: Okay. Okay, that's  
all for my questions right now.

VITO MUSTACIUOLO: Chair, if I may—

CHAIRPERSON DROMM: Sure.

VITO MUSTACIUOLO: --I have an answer to  
one of your earlier questions.

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CHAIRPERSON DROMM: Uh-hm.

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VITO MUSTACIUOLO: So, with respect to the childcare centers the daycare Centers, so they are required to be licensed, and part of—they are required to be licensed, and part of the licensing requirement is that they perform lead-based paint visual inspections, and they supply that to the State—to the City Department of Health. So, we do have a list of the locations that we're sharing with Health Department to ensure that they've received those assessments.

13

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CHAIRPERSON DROMM: Okay, so do you have any list that—of daycare centers that need remediation or that need to be painted?

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VITO MUSTACIUOLO: So, again we're sharing—we're going to share this list with the Health Department to ensure that they are all in compliance with their required regulations.

20

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22

CHAIRPERSON DROMM: Okay.

VITO MUSTACIUOLO: And then we'll address whatever centers are not in compliance.

23

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CHAIRPERSON DROMM: Okay, alright, good. Thank you very much. Okay, now we have—we've been joined by Council Member Gjonaj, Council Member

1  
2 Treyger, Council Member Powers and we have questions  
3 from Council Member Diaz, Grodenchik and Gjonaj. Oh,  
4 excuse me, Adams, Diaz, Grodenchik and Gjonaj.  
5 Council Member Adams.

6 COUNCIL MEMBER ADAMS: Good morning Mr.  
7 Mustaciuolo and welcome to you and your staff. Thank  
8 you for being here this morning, and thank you for  
9 your testimony. I represent Southeast Queens,  
10 District 28, South Jamaica House and Baisley Houses  
11 as well. I do have questions along the same line  
12 with lead paint. My questioning is along the lines  
13 of mold because that is the complaint that I have  
14 heard primarily from residents of South Jamaica  
15 Houses, and I—I guess my first question to you is  
16 going to be do you have a number of complaints, units  
17 with complaints of mold broadly, and if we can maybe  
18 slice it up and say specifically for South Jamaica  
19 Houses?

20 VITO MUSTACIUOLO: So, Marlene (sic) for  
21 the number of--

22 COUNCIL MEMBER ADAMS: Number of  
23 complaints.

24 VITO MUSTACIUOLO: --complaints we  
25 received.

1  
2 COUNCIL MEMBER ADAMS: Yes.

3 VITO MUSTACIUOLO: And then we can slice  
4 it down and see what we can find. (sic)

5 COUNCIL MEMBER ADAMS: Okay, thank you  
6 very much, and while you're looking for that, I'm  
7 going to ask is there a specific timely-timeline for  
8 remediation of mold? [background comments, pause]

9 VITO MUSTACIUOLO: So, so there is no  
10 specific correction period as prescribed for mold.  
11 Again, it's a-it can be a difficult process to  
12 identify the source. Alright, what we don't want to  
13 do is just address the cosmetic condition, right and,  
14 in fact, the program that we're implementing called  
15 Mold Busters, which has been designed in conjunction  
16 with-with the Plaintiffs in the Baez case, and with  
17 the Special Master it really does address the core of  
18 the problem. So, again, the instruments that will  
19 we'll be using will help us identify the source of  
20 moisture, right. Before we can even address the mold  
21 condition, we need to abate the source of the  
22 moisture. Will-part of the program is for us to  
23 start embark on a program to inspect all of our roof  
24 fans and ventilations, which often times is a-is a  
25 cause or a contributing factor to the mold, and after

1  
2 you've addressed the underlying condition, it makes  
3 sense that—at that point in time then you do the mold  
4 remediation. You do the mold removal, and you do the  
5 restoration work. That can take some time.

6 COUNCIL MEMBER ADAMS: Right, understood  
7 that it can take awhile. I was going to ask along  
8 the lines of the mold busters question. There is a  
9 report. Can you give us the status of the report  
10 analyzing Mold Busters effectiveness in reducing the  
11 recurrence of mold? [background comments, pause]

12 VITO MUSTACIUOLO: Yeah, I don't have  
13 that. I do know that we had been working with some  
14 of the experts in the industry and as well as  
15 Columbia University. I don't have the results but we  
16 can certainly share that with you.

17 COUNCIL MEMBER ADAMS: Okay. Well, I  
18 guess I will look for the response to my first  
19 question then the number of complaints, the number  
20 units with complaints? [bell]

21 VITO MUSTACIUOLO: I believe it's coming  
22 to me right now. [pause] So, we currently have  
23 1,100 open mold work orders of which 11 are in South  
24 Jamaica.

25 COUNCIL MEMBER ADAMS: Eleven total.

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VITO MUSTACIUOLO: Yes.

COUNCIL MEMBER ADAMS: Out of 1,100?

VITO MUSTACIUOLO: Correct.

COUNCIL MEMBER ADAMS: Okay, I-I guess I'm a little disappointed as-as are-are my colleagues with their line of questioning this morning. It seems like we're getting more-getting back to more than actual responses this morning, but we'll wait for those responses. Thank you very much.

CHAIRPERSON DROMM: Council Member Diaz followed by Grodenchik, Gjonaj, Menchaca and Rosenthal.

COUNCIL MEMBER DIAZ: Thank you, Mr. Chairman. I only have three minutes. Let me see if I could vent my frustration. Mr. Mustaciuolo, [pause] I-[laughs] every time like that sits in there, it's-it's-he or she is sworn to tell the truth, and nothing but the truth, and-and generally heard the same group sat in there under Chair Member Shola Alatoye, and I asked-I told her my problem where a Cuban refugee that was after 20 years of working with housing I think it's been-it had been abused and yet this miracle sitting here and the time they heard, and they come from the federal



1  
2 government. Then three months later we came back  
3 here for another public hearing and you were sitting  
4 there, and then again under oath I brought to the—to  
5 your attention the same problem that on January 3<sup>rd</sup> I  
6 give Kerry Jew, Ms. Kerry Jew the Executive Vice  
7 President and Chief Administrative officer the paper,  
8 and today five months later, you come back here no  
9 one, not one person from the office, not even you  
10 have promised to take a look on it that will find out  
11 what's the problem. So, again, I'm saying if that's  
12 the way you work with us City Council Members no  
13 wonder is it that people continue to complain, and  
14 then you said here that you—you said Mary de Blasio  
15 continues to demonstrate his commitment to public  
16 housing. Do you think we're making the Mayor look  
17 back? So, would you please again under oath will you  
18 promise again to look into this case and talk to Ms.  
19 Kerry Jew. She has the paper since January 3<sup>rd</sup>?

20 VITO MUSTACIUOLO: So, first, for the  
21 record, I—I have the utmost respect for this body,  
22 right, and I think that my history has demonstrated  
23 that, right. At the first hearing when you raised  
24 the issue, we all implored you to please keep that  
25 private and not to make it part of a public record

1 because it does concern [bell] an employee, and it  
2 was a very sensitive issue. Right, at the last  
3 hearing, sir, if you recall, I asked—I did say that  
4 we would see you after the hearing, and we would have  
5 a conversation with you, right. So, before the end  
6 of the hearing, you had to leave. You were not  
7 available, and—and just before this hearing--

9 COUNCIL MEMBER DIAZ: [interposing] When--  
10 when--when was that?

11 VITO MUSTACIUOLO: [interposing] Sir,  
12 sir, let me just--please, let me finish. Just before  
13 this hearing, sir, I apologized to you that we had  
14 not gotten back to you in a timely fashion, right,  
15 that there was a small---that there was a called  
16 schedule.

17 COUNCIL MEMBER DIAZ: [interposing] I was  
18 going to speak.

19 VITO MUSTACIUOLO: Sir, please--that there  
20 was a called schedule with you that unfortunately  
21 because of situations that were beyond your control,  
22 you could not make that call with us, and that we  
23 would follow up with you after this hearing, right,  
24 and I gave you my commitment that we would have a  
25

1 follow-up conversation with you with respect to that  
2 employee situation.

3  
4 COUNCIL MEMBER DIAZ: I will assure you  
5 at the next public hearing I will complete that--

6 VITO MUSTACIUOLO: [interposing] And I  
7 assure you that we have a conversation--

8 COUNCIL MEMBER DIAZ: [interposing] -If I  
9 have any answers I will report it to you.

10 VITO MUSTACIUOLO: -- at the public  
11 hearing. (sic)

12 COUNCIL MEMBER DIAZ: Thank you. Thank  
13 you, sir.

14 CHAIRPERSON DROMM: Okay, thank you. Next  
15 Council Member Grodenchik.

16 COUNCIL MEMBER GRODENCHIK: Thank you,  
17 Mr. Chair. Good morning, Mr. General Manager. I'm  
18 not going to try to pronounce your last name because  
19 it makes me nervous. With a name like Grodenchik I  
20 understand your difficult-difficulties, though. I  
21 want to draw your attention to-to the third paragraph  
22 in your-on the second page of your testimony, and I  
23 am certainly very familiar with public housing. I  
24 grew up in public housing in New York City. It was  
25 for me a wonderful experience. I didn't know I was

1 living in public housing. That's how good of an  
2 experience it was. What I'm concerned about is that  
3 the city continues to point fingers, and it's-it's  
4 not just at NYCHA but in many different places about  
5 things that happened maybe five years ago or ten  
6 years ago, a generation ago, and I understand having  
7 lived with this that the federal government just does  
8 not invest what it should be investing into public  
9 housing. I have brought up to three high ranking  
10 officials of this city over the past few months  
11 sitting where you are sitting. One is the former  
12 Chair of NYCHA who is no longer with us. The other  
13 two being the HPD Commissioner and the Director of  
14 the Office of the Office of Management and Budget,  
15 and my concern is that we are expending enormous  
16 amounts of money to build new housing, which we need  
17 to do, but at the same time NYCHA is obviously not  
18 fairing very well. And I would hope, and I don't  
19 want to put you in an awkward position because you  
20 don't make these decisions, but I am more or less  
21 making a statement here today. I hope that City of  
22 New York would start to consider diverting some of  
23 those funds--other colleagues of mine have made  
24 similar statements--from new housing to supporting  
25

1 the 600,000 people who already living public housing.  
2 I know that we need more public housing and that we  
3 need for affordable housing, but if the roof is  
4 leaking you don't add an addition to the house. So,  
5 that is my concern. I also want to associate myself  
6 with the remarks made by Chair Gibson. We have a lot  
7 of open space at NYCHA, and that is probably--and the  
8 buildings themselves are NYCHA's greatest assets.  
9 They are worth tens of billions of dollars if not  
10 more. And I would hope as the new General Manager who  
11 comes with an excellent reputation at least among my  
12 colleagues who know you well, I hope that you will  
13 consider developing these plans so that we can take  
14 people in the--as a humane a way as possible who are  
15 living maybe in 2 or 3-bedroom apartments that they  
16 don't need any more, put them in senior housing on  
17 NYCHA developments where they can the services that  
18 they need. So, I hope as you continue your tenure as  
19 General Manager--I don't know if you want to expand  
20 on those thoughts. I got two seconds. [laughs] Go  
21 ahead. [bell]

22  
23 VITO MUSTACIUOLO: No, other than thank  
24 you, sir, and we believe that there are opportunities  
25 that--that we should focus on and that there is an

1  
2 area for us to improve and where we can balance the-  
3 the needs of affordable housing with the needs of  
4 NYCHA. The Administration has been extremely  
5 generous and open with us on a number of fronts and  
6 the only thing I would add to that is, you know, I  
7 still feel strongly that--that there needs to be focus  
8 on--on the state commitment, and--and not just a  
9 promise of \$550 million, but there needs to be an  
10 ongoing commitment on the part of the State. As you  
11 and I have both indicated in--in my testimony, the  
12 federal government is a different challenge, right.

13 COUNCIL MEMBER GRODENCHIK: It is and I  
14 think, you know, that if we're throwing eggs at the  
15 federal government wall, they're not going to come  
16 back. You know, they're just--it's just not going to  
17 happen. Maybe if we get a--a new administration, but  
18 we can't speculate of that. We have to deal with the  
19 reality. I appreciate your work and--

20 VITO MUSTACIUOLO: Thank you.

21 COUNCIL MEMBER GRODENCHIK: --and I hope  
22 that with the addition of Mr. Brezenoff who has an  
23 excellent reputation as well we'll be able to at  
24 least turn a corner quickly here. Thank you, Mr.  
25 Chairman.

1

2

VITO MUSTACIUOLO: Thank you

3

CHAIRPERSON DROMM: Thank you. We've

4

been joined by Council Member Salamanca, and Council

5

Member Moya, and now we're going to be having

6

questions from Council Members Gjonaj, Menchaca,

7

Treyger then Salamanca.

8

COUNCIL MEMBER GJONAJ: Thank you,

9

Chairs. Good morning, Vito. So good to see you

10

again. I commend you on turnaround from open work

11

orders from 13 days to 4 days. All things being

12

considered, when we finally get rid of the backlog of

13

what is it now, 100,000 work orders?

14

VITO MUSTACIUOLO: As of this morning it

15

was closer to 140,000.

16

COUNCIL MEMBER GJONAJ: 140,000 work

17

orders.

18

VITO MUSTACIUOLO: Open work orders.

19

COUNCIL MEMBER GJONAJ: When can--what

20

will you consider? What would this administration

21

consider as success? At what point do we say okay we

22

turned the tide. We are now operating at optimal

23

speed to address normal work order and repairs?

24

VITO MUSTACIUOLO: So--so obviously as any

25

landlord, you don't want to see any backlog of--of

1 work orders. You know, to that end the Mayor last  
2 week announced a further commitment of \$10 million in  
3 the upcoming Fiscal Year and an additional \$10  
4 million the following Fiscal Year, and that money is—  
5 is going to be earmarked specifically to address open  
6 skill trade work orders.  
7

8 COUNCIL MEMBER GJONAJ: So, again—

9 VITO MUSTACIUOLO: [interposing] But  
10 we're doing very well with respect to maintenance  
11 work orders. The area that we need to vastly improve  
12 on are the skilled trades work orders. So, we're  
13 looking to use that money to (1) to supplement our  
14 existing workforce with some overtime to bring on  
15 some temporary workers to supplement the workforce,  
16 and also to bring on contractors.

17 COUNCIL MEMBER GJONAJ: So, we put it in  
18 context of a time frame. Are we looking at 10, 20 or  
19 30 years?

20 VITO MUSTACIUOLO: So, we—our goal is  
21 within the two fiscal years that the Mayor has  
22 allocated the money that we can reduce the backlog by  
23 50,000 right? Ideally we'd like to be below 100,000  
24 of—of work orders that are open at any point in time.  
25 We generally close approximately 9,000 work orders a



1  
2 day, and when you look at the enormity of--of what  
3 we're dealing with, we generate over 2.5 million work  
4 orders each year.

5 COUNCIL MEMBER GJONAJ: Right. I hear  
6 you. I'm just trying to get an idea of, you know,  
7 when the--

8 VITO MUSTACIUOLO: [interposing] Yeah, I  
9 wish I could tell that we'll have this resolved in  
10 your--your--

11 COUNCIL MEMBER GJONAJ: [interposing]  
12 Using fore--forecasting methods, your projections of a  
13 zero backlog.

14 VITO MUSTACIUOLO: Yeah, and I--

15 COUNCIL MEMBER GJONAJ: Meaning that--

16 VITO MUSTACIUOLO: I would be  
17 disingenuous if I told I--we can accomplish that in  
18 any specific time period. What I will say, though,  
19 is that model that we're looking to put in place with  
20 this additional resource we hope that that model will  
21 serve as well that we'll be able to continue on that.

22 COUNCIL MEMBER GJONAJ: I hope to be  
23 there--I hope it's in my lifetime and yours and we  
24 can--

1  
2 VITO MUSTACIUOLO: [interposing] I hope  
3 so.

4 COUNCIL MEMBER GJONAJ: --celebrate  
5 together. I just have doubts. If we're still  
6 projected with the \$25 billion capital investment  
7 that's needed to bring our NYCHA facilities up to  
8 par, is that still the number that we're using or has  
9 that number changed? [bell]

10 DEBORAH GODDARD: We haven't published  
11 the number yet. As I mentioned, we're going to brief  
12 Steven Brezenoff when he gets here in June. The \$25  
13 million was published by CBC. It was also a number  
14 I've used informally since I got here is my gut.

15 COUNCIL MEMBER GJONAJ: Okay. So  
16 basically it was the \$25 billion and it's about  
17 \$140,000 a unit. We don't know if we're ever going  
18 to be able to catch up on our backlogs, and if by  
19 some miraculous method we were able to find \$25  
20 billion, and that check was given directly to NYCHA,  
21 what would be the projected turnaround time to have  
22 all of those capital investments completed?

23 DEBORAH GODDARD: To be honest with you,  
24 it's not something we've contemplated.

1  
2 COUNCIL MEMBER GJONAJ: Not in our  
3 lifetime. I would imagine that falls underneath the  
4 5,000.

5 DEBORAH GODDARD: [interposing] Yeah, I  
6 mean I don't even think with all of the best intents  
7 of market were here.

8 COUNCIL MEMBER GJONAJ: But I just want  
9 to end it with—I want to end it if we—using your own  
10 numbers of \$200 million a month to operate NYCHA,  
11 which is about \$2.4 billion a year without the  
12 capital needs, which equivalates (sic) to about  
13 \$1,129 per month just to operate these facilities.  
14 This is per unit, why aren't we more aggressively  
15 pursuing RAD and PATH as the only true solution? Why  
16 aren't—why isn't this administration including the  
17 HUD Secretary and the Governor and the Mayor coming  
18 out and saying what was once a very successful model  
19 for affordable housing in New York City is today's  
20 failure and the only way for us to get out of this is  
21 privatize NYCHA while preserving the rent caps for  
22 those families. Why are we allowing days and months  
23 and years to go by when we know the inevitable truth  
24 and the poor transparency and honesty this has to be  
25 discussed in an open manner?

1  
2 VITO MUSTACIUOLO: Sir-sir, I can say  
3 that there have been conversations with the  
4 Administration in how we can get better specifically  
5 with respect to RAD, 50/50. So, these are ongoing  
6 conversations. As mentioned by the Council Member,  
7 we have Stanley Brezenoff who has an incredible  
8 history and reputation coming on board on June 1<sup>st</sup>.  
9 We hope that Stanley will help guide us in that  
10 direction, but it's something that we've already had  
11 ongoing conversations about. We just need to weigh  
12 this out carefully. Again, we've just-we're just  
13 completing the first and the largest RAD deal I the  
14 nation at Ocean Bay. That will serve as a model for  
15 projects going forward.

16 COUNCIL MEMBER GJONAJ: You know, each  
17 day that goes by New Yorkers are suffering, and they  
18 are subjected to living conditions of a third-world  
19 country in the most wealthiest country in the city-in  
20 the world, and it's unfortunate but we're not  
21 embracing and we're not being very transparent.  
22 Let's not delay this any longer. Let's end the pain  
23 and the suffering sooner than later. Let's embrace  
24 our way out while preserving affordable housing and  
25 subsidizing those families and accepting and

1 embracing RAD impact as the only way because this  
2 agency cannot or government was not intended to be a  
3 landlord, and it's clearly undisputable for all of us  
4 to realize. Let's give it to those that know how to  
5 do this best and fit the parameters and--and checks  
6 and balances that are needed to make sure that  
7 affordable housing remains affordable and the  
8 conditions are livable conditions.

10 VITO MUSTACIUOLO: Yes, sir.

11 COUNCIL MEMBER GJONAJ: Thank you.

12 CHAIRPERSON DROMM: Okay, thank you, and  
13 now we'll go to Council Member Menchaca followed by  
14 Treyger, Salamanca, Ayala and Richards.

15 COUNCIL MEMBER MENCHACA: Thank you to  
16 the Chairs for this hearing. Vito, thank you and  
17 your team for being here today and talking with us as  
18 we learn more about NYCHA cap--capital improvements,  
19 et cetera. So, I have--I have a series of questions,  
20 one 50/50 development, mold and then lighting,  
21 something that you and your team and I have been  
22 talking a lot about for Red Hook specifically, but  
23 really this is kind of citywide questions. The first  
24 thing I want to ask on 50/50 is just because I know--I  
25 know Chair Alicka--Alicka Ampry-Samuel talked a little

1 bit and asked about 50/50. The decision as we  
2 understand it half of it will go back into  
3 reinvestment for the development itself? Is that  
4 right? Half-half of it?

5  
6 DEBORAH GODDARD: That's right.

7 COUNCIL MEMBER MENCHACA: And then the  
8 other half, where's the other half going?

9 DEBORAH GODDARD: It goes into NYCHA's  
10 General Operating.

11 COUNCIL MEMBER MENCHACA: General  
12 Operating. What does that mean? Is that so—is that  
13 going to go for staff? Is that going to go for other  
14 improvement elsewhere? Is there—is there more  
15 understanding? Maybe I missed it. I just want to  
16 get a sense about what that is. What does General  
17 Operating mean?

18 VITO MUSTACIUOLO: So I mean, so-so it  
19 does go back into our budget, and it's our discretion  
20 to use it as we feel appropriate. Again, as I  
21 [coughs] excuse me—identified the biggest areas of  
22 concern that we have right now, and where we hope to—  
23 to focus our efforts on given the—the new allocation  
24 for the federal government is on lead remediation,  
25 lead hazards as well as mold.

1  
2 COUNCIL MEMBER MENCHACA: Okay. Well, I  
3 just wanted-I just wanted to kind-I didn't know if  
4 that was more a mark there, but general-it will go to  
5 the general fund.

6 VITO MUSTACIUOLO: It goes back into our  
7 budget.

8 COUNCIL MEMBER MENCHACA: And then you  
9 decide how to-how to spend that?

10 VITO MUSTACIUOLO: Yes.

11 COUNCIL MEMBER MENCHACA: Okay. Next  
12 question is about the mold, and the Mold Busters and  
13 the work that you're doing with RHI right now is I  
14 think really positive and productive, the Red Hook  
15 Initiative and their team working side by side with  
16 all of you. (1) Can you give us a sense about how  
17 that's working? (2) Are you expanding that kind of  
18 relationship in other neighborhoods in other boroughs  
19 with organizations like the Red Hook Initiative that  
20 had a-had a lot of focus on-on that-on empowering  
21 NYCHA resident and have a health component as part of  
22 their non-profit mission status? [background  
23 comments, pause] And then on to of that--

24 VITO MUSTACIUOLO: [interposing] Yes.  
25

1  
2 COUNCIL MEMBER MENCHACA: --do you have a  
3 sense of timing on how quickly you're responding  
4 right now to all the mold complaints that you're  
5 getting. You have--you have a number of days that  
6 people are living in the conditions after it's on  
7 your radar.

8 VITO MUSTACIUOLO: Yeah, and so that will  
9 also address what Council Member Adams asked.

10 COUNCIL MEMBER MENCHACA: As she  
11 addressed that, I want to put another question on for  
12 lighting. There's a whole lighting contract that has  
13 been a problem in Red Hook and I think across the--  
14 especially the Sandy impacted neighborhoods. Those  
15 are towers, these light towers. They're now on your  
16 contract. Tell us a little about the contract. How  
17 big is that contract? How many light towers?  
18 There's a lot of complaints about the light towers  
19 that are coming right into the neighborhood, into  
20 windows, and then when they go out, people complain  
21 that they're out, and it takes days. I'm not going  
22 to tell you how--how--how much I've been connected just  
23 to calling myself every single time.

24 VITO MUSTACIUOLO: So, in reference to--

25



1  
2 COUNCIL MEMBER MENCHACA: [interposing]  
3 Give us something about the light contract.

4 VITO MUSTACIUOLO: --checking on the  
5 light tower question with respect to mold, so I'll  
6 start, and then I'll hand it off to Kelly MacNeal.  
7 So, we're—we're learning, and we're looking at best  
8 practices and I do agree that the relationship that  
9 we have in Red Hook it serves as a model, and so we  
10 will hopefully expand that throughout all five  
11 boroughs with all of our developments. It's that  
12 type of relationship and—and partnership that we  
13 need, right, and—and that, you know, I have always  
14 felt strongly, but that's how you accomplish things.  
15 So, but we are—so, we're looking at our current  
16 procedures on how we address mold, right. We're  
17 working with some of the best experts in the field.  
18 I believe that we have a plan moving forward that's  
19 aggressive and that will in time address the mold  
20 problems that we're experiencing. [coughs] And again,  
21 it ranges from inspecting all of the roof bands,  
22 making repairs or replacements where necessary to  
23 using some of the latest equipment that's available  
24 and identifying sources of—of moisture. You know,  
25 and we also have to be smart about how we address

1 this as well. As indicated, we've done over 330 roof  
2 replacements, but we need to be mindful of the fact—  
3 of the fact that some of these buildings it's  
4 difficult to address the problem into the roof that's  
5 been replaced, right. So, that doesn't mean that  
6 we're not going to continue our efforts, and that  
7 there is work that to be done. [coughs] Through the  
8 Baez case, there are time frames for correction, and  
9 Kelly will speak to that. Part of the process is  
10 also for us to train approximately 6,000 of our  
11 employees on the use of the equipment, on how to  
12 identify mold. We're using some of the latest  
13 technology from—form the industry in not only  
14 identifying the source, but coming up with a  
15 remediation plan, right. So, again, we're taking  
16 this extremely seriously. We do need to allocate the  
17 resources, dollars to it, which is why I really want  
18 to focus some of the monies that we're getting from  
19 HUD in the upcoming year as well as some of the money  
20 that we can recapture in the 50/50 deals to be  
21 dedicated for these programs. [pause]

22  
23 GENERAL COUNSEL MACNEAL: Thank you. The  
24 General Manager just addressed our—a key part of the  
25 Authority's Next Gen goals to create health and safe

1 communities around the new mold protocols. Under the  
2 current Consent Decree, under the Baez Case, we have  
3 two timeframes. Seven days for simple repairs, and  
4 15 days for complex repairs, and so we recently  
5 submitted a Proposed Amended Consent Decree to Judge  
6 Pauley and it was rejected, the honorable (sic)—the  
7 plaintiffs, the Special Master and NYCHA were  
8 disappointed in Judge Pauley's reaction to the  
9 Amended Proposed Consent Decree. We all wrote the  
10 judge and we expect to have a conference very soon to  
11 address the judge's concerns, and in the meanwhile,  
12 we will continue with the rollout as—as to the  
13 protocols the General Manager has set forth. Our  
14 time line is to start training staff in January of  
15 2019, and be fully implemented by December of 2019.

17 COUNCIL MEMBER MENCHACA: Just to clarify  
18 the question, though, how long is it taking you today  
19 to respond to mold issues?

20 GENERAL COUNSEL MACNEAL: [interposing]  
21 So, today--

22 COUNCIL MEMBER MENCHACA: [interposing]  
23 I—I understand that—

24 GENERAL COUNSEL MACNEAL: [interposing]  
25 Today, oh---

1  
2 VITO MUSTACIUOLO: But on the average ten  
3 days.

4 COUNCIL MEMBER MENCHACA: On average  
5 you're responding to things in ten days and  
6 remediating mold right now?

7 VITO MUSTACIUOLO: Well, it's our  
8 response, but it doesn't mean that we've actually  
9 performed the work. I think its' again we have to  
10 identify what the source is, right, and that can take  
11 some additional time.

12 COUNCIL MEMBER MENCHACA: And the light  
13 towers?

14 VITO MUSTACIUOLO: We're working on that,  
15 and we'll have an answer for you before the end of  
16 the hearing.

17 CHAIRPERSON DROMM: So, just to follow  
18 up, ten days respond means ten days to see it, and  
19 then how long does it take to actually get the repair  
20 work done on average?

21 VITO MUSTACIUOLO: Yeah, that sir, I do  
22 not have, but we will certainly get back to you with  
23 it.

24 CHAIRPERSON DROMM: Okay, we're going to  
25 be followed up by—we're going to have questions from

Council Member Treyger, Salamanca, Ayala and  
Richards.

COUNCIL MEMBER TREYGER: Thank you to the  
Chairs, and in the interest of time, I will just get  
all my commentary questions out in one shot and then  
the remaining time will be for NYCHA to respond, and  
I just want to say for the record, I don't know of  
how many high ranking city officials respond to  
appeals for help through text messages or emails at  
11:30 at night, but GM Mustaciuolo does, and I wan to  
publicly thank you for that whether it's a leak in an  
apartment or lack of water pressure on the upper  
floors at Carey Gardens, you—you get back to me, and  
it doesn't just send a message to me, but to the  
residents of the building that high ranking officials  
at NYCHA care, and I want to publicly thank you GM  
for that. That means a lot to me. So, I'm going to  
just get my questions out in one package and then  
feel free if you want to take notes or you just want  
to afterwards. NYCHA Tweeted out just moments ago  
that the average NYCHA household makes just \$24,000 a  
year. If the proposed rent increase becomes a  
reality, residents would see their rent go up by a  
third or about \$175 a month. We know that this is a—

1  
2 an insane and just irrational proposal from the  
3 federal government, but are there any contingency  
4 plans at the local level to help offset costs for our  
5 most vulnerable residents living in-in public  
6 housing. Question 2: In the case of my district in  
7 Coney Island where we do have FEMA funds and FEMA  
8 resources, we've been-we've been in touch and contact  
9 with regards to the Surfside Community Center, which  
10 is still not officially opened. I know that we've  
11 toured it a number of times and we appreciate that.  
12 It's holding back so many key opportunities for our  
13 residences. Is there any new update of information  
14 about when we could inform children and seniors in my  
15 district when that center will open? And third for  
16 you GM, you've now had some time to settle in-into  
17 this new role and new position at NYCHA. I believe  
18 that you're a person that has-that brings with him  
19 and-and has with him credibility. You've heard that  
20 from my colleagues here today. I'm going to ask you a  
21 teacher question. In your-in your time now at NYCHA,  
22 and with your position, what are areas that you  
23 believe NYCHA does well, and what are areas that  
24 NYCHA needs to improve upon immediately, and the  
25 floor is yours.

1  
2 VITO MUSTACIUOLO: Thank you very much,  
3 sir. If I can start first with the impact to our  
4 residents. Should—should this happen this rent  
5 increase it would be devastating. We really do need  
6 to consider how we might offer some assistance to our  
7 residents, financial assistance. It's not something  
8 that I think we've contemplated [bell] or that I have  
9 an answer for—for you for today, but when you look  
10 at—at the number of—of households that we have, it's—  
11 it's 86% if our households make—have an average and  
12 come up with less than \$31,000 or less. So, the  
13 impact and I know that we've Tweeted out some  
14 numbers, but I think the impact even goes beyond  
15 that, right? So, it's of concern to us. It's of  
16 concern to our residents. We need to make our voices  
17 heard, and I think the Council has been championing  
18 that cause with us, but we need for Washington to  
19 hear that as well, and then there's impact of the  
20 Authority, right, and—and Lasso Burn Collection,  
21 which obviously is secondary to the impact to the  
22 residents, but it's a concern that we have as well.  
23 So, yes, we will look at—at ways how we can assist  
24 residents. With respect to the [background comments,  
25 pause] the Surfside project, I'm going to turn that

1  
2 over to Deborah while I think about how to answer  
3 your last question.

4 DEBORAH GODDARD: We believe that the  
5 Surfside Center will open this fall. We've already  
6 been working with our Chair (sic) about the—the  
7 opening.

8 VITO MUSTACIUOLO: Okay, so—so to your  
9 point, you know, I made it clear that when the Mayor  
10 first asked me to join NYCHA I really didn't have  
11 much of an interest, and not because of the issues  
12 that they were dealing with. It's that I'd spent,  
13 you know, more than three decades at HPD and I hoped  
14 to finish my career there. So, it's a family for me,  
15 but it didn't take me long to figure out that—that  
16 NYCHA is a great place to be. I had spent a great  
17 deal of my—my first 2-1/2 months at NYCHA doing a  
18 listening tour. I've gone out to probably close to  
19 40 developments already, have spoken with residents,  
20 with staff at every level. I'll show up on a  
21 Saturday or a Sunday. I think it's the level of  
22 dedication and commitment that I have seen throughout  
23 the entire Authority, and it's not unique to one  
24 department. It's—it's throughout the—the Authority  
25 and—and there is a lot of—but what actually impressed



1  
2 me most about the Housing Authority is there is a lot  
3 of depth, and I know that the last hearing I think it  
4 was said in a—in an article that I was looking at—at  
5 NYCHA through rose colored glasses. There's a lot of  
6 good work that's happening there, and that has to be  
7 recognized, and I will continue to champion that  
8 cause. There's a lot of work that we need to—to—to  
9 do and to move forward, and—and I certainly don't  
10 think it's for lack of commitment or trying, and—and  
11 funding has certainly played an important role in  
12 that. I would love an opportunity to sit down with  
13 yourself and other members to talk about how we can  
14 improve, right. It's important to me to hear from  
15 you as well, and I think the open lines of  
16 communication are certainly an area where we do need  
17 to improve on, and it shouldn't just be that you and  
18 I can communicate at 11:30 at night, but it should be  
19 that our residents and our staff can communicate more  
20 openly. Part of that is—is—it's how we take our  
21 complaints on intake, and the information that we  
22 provide our residents. It's about managing the  
23 expectations. So, I think that those are areas that  
24 we can certainly improve on. It's about being, you  
25 know, more committed to—to addressing work orders in

1 a more timely fashion, right and addressing the  
2 issues and the challenges that we have. I have been  
3 fortunate that every person I have met at the federal  
4 level, the state level and the local level have the  
5 same interest in mind. You know, we've had meetings  
6 with the unions, and—and I believe that we're going  
7 to—going to be in a much better place as an Authority  
8 with all of the, you know, I say the intention that  
9 we've been receiving good, bad or indifferent it—it's  
10 bringing to the table resources that we had not seen  
11 before, and we need to take advantage of advantage of  
12 that in a positive way.

14 CHAIRPERSON DROMM: Okay, thank you.  
15 Council Member Salamanca.

16 COUNCIL MEMBER SALAMANCA: Thank you, Mr.  
17 Chair. Good morning—good morning Vito. Vito, on—on  
18 Monday I toured Melrose Development and Union  
19 Consolidation—Consolidated, and I visited two  
20 apartments, and what I saw, I was completely  
21 horrified. You know, residents—these two apartments  
22 these residents were living in inhumane conditions,  
23 and Vito, I tell you if you were with me on this  
24 tour, and you were in your role as an HPD Deputy  
25 Commissioner, immediately you would have started that

1 process of 7-A Administrator to begin to take that  
2 building away from that landlord, but unfortunately  
3 this building now belongs to the City of New York,  
4 and I don't know how we can take these buildings away  
5 from the city of New York. My observation during  
6 these walk-throughs where—and I saw huge holes in the  
7 bathtubs. The tiles were missing. I saw rodent  
8 infestation. I saw ceilings falling apart. I saw  
9 the radiator baseboard. The coils was totally  
10 damaged where this resident had six grandchildren  
11 living with her, and during this winter she had to  
12 purchase these portable heaters in which she had an  
13 \$800 bill from Con-Ed because of this. I saw  
14 kitchen—the kitchen ceilings falling apart as well.  
15 It was obvious to me that NYCHA was there because  
16 there were certain patch jobs that were done in these  
17 apartments. And so, it was obvious to me that NYCHA  
18 employees were aware of how the conditions of these  
19 apartments in terms of other needs. On April 24<sup>th</sup>  
20 here in a hearing, this panel was present, and I  
21 asked questions about performance evaluations, and  
22 how often they're done, and this panel informed me  
23 that labor, their collective bargaining agreement  
24 prevents annual performance evaluations from the  
25

1 employees. That very next day I was contacted by  
2 Local 237 who represents the property managers, and  
3 they informed me that there's no language in their  
4 bargaining agreement or in their contract that  
5 prevents NYCHA from performing annual performance  
6 evaluations on their employees. So, therefore,  
7 there's some type of miscommunication that occurred  
8 here on April 24<sup>th</sup>. So, my question to you is when  
9 are you going to start holding these property  
10 managers accountable for their mismanagement? When  
11 are you going to start documenting this  
12 mismanagement, and when are you going to start  
13 removing these employees who are not doing their job  
14 and allowing that these apartments are in these  
15 conditions?  
16

17 VITO MUSTACIUOLO: So, sir, first of all,  
18 I agree with you that no one should be living in  
19 substandard conditions. So, at the conclusion of  
20 this hearing if you could provide me with that  
21 information about the units that you visited, because  
22 I would like to go there myself, right, and to see  
23 the conditions and to see what went wrong if-if and-  
24 and how we can improve on the process. With respect  
25 to the-the question of evaluations and standards, we-

1 we do have standards for our employees, right, and we  
2 do have—we do perform evaluations. I think I'm going  
3 to ask Executive Vice President, Kerri Jew to come up  
4 and talk about and to be clear about the statement  
5 that was made at the last hearing with respect to  
6 annual performance evaluations. But that should not  
7 be misinterpreted that we don't hold our employees  
8 accountable and responsible and that we don't have  
9 measures and standards that we hold them to, but  
10 there's a specific process I think that we referred to  
11 at the last hearing that I'd like to clarify, and we  
12 also have management and performance indicators that  
13 everyone of us at my level down to the RAMS use as  
14 management tools, and—and often times by looking at  
15 those indicators, and those performance measures,  
16 changes were made. And I know that you and I have  
17 talked about some of the changes that you'd like to  
18 stay with specific developments, and this is a  
19 conversation that I would like to continue with you.  
20 Right, but I'd like to turn it over to—to Kerri to  
21 talk specifically about the statement that was made  
22 at the last hearing with respect to the collective  
23 bargaining language.  
24

1  
2 KERRI JEW: So, just to clarify and  
3 perhaps correct anything that was either stated of  
4 understood, performance evaluations are not something  
5 that we said that the—the Collective Bargaining  
6 Agreement prohibits. That but—

7 COUNCIL MEMBER SALAMANCA: [interposing]  
8 But you did say that in a hearing that it prohibits.  
9 So, that's why it's not done.

10 KERRI JEW: Okay, so I'm—I'm correcting  
11 that statement then.

12 COUNCIL MEMBER SALAMANCA: Okay.

13 KERRI JEW: Okay, that's not what was  
14 intended to be said. Performance evaluations are  
15 something that we need to in terms of an official  
16 performance evaluation process we need to do in  
17 consort with our union partners. So, we need to  
18 discuss how we would—we would implement a procedure  
19 to do them. So, that's something that we're doing  
20 with Local 237.

21 COUNCIL MEMBER SALAMANCA: So, you—you  
22 need to—you need to ask permission to labor to see if  
23 you monitor if their employees are doing what they're  
24 supposed to do, and how you document that? I mean  
25 I'm not understanding the information.

1  
2           KERRI JEW: No, that's not what I said.  
3 I said that we need to discuss the procedure [bell]  
4 that we wish to implement with our labor partners  
5 when we are impacting their members who are also our  
6 employees, and we are in those discussions. We have  
7 actually formed a committee with Local 237. I  
8 believe we're meeting next week to discuss how we can  
9 begin implementing an official performance evaluation  
10 process. However, with--

11           COUNCIL MEMBER SALAMANCA: [interposing]  
12 How long would that--how long would that conversation  
13 take? Is it months in the making or is it something  
14 that you already have an evaluation, you know, some--  
15 you already have in writing how you would like to  
16 evaluate these employees, and you're just waiting for  
17 labor Local 237 to say okay, I'm okay with this. How  
18 long would that process begin--take?

19           KERRI JEW: I can't say exactly how long  
20 it's going to take. I would hope that it would not  
21 take months in preliminary discussions obviously  
22 Local 237 has indicated that it is, you know, it will  
23 be a willing partner in this process that it's  
24 something that--an objective that we both seek to  
25 achieve to--to form a--an official process that we can

1 both live with. But, however, without the official  
2 process, it doesn't mean that we don't hold our staff  
3 accountable to—to performance targets to productivity  
4 targets, and—and have frequent discussions with them  
5 between supervisor and employee about how an employee  
6 is doing, what's expected of that employee, whether  
7 the employee has met those standards. When employees  
8 don't meet those standards, of course, as you know we  
9 have a disciplinary process that's rooted in—in civil  
10 service where we begin instruction, we begin with  
11 verbal discussions that can lead to instructional  
12 memos that are written counseling memos that are also  
13 written and then local and general trials.

14  
15 COUNCIL MEMBER SALAMANCA: Vito, I have a  
16 question. Are there performance evaluations for your  
17 executives at 250 Broadway?

18 VITO MUSTACIUOLO: Yeah,

19 KERRI JEW: Yes, we—we do have managerial  
20 performance evaluations.

21 COUNCIL MEMBER SALAMANCA: Okay, alright,  
22 well—well, I really hope you review you. As  
23 administrations change, and we get new chairs of  
24 NYCHA, these executives stay there, and obviously  
25 this, too, happened under their watch. So, I really



1  
2 hope you review their evaluations and you reshuffle  
3 things that need to be reshuffled in this admin—in  
4 the agency. Thank you, Mr. Chair.

5 CHAIRPERSON DROMM: Can you provide us  
6 with copies of the evaluation forms?

7 KERRI JEW: The managerial performance?

8 CHAIRPERSON DROMM: All of them.

9 KERRI JEW: We—we can provide a copy of  
10 one.

11 CHAIRPERSON DROMM: Can you give us a  
12 rough idea of what it is that you're evaluating when  
13 you go in and look at the evaluations?

14 KERRI JEW: Well--

15 CHAIRPERSON DROMM: [interposing] Do you  
16 go in and look at the buildings? But what are you--  
17 what are you looking overall to evaluate?

18 KERRI JEW: I'm sorry, then I  
19 misunderstood. I thought you were talking about the  
20 managerial performance evaluations.

21 CHAIRPERSON DROMM: Well, both. I'd like  
22 to really know because I think that the Council  
23 Member is hitting on a very important question about  
24 how the work gets done, how it's evaluated and how  
25 job performance is rated. So, what would be of

1  
2 interest to the Council is to know how you're doing  
3 that at all levels because obviously something is not  
4 happening.

5 VITO MUSTACIUOLO: So, I think it would  
6 be good for a group of us to sit down and talk about  
7 this.

8 CHAIRPERSON DROMM: Well, I'd copies.

9 VITO MUSTACIUOLO: Excuse me.

10 CHAIRPERSON DROMM: I'd like to get  
11 copies of what it is not of the individual, not of  
12 the individual members, but I'd like to get a copy of  
13 what it is that you're looking for in terms of an  
14 evaluation. What are--what are the goals, the  
15 objectives? What does the evaluation itself look  
16 like?

17 VITO MUSTACIUOLO: So, we'll--we'll--we  
18 will put together a package for you.

19 CHAIRPERSON DROMM: Okay, because then  
20 we'll know and the public would know what the  
21 expectations are there as well to hold them  
22 accountable.

23 VITO MUSTACIUOLO: Okay.

24 CHAIRPERSON DROMM: Thank you. Council  
25 Member Ayala.

1  
2 COUNCIL MEMBER AYALA: Hi. Thank you,  
3 Mr. Chair. So, my question is really we're putting  
4 in a lot of money for capital improvement projects,  
5 but I really would like to understand what the  
6 vetting process is when we're hiring these  
7 contractors because I think that we spend more money  
8 repairing work that was recently done because we're  
9 not necessarily getting the best contractors to do  
10 the work. For example, East Harlem. We building a  
11 brand new state-of-the-art community center. I think  
12 it's maybe seven years old. It needs a new roof.  
13 How does that happen? [pause]

14 DEBORAH GODDARD: Good morning. Good  
15 afternoon. I will have to look into that specific  
16 case. I am not familiar with it. In general, I  
17 don't—I do think we do get good quality, but you're  
18 right, a roof should last a lot longer than that.  
19 I'll have to look into it and we'll get back to you.

20 COUNCIL MEMBER AYALA: But it—it happens  
21 time and time again. It happens with the roofs. It  
22 happens with—I mean and Mill Brook Houses we did the  
23 roofs several years ago, and then they had—when it  
24 would rain outside it would rain inside of the  
25 apartments we had. Serious mold issues because of

1 that. This was the Johnson Community Center that I  
2 was referring to, Vito. It's brand new, and the roof  
3 is already leaking, and it seems like, you know, it  
4 seems more cost-effective if you're, you know, taking  
5 the—I guess the lowest bid but in the end, it costs  
6 more if you have to come back within a couple of  
7 years to repair work that you already paid for. So,  
8 my concern is that we're investing all of these  
9 capital dollars, but it seems like a waste of funds.

11 DEBORAH GODDARD: So—

12 VITO MUSTACIUOLO: [interposing] So, I'm  
13 going to let Deborah-- With—with respect to that  
14 specific center, when I spoke with the assistant  
15 director—executive director yesterday, and so we'll  
16 be coming up to look at that location. I'm not quite  
17 sure what the issue is if it's specific to the roof,  
18 if it's a drainage problem. So, but I did commit to  
19 come up there and—and I'll let you know when I'm  
20 coming up so if you would like to join us.

21 COUNCIL MEMBER AYALA: But I guess the—  
22 the—what I'm asking is that a concern for you as  
23 well? Like have you realized in the evaluation  
24 process right now do you have—have clients to come  
25 and visit some of these developments and some of the

1 work some of the contractor work is really shoddy.  
2  
3 How do we rectify that in the future so that we're  
4 not unnecessarily spending capital dollars on work  
5 that's just not at par?

6 DEBORAH GODDARD: Clearly, it would be of  
7 concern. We do not want to throw our very precious  
8 dollars away, and are having to look at any of that.  
9 I will say in connection with roofing that I am not  
10 aware of situations that have been voiding our  
11 warranties. So, that would indicate to me that the  
12 roofs are generally holding up. We do evaluate  
13 contractors. That's the way, as you said, we have to  
14 hire the lowest responsible bidder. If they've had  
15 poor evaluations, we do not have to hire them under  
16 the Responsibility Standard. So, it would be good  
17 for us to know if these example in update evaluations  
18 are appropriate.

19 COUNCIL MEMBER AYALA: I appreciate that.  
20 I have one more question. Regarding the homeless at  
21 the site unit, because [bell] I know that there was  
22 an announcement a couple of years ago to set aside  
23 750 units. Could you tell me how many people have  
24 been placed so far? This is the last question.

1  
2 VITO MUSTACIUOLO: Sure, just give us one  
3 minute, please. [pause] Cathy Pennington is the  
4 Executive Vice President for Operations.

5 CATHY PENNINGTON: Good afternoon. Year-  
6 to-date we have a goal to house 1,500 homeless  
7 families and year-to-date we have housed 579 or  
8 achieved 39% of our goal.

9 COUNCIL MEMBER AYALA: Why—we have—we  
10 have homeless families. What is—why is it so slow to  
11 roll out. I'm not—I'm not understanding because this  
12 announcement was made a few years ago.

13 CATHY PENNINGTON: No, we—we commit, we  
14 commit every year to house another 1,500 families.

15 COUNCIL MEMBER AYALA: So, that's the  
16 commitment for this year.

17 CATHY PENNINGTON: Yes, that's the  
18 commitment for this year. Yes.

19 COUNCIL MEMBER AYALA: Okay.

20 CATHY PENNINGTON: We housed over 1,500  
21 families last year. So, every year we—we renew the  
22 commitment.

23 COUNCIL MEMBER AYALA: Great. Thank you.

24 CATHY PENNINGTON: Sure.

1  
2 CHAIRPERSON DROMM: Council Member  
3 Richards.

4 COUNCIL MEMBER RICHARDS: Thank you,  
5 Chairs. A question on—I know at the—the last—the  
6 Preliminary Budget Hearing our—about the hearing we  
7 had on—we had a conversation around—around property  
8 managers, and we spoke of new protocols. So, is  
9 there any update on how you're going to work with  
10 property managers a little bit better, and will they  
11 be reporting more sort to central rather than being  
12 sort of left to their own devices to a great degree  
13 to manage themselves? So, that's one question, and  
14 then the second question is I do know the—in July I  
15 believe the smoking ban that came down from the  
16 federal government. It certainly comes down. So,  
17 I'm interested in knowing, you know, is NYCHA  
18 prepared to now implement the smoking ban? So, those  
19 are my two questions right now.

20 VITO MUSTACIUOLO: Sure. So, with  
21 respect to your first question, I believe that I said  
22 it—I believe I stated this at the last hearing. It's  
23 not about an individual. So, I wouldn't necessarily  
24 say that there was a problem with property managers.  
25 I think it's systemic. It's property management--

1

COUNCIL MEMBER RICHARDS: Uh-hm.

2

VITO MUSTACIUOLO: --and we need to take

3

a look at-at what we're holding our staff accountable

4

for and responsible for. Cathy and I have already

5

started to evaluate what some of the responsibilities

6

are that a property manager at a development

7

currently has within their portfolio, and we'd like

8

to--can sort of using some of the additional monies

9

that we're getting from the federal government to

10

build out a better process where some of the--the

11

responsibilities we can centralize, and relieve the

12

property managers of those responsibilities so they

13

can focus on their core mission, which is to address

14

conditions in the buildings.

15

COUNCIL MEMBER RICHARDS: Right, and I--

16

and I get that, but more so--

17

VITO MUSTACIUOLO: [interposing] Yeah.

18

COUNCIL MEMBER RICHARDS: --more

19

oversight.

20

VITO MUSTACIUOLO: So with respect to

21

oversight, we feel strongly that we need more

22

regional asset managers, right. We've lost a lot of

23

the--the structure of the upper management for lack of

24

a better word at the borough level, and--and certainly

25



1 on the regional level. So, we're looking to  
2 strengthen that.

3  
4 COUNCIL MEMBER RICHARDS: Okay, so you're  
5 going to hire more is what you're saying?

6 VITO MUSTACIUOLO: We're going to hire  
7 more.

8 COUNCIL MEMBER RICHARDS: Okay.

9 VITO MUSTACIUOLO: We're also going to—to  
10 move folks at some point after we evaluate [laughs]  
11 where our needs are.

12 COUNCIL MEMBER RICHARDS: Okay, smoking  
13 ban implementation. It's July (sic) where we have--

14 VITO MUSTACIUOLO: [interposing] Yes, it  
15 is. [background comments, pause]

16 COUNCIL MEMBER RICHARDS: Smoking is a  
17 popular thing in the city.

18 SIDEYA SHERMAN: It sure is

19 COUNCIL MEMBER RICHARDS: There's traffic  
20 (sic) right now. [laughter]

21 SIDEYA SHERMAN: So, Sideya Sherman, EVP  
22 for Community Engagement and Partnerships. So, yes  
23 HUD announced a new rule that would require that all  
24 public housing authorities be smoke-free by July 30<sup>th</sup>  
25 of this year. We initiated a pretty robust

1  
2 engagement process starting around 18 months ago. It  
3 started with community meetings across the city in  
4 partnership the Department of Health. We have table  
5 top exercises, we have family days to get resident  
6 input on the new policy. We established an advisory  
7 committee that included medical professionals,  
8 Department of Health, our partners, residents to  
9 weigh on the new policy, and we've also briefed our  
10 CCOP and our RAB as we've continued that process.  
11 And so, where we are now is we have what will be  
12 release of the new policy for residents that is  
13 essentially an escalated system of warning that would  
14 start with written and verbal warnings at the  
15 property levels, local conferencing before we change  
16 the-the-the route of tenancy action. Our goal is to  
17 be able to-to connect people to cessation support.  
18 So, DOHMH has been a partner in this-this effort, and  
19 that engagement is ongoing. So, between now and the  
20 new rule implementation we have about three community  
21 meetings every week about \$70 in total across the  
22 city so that people are getting up-to-date  
23 information. We've also provided notice to every  
24 household.

1  
2 COUNCIL MEMBER RICHARDS: Okay. That's  
3 enough. So, you're going to do direct mail or is it  
4 going on their rent statement or something of that  
5 nature so that that was one--

6 SIDEYA SHERMAN: [interposing] Exactly,  
7 and we've also just briefed the Council last week.

8 COUNCIL MEMBER RICHARDS: Right because  
9 everyone doesn't go to their tenant association  
10 meetings.

11 SIDEYA SHERMAN: [interposing] Yep.

12 COUNCIL MEMBER RICHARDS: So, I want us  
13 to--good, I think that's important. So, I would just  
14 suggest making sure direct mail, apps, stuff online  
15 so that we can make sure the information gets to the  
16 resident. Thank you.

17 SIDEYA SHERMAN: Great.

18 CHAIRPERSON DROMM: Just discussing with  
19 the other chairs, have people been--who's been briefed  
20 on the new HUD policy regarding smoking because the  
21 Council Members haven't been briefed on that I don't  
22 believe? [pause]

23 VITO MUSTACIUOLO: I do know for a fact,  
24 though, that some Council Members have hosted  
25

1 information nights specifically about the new smoking  
2 ban.  
3

4 CHAIRPERSON DROMM: Have you sent out  
5 like electronic flyers or something like that on it?

6 SIDEYA SHERMAN: We have. So last year  
7 we had a—we also hosted a webinar with Council  
8 Members and their staff. We hosted an additional one  
9 just last week. We're happy to—to brief you directly  
10 or any of the other council Members, but we've  
11 performed some pretty robust engagements with  
12 residents, but also with the Council.

13 CHAIRPERSON DROMM: I'm going to ask this  
14 question. There's been a lot of talk about  
15 legalizing Marijuana, and I guess the place that you  
16 would be able to smoke marijuana is in your  
17 apartment. So, that means that NYCHA tenants would  
18 not be allowed to smoke marijuana in their apartment  
19 if, in fact, marijuana was legalized. Therefore,  
20 still criminalizing smoke of marijuana.

21 VITO MUSTACIUOLO: [interposing] Well,  
22 this is really—it would criminalize it.

23 CHAIRPERSON DROMM: Or putting them at  
24 risk.  
25

1  
2 VITO MUSTACIUOLO: -- it would  
3 criminalize.

4 CHAIRPERSON DROMM: Well, alright, at  
5 least putting them at risk of eviction.

6 VITO MUSTACIUOLO: Right, but I think the  
7 smoking ban is all-inclusive. So, I would assume  
8 that smoking marijuana is included within that ban as  
9 are cigars, pipes, cigarettes.

10 CHAIRPERSON DROMM: Interesting.  
11 Alright, we have some more questions from our chairs.  
12 Okay, Chari Gibson.

13 CHAIRPERSON GIBSON: Thank you so much. I  
14 just have a few more questions. I know you do have  
15 to wrap up very soon, but one of the Council members  
16 was talking a little bit about the work orders, and I  
17 wanted to first acknowledge that there has been  
18 progress in closing out the work orders. The \$10  
19 million in exec that was added in 2019 and then  
20 there's another \$10 million to deal with citywide  
21 work order repairs. I think we are at about 150,000  
22 open work order across the portfolio, and the first  
23 infusion of \$10 million is going to address 50,000 of  
24 those work orders. So, I wanted to understand the  
25 manageable average that NYCHA typically can handle

1 based on staffing and capacity is about 90,000. Now  
2 all of these numbers I'm throwing out does not  
3 include any new work orders that—that are coming  
4 online. So, number one I wanted to ask in terms of  
5 how we're going to address these work orders, and  
6 what sort of category are they in in terms of  
7 emergency, those that get greater priority versus  
8 less priority? How does that work?

10 VITO MUSTACIUOLO: Sure. So, I think  
11 earlier I had mentioned that I believe I gave a  
12 number of 140,000 approximately. The number does  
13 change daily, but I was reporting really on skilled  
14 trade open work orders as opposed to all open work  
15 orders. On base maintenance work orders we address  
16 relatively quickly it's the skill trade work orders  
17 that have a tendency of creating a backlog. So, so  
18 really, so the-the money that we're receiving from  
19 the Mayor, the \$10 million in each of the two fiscal  
20 years, it is not going to address 50,000 work orders  
21 each year. That was a projection that I provided as  
22 a total number of work orders that we can address  
23 with the \$20 million.

24 CHAIRPERSON GIBSON: So, that's over more  
25 than one year. That's almost two years.

1  
2 VITO MUSTACIUOLO: So, it's over a two-  
3 year span, correct.

4 CHAIRPERSON GIBSON: Okay, and does this  
5 include the hiring of additional staff that focuses  
6 on skilled trade?

7 VITO MUSTACIUOLO: So, again what we're  
8 looking to use this money for is to provide overtime  
9 for existing skilled trade workers--

10 CHAIRPERSON GIBSON: Okay.

11 VITO MUSTACIUOLO: --like to supplement  
12 that workforce with temporary workers, which has been  
13 successfully used in the past as well as to bring on  
14 vendors, contractors. So, it's kind of a  
15 multipronged approach, and what we're--what we've done  
16 is we've--we've looked at 30 of the developments with  
17 the highest number of open skill trade work orders.  
18 We overlaid that with--with the Aging Report to see  
19 how long those work orders have been open, and we  
20 then took a closer look at those developments to see--  
21 see where we've already invested capital dollars in  
22 doing roof replacements, façade work, but it's again  
23 we don't want--as Deborah said, we don't want to use  
24 our valuable resources, our dollars in the way that's  
25 not smart. So, if we have a building where it's

1  
2 scheduled for roof replacement, we're going to hold  
3 off on going into that building until the roof has  
4 been replaced. It doesn't make sense to try to  
5 address the--the problems when the underlying  
6 condition has not been addressed. Our focus with  
7 this initiative is primarily going to be on the three  
8 categories where we have the largest number of open  
9 work orders, which is painting, plastering and  
10 carpentry.

11 CHAIRPERSON GIBSON: Okay, I'm glad to  
12 hear that there is an analysis that's being done to  
13 look at overlapping as well as trends. So, if you  
14 identify a particular development that has a  
15 significant number of these work orders, but there's  
16 a larger capital issue like roof then we're not going  
17 to do the individual partner work while we--

18 VITO MUSTACIUOLO: [interposing] Correct.

19 CHAIRPERSON GIBSON: --wait for the  
20 overall work to be done unless it poses an eminent  
21 danger. So, if there are leaks and other public  
22 health issues, that are occurring, then we will do  
23 that work while we allow the overall capital work to  
24 be done.

25



2 VITO MUSTACIUOLO: No, absolutely.

3 Again--

4 CHAIRPERSON GIBSON: [interposing] Okay.

5 VITO MUSTACIUOLO: --there still will be  
6 ongoing work, and we still will be sending staff out  
7 to address work orders and complaints as called in by  
8 residents. The focus of this initiative and--and by  
9 putting in the additional resources into these  
10 buildings is separate from day-to-day work.

11 CHAIRPERSON GIBSON: Right, I understand.

12 VITO MUSTACIUOLO: Right.

13 CHAIRPERSON GIBSON: Okay, and I also  
14 want to understand what happens in these particular  
15 cases where the outstanding work orders propels  
16 another issue in that particular apartment that  
17 doesn't fall under this particular category in the  
18 three areas you described, how would that work. And  
19 the reason I'm asking all of these very detailed  
20 questions is because these are the residents that  
21 call us consistently that will way work is not being  
22 done. We're putting Band-Aids on issues that need  
23 larger work, and we're just not getting the service,  
24 and so I'm trying to understand what happens when an  
25 existing outstanding issue propels another issue

1 that's not in those categories that is on a separate  
2 work ticket?  
3

4 VITO MUSTACIUOLO: Right. Well, that  
5 certainly--that's a question. So, again, ideally what  
6 we would hope to accomplish with this initiative is  
7 that when we go into an apartment that we address all  
8 of the open work orders within that unit and, in  
9 fact, the staff that will be identified to--to carry  
10 out this initiative, they have the ability to  
11 generate additional work orders. So, even if they go  
12 in there and there aren't--there are conditions where  
13 we don't have an open work order or work ticket for  
14 that condition, they can generate one when they're in  
15 the apartment, and address the condition. That is  
16 for us to go into the unit and to address all the  
17 problems. So, when we leave that unit, we're done.

18 CHAIRPERSON GIBSON: Okay, and the  
19 temporary workers you described they would be on a  
20 two-year timeframe since that's the amount of time we  
21 expect to get through 50,000 work orders?

22 VITO MUSTACIUOLO: I honestly--

23 CHAIRPERSON GIBSON: We haven't  
24 determined yet?  
25

1  
2 VITO MUSTACIUOLO: Yes, so typically our  
3 contract for temp work is really dependent on our  
4 needs--

5 CHAIRPERSON GIBSON: Okay.

6 VITO MUSTACIUOLO: --and we would have a  
7 contract in place for a 2-year period, and if we need  
8 to extend that, we can always extend the contract, or  
9 if we don't need them for two years, we can shorten  
10 that period.

11 CHAIRPERSON GIBSON: Okay, and my final  
12 question before I turn it back to my Chair is the \$70  
13 million that we received in the Omnibus spending  
14 package. There was 2,000 new vouchers that will come  
15 online. Someone in the team specified there would be  
16 2,000 new vouchers. I wanted to understand are we  
17 able to sustain those 2,000 vouchers in the out-years  
18 in terms of operations and making sure because this  
19 is a one-year infusion. There's no guarantee that  
20 the feds are going to be as generous next year, and I  
21 do want to make sure that we are preparing with 2,000  
22 new vouchers, which is great, and 2,000 new families  
23 that we have a way to--to sustain that in the outer  
24 years.

1  
2           LAKESHA MILLER: Hi, good afternoon. So,  
3 will be able to sustain. What we usually do each  
4 year as we find out the funding allotment, we balance  
5 it out with turnover. So, as people move off the  
6 program, we do an assessment to determine if we can  
7 replace that voucher.

8           CHAIRPERSON GIBSON: Okay, but so we  
9 assume that we're getting-going to get turnover that  
10 would essentially allow us to get revenue on the back  
11 end?

12           LAKESHA MILLER: It's-it's not revenue on  
13 the back end. It's just how you-you balance out  
14 people who are on a program versus what you can  
15 support. So, when Congress gives us our allotment of  
16 funding, naturally you have people trading (sic) off  
17 the program due to increase increases in income,  
18 self-terminations, deceased households. So, you  
19 balance that. You assess it on an ongoing basis to  
20 see what you can replace.

21           CHAIRPERSON GIBSON: Okay, I'm sorry. I  
22 do have one more question. From the state's  
23 perspective the \$100 million that we were given kind  
24 of shifted through DASNY in 2016. Is there an update  
25 on how much of that work has been done to date?

1 Because I understand the State did the work, but they  
2 kept us up to date on what they were doing. Do we  
3 have a percentage of how much of the \$100 million has  
4 been spent?

5  
6 DEBORAH GODDARD: Based on their May  
7 Report to us, we don't know how much has been spent.  
8 We know that they have completed about 31% of their  
9 projects for 28% of the funds. We don't know other  
10 than what's complete.

11 CHAIRPERSON GIBSON: How often do you get  
12 updates from the?

13 DEBORAH GODDARD: Monthly, but we get  
14 what's in progress and what's been completed, so  
15 based on completion we can tall up the budget  
16 numbers.

17 CHAIRPERSON GIBSON: Okay, because that  
18 31%--that number was given to us at an earlier  
19 hearing. It sounds very familiar to me. So, unless  
20 there are more projects that have come online that  
21 have just not been completed, that number is still  
22 the same.

23 DEBORAH GODDARD: This is their May  
24 Report to us.

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CHAIRPERSON GIBSON: Okay, okay. Okay, I appreciate that. I'll turn it back over to the Chair, and really want to thank all of you for being here. Obviously, we do have a lot more work to do. Council Member Salamanca just described two particular families, but we experience that everyday Vito, and I'm sure you know that. You've visited over 40 developments. I encourage you to continue to do that to see the real life stories of what residents go through everyday. Yes, we're making progress, but as long as we have stories of that where families are living in substandard housing, then our work remains to be done. So, I'm thankful but certainly look forward to much more work ahead. Thank you.

CHAIRPERSON DROMM: Okay, thank you.

Chair Ampry-Samuel

CHAIR AMPRY-SAMUEL: This my last question. There was a lot of ongoing conversations around the different databases and technology systems that you have. Can you just give us an update on the integrated technology where you are with the technology system as speaking to each other, and have

1  
2 you implemented any sort of dashboard system for the  
3 work orders, and how much--

4 VITO MUSTACIUOLO: [interposing] Sure.

5 CHAIR AMPRY-SAMUEL: --funding have you  
6 allocated for it.

7 VITO MUSTACIUOLO: So, I'm going to start  
8 in like my mid-terms. Our systems do talk to each  
9 other, right, and so, I'm going to turn it over to-to  
10 Bob Marano who is our Executive Vice President for  
11 IT.

12 BOB MARANO: Good morning. Yes, so,  
13 Dashboard is a great term. That's exactly what we're  
14 building. There was a heating dashboard that existed  
15 already, but we are now incorporating into that data  
16 from our CHAS system, which monitors boilers, and  
17 also from our EFS System, which is our Emergency Fuel  
18 management. So the whole idea is to give heating  
19 real time information on what's happening at the  
20 development from the apartment level, from the  
21 boilers and also from the--from the meter readings.

22 CHAIR AMPRY-SAMUEL: And how many  
23 developments will be part of this dashboard?

24  
25

1  
2 BOB MARANO: All of the developments will  
3 be part of this dashboard, but not all developments  
4 are on the CHAS System.

5 CHAIR AMPRY-SAMUEL: Okay, alright.

6 CHAIRPERSON DROMM: We're good? Okay.

7 Alright, thank very much. That ends this portion of  
8 hearings today. We will resume at 2:00 p.m. and I  
9 want to thank you for all coming in. Thank you very  
10 much. [hearing in recess] [gavel] Okay, we will now  
11 resume the City Council's hearing on the Mayor's  
12 Executive Budget for Fiscal 19. The Finance  
13 Committee is joined by the Subcommittee on Capital  
14 Budget chaired by Council Member Vanessa Gibson, and  
15 the Committee on Transportation Chaired by Council  
16 Member Ydanis Rodriguez. We have been joined today  
17 by Council Member Fernando Cabrera, Council Member  
18 Barry Grodenchik, Council Member [background  
19 comments, pause] Adams [background comments, pause]  
20 and Debi Rose. Alright. A little hard for me to see  
21 from this angle. So, I apologize to you. We just  
22 heard from the New York City Housing Authority and  
23 now we will hear from Polly Trottenberg, Commissioner  
24 of the Department of Transportation. In the interest  
25 of time, I will forego making an opening statement,



1 but before we hear testimony, I will open the mic to  
2 my co-chairs Council Member Gibson and then Council  
3 Member Rodriguez.  
4

5 CHAIRPERSON GIBSON: Thank you so much,  
6 Chair Dromm. Good afternoon. It's great to see you  
7 again. Good afternoon, Commissioner Trottenberg as  
8 well as the New York City Department of  
9 Transportation. I'm thankful to be here. I want to  
10 thank our Finance Chair, Chair Danny Dromm and our  
11 Transportation Chair, Chair Ydanis Rodriguez for co-  
12 chairing today's hearing. I'd like to start off by  
13 first recognizing how pleased that the City Council  
14 is that since the last time you were here to testify  
15 on the Preliminary Budget the agency has been granted  
16 Design-Build authority. [cheers] I'm very excited  
17 by the state. For the BQE Cantilever project, the  
18 benefits of Design-Build for this particular project  
19 are immense both in dollars and time. So, we're very  
20 excited that you now have this additional tool in  
21 your toolbox, and with that said, this City Council  
22 is committed to working with the DOT and the  
23 Administration to seek broader authority--which we  
24 know we need--from the state to be able to use  
25 Design-Build for many other important priority DOT

1 projects. DOT's Executive Capital Budget includes  
2 \$9.2 billion in Fiscal 2019 to Fiscal 2022 and there  
3 are \$7.1 billion in available appropriations  
4 remaining for Fiscal 2018, the majority of which will  
5 be rolled into Fiscal 2019 at the end of the Fiscal  
6 Year. The departments Executive Capital Commitment  
7 Plan includes \$13.8 billion for Fiscal 2018 to Fiscal  
8 2022, which represents 16.8% of the City's entire  
9 plan. Since the Preliminary Budget a number of high  
10 value projects have been added to DOT's Executive  
11 Plan. \$110.5 million for pedestrian ramp  
12 installations for ADA accessibility and compliance  
13 citywide, \$75 million for TransNet the new wireless  
14 infrastructure that will be used for transmitting  
15 traffic data between intersections and to centrally  
16 monitor traffic patterns and change our signal  
17 timing. \$70 million to secure high-risk public  
18 spaces from vehicle attacks with the installation of  
19 bollards, and \$77 million for citywide street  
20 reconstruction almost half of which will be spent on  
21 the reconstruction of Beach Channel Drive in Queens  
22 as part of the Hurricane Sandy Recovery. I hope to  
23 hear more about each of these major projects today  
24 including specific details regarding timeline,  
25

1 location as well as coordination. I look forward to  
2 our continued partnership through this budget  
3 process. Congratulations once again on Design-Build,  
4 and I'll turn this over to our Chair of the Committee  
5 on Transportation Chair Ydanis Rodriguez.  
6

7 CHAIRPERSON RODRIGUEZ: Thank you,  
8 Chairman—Chair Gibson and Chair—Chair of Finance  
9 Danny Dromm. The first thing that I would like to  
10 say is that I hope that we will get a fair fare, that  
11 we will be able to establish a major discount New  
12 Yorkers living on poverty and we know that with the  
13 leadership of Speaker Dromm and I'm sorry Speaker  
14 Corey Johnson, and Chairman Dromm and the Advocate  
15 also. We've been going citywide to be sure that we  
16 made a case about the importance to establish a Fair  
17 Fare in our city. Good afternoon and welcome to the  
18 City Council's Finance Committee, the Committee on  
19 Capital and the Transportation Committees joint  
20 hearing on the Fiscal 2019 Executive Budget, and my  
21 name is Ydanis Rodriguez, and I have the privilege of  
22 chairing the Transportation Committee. Today, we  
23 will hear testimony from the Department of  
24 Transportation's Commissioner Polly Trottenberg, a  
25 great leader in our nation and our city, on the

1 Department's Expense Budget for Fiscal 2019. The DOT  
2 Executive Expense Budget for Fiscal 2019 is  
3 approximately \$1.4 billion, a 7.6% increase from the  
4 Fiscal 2018 Adopted Budget of \$968 million. The  
5 increase is associated with various needs including  
6 the agency Pedestrian Ramp Initiative to make  
7 sidewalks wheelchair accessible. They Mayor's  
8 Initiative to reduce congestion and expense costs  
9 related to the new TransNet Wireless Broadband  
10 system. The committees look forward to hearing an  
11 update on this important transportation project and  
12 others. In addition, \$9.2 billion is budgeted in  
13 Fiscal 2019 to Fiscal 2022 for the department's  
14 Capital Program. We hope the department will discuss  
15 its four-year Capital Plan particularly in terms of  
16 its goals and priorities for the next four years.  
17 The scope and the procession—and the progression of  
18 work on the proposed installation of 3,000 traffic  
19 safety bollards around the city is something that the  
20 Council together with the Administration were able to  
21 lead and getting those things and getting those—that  
22 initiative done, and the reconstruction of the BQE,  
23 which was recently authorized by the state to utilize  
24 Design-Build. Beginning October of this year, DOT is  
25

1  
2 proposing to begin instituting (sic) an increase in  
3 parking meter fees. We anticipate receiving updates  
4 on the details of this plan. It is my hope that this  
5 additional parking fees are equitable, fair and would  
6 not disproportionately harm New Yorkers and  
7 businesses and residents outside of the city's  
8 central business districts. My immediate thought is  
9 that this increase should apply only to the Midtown  
10 Area. The Outer Borough area should not have an  
11 increase. I look forward to exploring how this  
12 change can also be used as a tool to address other  
13 traffic concerns in the city. The MTA is not here  
14 today. Chair Lhota was here with us recently. I  
15 look forward to inviting the MTA to come back and  
16 September to discuss the budgets for the next years  
17 as it is pertaining to the priorities and  
18 improvements needed to better serve New Yorkers.  
19 Now, I will turn the mic over to Chair Danny Dromm.

20 CHAIRPERSON DROMM: Thank you, and I'm  
21 going to ask Counsel to swear in the panel. Oh,  
22 excuse me. Before we start we've been joined by  
23 Council Members Menchaca and Reynoso. [background  
24 comments, pause]

1  
2                   LEGAL COUNSEL: Do you affirm that your  
3 testimony will be truthful to the best of your  
4 knowledge, information and belief?

5                   COMMISSIONER TROTTEBERG: [off mic] I  
6 do.

7                   CHAIRPERSON DROMM: Okay, Commissioner,  
8 if you'd like to start that would be great.

9                   COMMISSIONER TROTTEBERG: Thank you,  
10 Chair Dromm, and—and Chair Rodriguez and Chair  
11 Gibson, Member of the Transportation and Finance  
12 Committees and the Subcommittee on Capital Budget.  
13 I'm Polly Trottenberg, Commissioner of New York City  
14 Department of Transportation. With me today are  
15 Elizabeth Franklin, Associate Commissioner for Budget  
16 and Capital Program Management and Ben Smith,  
17 Director of City Legislative Affairs. We're please  
18 to be here today on behalf of Mayor Bill de Blasio to  
19 testify on DOT's Fiscal Year 2019 \$1 Billion  
20 Executive Expense Budget and Five-Year \$13.8 Billion  
21 Capital Plan. As I said, back in March before these  
22 committees, the is budget will support DOT in its  
23 mission to provide for the safe, efficient and  
24 environmentally sustainable movement of people and  
25 goods in New York City at a time when we're

1 responding to a number of major transportation  
2 challenges and opportunities. These include our  
3 continued work on Vision Zero, preparing for the  
4 impending L-Train closure, the BQE Triple Cantilever  
5 Project addressing increasing congestion and keeping  
6 our buses moving. Today, I'll share updates on these  
7 topics and detail some of the other major DOT needs  
8 that are addressed in this Executive Budget. First,  
9 I'd like to start with the most significant new item  
10 in DOT's budget a major commitment of resources and  
11 personnel to upgrade and install more pedestrian  
12 ramps. As you know, DOT already works to make  
13 streets safer and more accessible and easier to cross  
14 for all users. With this enhanced commitment to  
15 proposed for ped ramps, our goal is to make  
16 accessible passive travel a reality for more New  
17 Yorkers every day. This budget includes  
18 approximately \$200 million in new expense fund for  
19 the Ped Rump-Ped Ramp program in Fiscal Year 19  
20 rising to close to \$34 million in Fiscal Year 22, and  
21 provides 252 full-time positions across the agency in  
22 addition to 112 seasonal positions to create 24 new  
23 in-house construction crews with administration and  
24 management support. Building on this  
25

1 administration's previous investments, in total the  
2 budge nor proposed \$36 million and 332 positions in  
3 FY19 for Ped Ramps rising to \$52 million and 488  
4 positions in Fiscal Year 20, and then baselining that  
5 number of positions going forward. With these robust  
6 resources we will be able to assess over 300,000 ped  
7 ramp locations at our street corners as well as mid-  
8 block crossings and medians, and upgrade or install  
9 ped ramps at those locations as needed. This is a  
10 long-term undertaking and it presents tremendous  
11 challenges that many other American cities are also  
12 grappling with although not on the same scale that  
13 New York faces. New York has one of the largest and  
14 most complex street networks in the world with widely  
15 varying topography and conditions and no two corners  
16 are alike. So, in our Ped Ramp Program, we must  
17 design and construct around numerous obstacles  
18 including utility lines, catch basins, fire hydrants,  
19 street lights, elevated and below ground transit  
20 structures, vaults under the sidewalk, distinctive  
21 materials and landmarked historic districts and  
22 narrow sidewalks, and to make it even more  
23 challenging, the city streetscape is also ever-  
24 changing with private developers, utilities and other  
25



1 agencies working on our streets and our sidewalks  
2 every day and installing ped ramps as well. So, even  
3 getting a complete picture of the current condition  
4 of all our ped ramp locations has proven difficult,  
5 but we will be doing so by taking a big leap forward  
6 with our technology. Under a contract procured by  
7 the Department of Finance, DOT is engaged cyclomedia  
8 technology to conduct a survey that leverages up-to-  
9 date high definition street level imagery and LDAR,  
10 which is Light Detection and Ranging data to extract  
11 measurements of each ramp. We'll supplement this  
12 data with visual inspections to further identify  
13 obstacles and site constraints. As part of our  
14 efforts, DOT will also launch a website that will  
15 provide the public with an accurate transparent  
16 picture of the data based on the most recent survey,  
17 inspection and construction updates for each ped  
18 ramp, and will work to ensure that site is clear,  
19 user-friendly and accessible to all. This major new  
20 effort will become a big part of what this agency  
21 does. Even as we exercise heightened fiscal prudence  
22 and belt tightening in our Budget. This is because  
23 this administration believes in full accessibility,  
24 and I'd like to acknowledge the Mayor's leadership on  
25

1 this effort, and I know so many Council members share  
2 that same belief in accessibility. Provided in my  
3 written testimony is an overview of our budget  
4 numbers, but I would now like to just turn to some  
5 specific items to highlight. I'll start with  
6 congestion. When it comes to addressing congestion,  
7 this Executive Budget provides funding for the  
8 Mayor's Congestion Action Plan about which I  
9 testified a little over a month ago. Overall, the  
10 Budget provides \$2.3 million FY18 and \$7.2 million in  
11 FY19 with \$4.7 million added to our baselined Budget  
12 moving forward. Significantly, in addition to  
13 supporting aspects of the Clear Intersections and  
14 Clear Zones Initiatives, this funding will strengthen  
15 DOT's ability to address congestion in several  
16 important ways. First, it will allow us to expand  
17 our Midtown in Motion Network of traffic cameras and  
18 sensors in Lower Manhattan. Second, we'll be  
19 purchasing Inrix GPS based transportation data for  
20 the entire city and surrounding counties. With this  
21 tool, DOT will be able to produce faster and more  
22 accurate analyses of roadway use and congestion  
23 citywide, and use that in our policy making and our  
24 program proposals. Third, we'll increase support for  
25

1  
2 our Off-Hour Deliveries Program to offer technical  
3 assistance to businesses that opt to shift deliveries  
4 to less busy times. Parking policy is another tool  
5 that can manage congestion, and this budget reflects  
6 parking rate changes. New York City's parking rates  
7 are low compared to other large cities or global  
8 cities, and we're now seeing cities like San  
9 Francisco move to more dynamic pricing models.  
10 Currently, 60% of our 14,500 meters are set at \$1.00  
11 an hour. The meters in heavily congested transit  
12 rich Downtown Brooklyn are priced the same as those  
13 in less dense East New York. We think meter rate  
14 increases will promote turnover in commercial areas  
15 and have a positive effect on congestion as well.  
16 Our goal is to begin these rate changes later this  
17 year, and we'll be in touch with all of your offices  
18 with more detailed information in the coming months.  
19 The current system of free zones will evolve into a  
20 new system of more zones to closely match land use  
21 and parking demand in both Manhattan and the Outer  
22 Boroughs. We'll also introduce a new progressively  
23 priced second hour below 96<sup>th</sup> Street in Manhattan to  
24 give folks who need it a little extra time while still  
25 encouraging curb availability. And on the top of the

1 parking as we've been implementing the Mayor's  
2 Congestion Action Plan one thing we've certainly  
3 heard was the need to reform the Stipulated Fine  
4 Program, and I'm proud to say, we've been working  
5 closely with the Department of Finance on proposed  
6 changes. Since the program was implemented 15 years  
7 ago with the goal of reducing the administrative  
8 burden of the adjudication process on both the city  
9 and the industry, the city's needs priorities and  
10 enforcement technologies have changed. Reforms to  
11 these programs are now needed to manage congestion  
12 while addressing growing consumer delivery demands,  
13 and as many of you may be aware, Commissioner Jiha  
14 testified last week about changes to this program,  
15 which will reduce discounts for several violations  
16 that contribute to traffic congestion. When it comes  
17 to Vision Zero, this budget adds capital funding for  
18 several important street reconstruction projects, the  
19 East Midtown Rezoning Area including the Pershing  
20 Square East Plaza and the 43<sup>rd</sup> Street shared street;  
21 Long island City's Hunter Point Project, and the  
22 reconstruction of Beach Channel Drive in Rockaways,  
23 and I've provided more details in my written  
24 testimony. Moving to the L-Train closure, we're  
25

1 actively continuing our dialogue with affected  
2 communities about next year's plans. As you know,  
3 DOT, the MTA and the NYPD had a spirited town hall  
4 within Hat Knights (sic) last week, and we'll be  
5 having another one in Williamsburg, Brooklyn tonight.  
6 We are continuing to refine our plan with a focus on  
7 buses, bikes, and overall mobility during this  
8 unprecedented 15-month closure and we will be coming  
9 back to stakeholders and the affected community  
10 boards in June with another update. Another major  
11 priority for DOT continues to be improving bus  
12 speeds, and we're looking forward to partnering with  
13 New York City Transit President Andy Byford on his  
14 recently released Bus Action Plan. We're already  
15 meeting with New York City Transit to discuss an  
16 action plan and next steps, and I want to outline a  
17 few of the steps we've already been taking at DOT.  
18 First, we have quadrupled our pace of transit signal  
19 priority installing, and we'll expand our network  
20 from 500 intersections currently to 1,000 by 2020 and  
21 continue our work after that. In addition, we're  
22 looking at key intersections where we might employ  
23 the use of signalized Q jumps or other bus priority  
24 signal systems. This year we're excited to implement  
25

1  
2 and offset double bus lanes serving 75,000 riders on  
3 Fifth Avenue from 34<sup>th</sup> to 61<sup>st</sup> Streets as well as an  
4 extension of peak hour bus lanes on Fulton Street in  
5 Brooklyn serving 20,000 riders. We're making  
6 dramatic changes to improve bus service by adding  
7 concrete bus boarding islands, curb extended bus stop  
8 and pedestrian connections as part of over 30  
9 separate street improvement projects throughout the  
10 city. These changes will not only improve bus feeds,  
11 they'll make it safer and more convenient for  
12 customers to get on and off the bus. On the capital  
13 side this year we will begin design on the M79 BX6  
14 and B 52 SBS Capital projects, and we'll break ground  
15 on the Flushing-Jamaica Main Street project. And  
16 finally, when the L-Train Tunnel shuts down in April,  
17 our improvements along Grand Street in Brooklyn and  
18 the approaches to the Williamsburg Bridge will  
19 provide better bus priority service for tens of  
20 thousands of riders. And, of course, along 14<sup>th</sup>  
21 Street, we'll be making dramatic street design  
22 changes to serve the new M 14 SBS, which we  
23 anticipate will become America's busiest bus line  
24 during the closure. Turning to bollards,  
25 unfortunately, the recent attacks in New York and

1 Toronto underscore the continued need for additional  
2 physical security measures in our public spaces.

3 This DOT Budget includes a proposed \$70 million in  
4 new capital funding for perimeter security

5 infrastructure bringing the Mayor's total proposed  
6 commitment across all agencies to approximately \$150

7 million. DOT will continue its ongoing partnership  
8 with NYPD Counterterrorism and other sister agencies

9 to identify sites where bollards and other measures  
10 can best protect New Yorkers. And this budget

11 provides much needed replacements as Councilwoman  
12 Gibson mentioned for two of DOT's key systems, our

13 Authorized Parking Permit Application system, and  
14 NYCWiN, a wireless system that connects all of our

15 traffic signals and traffic cameras, and you can see  
16 the details in my written testimony. I want to turn

17 quickly to efficiencies. As we heard in the Mayor's  
18 Budget address, although the city's economy is

19 strong, new obligations from the state and continued  
20 uncertainty at the federal level make it prudent for

21 us to continue to find operational savings. As in  
22 the Preliminary in the November Financial Plans, DOT

23 has worked closely with OMB to identify efficiencies  
24 in our operations while limiting impacts to programs  
25

1 that serve the public. In this plan we were able to  
2 find savings of \$12.6 million in FY18 and \$9.2  
3 million in FY19 including \$7.5 million in recurring  
4 annual savings, together with initiatives from the  
5 November and January Budgets we will have delivered  
6 \$48.4 million in city funds savings in our FY18 and  
7 FY19 Budgets. In our written testimony, I have  
8 provided a few examples, and as Chair Gibson just  
9 mentioned, we have recently had a major victory with  
10 big implications for savings in our budget and an  
11 important step for streamlining our procurement  
12 process. After years of rallies and letter writing  
13 and trips to Albany to lobby legislators we were able  
14 to secure Design-Build authority for the BQE Atlantic  
15 to Sands Reconstruction Project. We're very grateful  
16 for this authority to help us where there is going to  
17 be one of the most complex bridge rehabilitation  
18 projects we've ever undertaken, and along with the  
19 Mayor and my fellow commissioners who worked with us  
20 on this, I certainly want to thank Speaker Johnson,  
21 so many of the Council Members who have voiced their  
22 support. We're grateful to our partners up in Albany,  
23 the bill's original sponsors Assembly Members  
24 Benedetto and Rodriguez, Senators Golden and Lanza  
25



1 and, of course, we acknowledge the hard work of  
2 Senator Kavanagh, and Assembly Member Simon. We also  
3 want to thank our many business, labor and industry  
4 partners and local advocates. We are eager to  
5 demonstrate how the city can successfully implement  
6 Design-Build. But now that we've secured this  
7 victory, our next urgent priority in Albany is our  
8 Speed Camera Program, which will expire on July 25<sup>th</sup>  
9 of this year. I was in Albany last week with NYPD  
10 Chief of Transportation Thomas Chan, Families for  
11 Safe Streets and a broad coalition of advocates and  
12 elected officials to urgently lobby for the  
13 reauthorization and expansion of this vital life  
14 saving program. Since the Speed Camera Program began  
15 over four years ago, we've seen speeding violations  
16 reduced by an average of 63% of the cameras that are  
17 deployed, and at a time when roadway fatalities have  
18 increased 15% nationwide over the past four years,  
19 here in New York City we bucked the trend and seen a  
20 23% reduction under Vision Zero. We think speed  
21 cameras have played a key role in saving lives on our  
22 city streets, and we look forward to continuing to  
23 work with the Council to support this critical  
24 reauthorization and expansion. In closing, DOT faces  
25

1  
2 important challenges and opportunities as we work to  
3 keep New Yorkers moving safely, equitably and  
4 sustainably while supporting our city's economic  
5 growth and prosperity. We look forward to continuing  
6 our work and our great partnership with the Council,  
7 and thank you for the opportunity to testify today,  
8 and I look forward to your questions.

9 CHAIRPERSON DROMM: Thank you very much,  
10 Commissioner. I appreciate your coming in and giving  
11 testimony. Let me start off with some questions  
12 about the Mayor's Congestion Initiative. A  
13 significant portion of new needs in the Fiscal 19  
14 Budget involved the Mayor's Congestion Initiative  
15 somewhere maybe \$4.6 million or something if I'm not-  
16 wrong, just off the top of my head. Can you please  
17 provide the committees with details on the progress  
18 of various Mayor's Congestion Initiatives that will  
19 be managed by DOT?

20 COMMISSIONER TROTTENBERG: Yes, I'll-I'll  
21 run through them quickly and you remember there were  
22 several components. The first one was basically  
23 clear intersections where we went with NYPD. This is  
24 a few months ago. We installed Don't Block the Box  
25 signage and painting and NYPD has been stepping up

1 the enforcement. I think that one has been  
2 successful and—and pretty popular building off a  
3 program that existed in the city some years ago. We  
4 have been working on Clear Curbs something I know  
5 members on this committee have a keen interest, which  
6 is a six-month pilot trying to answer the question of  
7 on key corridors during rush hour periods in the city  
8 can we use a combination of education and enforcement  
9 to limit activity at the curbside so that we can keep  
10 traffic moving. I think the goal of the pilot is  
11 threefold: We want to see if we can successfully  
12 keep traffic moving, if the model will be sustainable  
13 for NYPD, and if it will work for local businesses  
14 and institutions, and I'll freely admit that's a  
15 process we're working through with a lot of  
16 communication with the affected businesses and  
17 buildings and, you know, again I'll stress it's a  
18 pilot and we're, you know, we've very keen to, you  
19 know, work with stakeholders, work with Council  
20 Members as we roll forward with that. In addition,  
21 we have—we're in the process of rekindling what was  
22 known previously in Midtown Manhattan as through  
23 streets, which is to pick a series of roadways where  
24 we try and clear one side of the street focus  
25

1 loading, deliveries, pickups and drop-offs on the  
2 other side. So, that we can help with what we hear,  
3 and we see from our data is one of the biggest  
4 challenges right now, which is getting across town.  
5 I mean the—the Midtown crosstown speeds in the peak  
6 hour have dropped pretty significantly. So, that's  
7 another one where we're working very carefully and  
8 closely with local businesses with institutions.  
9 There are special areas in Midtown like the Diamond  
10 District and other things so it's—it's—we're trying  
11 to find a tailored solution there, but go back to  
12 creating some clear corridors where—where we can move  
13 traffic across town, and the goal also of both clear  
14 curbs and clear lanes is also to help with bus speeds  
15 as well another area that there's been a big focus.  
16 Fourth is clear zones, and I think that's very  
17 tailored to different neighborhoods, Flushing,  
18 Jamaica different part of the city where North Shore  
19 of Staten Island where DOT is doing various projects  
20 often with sister agencies to both improve traffic  
21 flow and bus speeds, but also, you know, improve  
22 street design, merchant accessibility a whole host of  
23 things, and then the last thing on the list is clear  
24 highways, and I'm happy to say when I was just up in  
25

1 Albany last week we also met with our counterparts of  
2 State DOT to talk about are there solutions we can  
3 find on some of the state's major roadways through  
4 the city, which are actually the most notorious in  
5 terms of congestion. The Cross Bronx Expressway, the  
6 LIE, the Staten Island Expressway and talking to the  
7 state we are going to see if there might be some  
8 things we can do ramp metering, better placement of  
9 emergency vehicles, perhaps redesigns of some  
10 interchanges looking at signal timing on city streets  
11 to see if we can offer some relief on those corridors  
12 as well.  
13

14 CHAIRPERSON DROMM: Okay, so, to be  
15 honest with you, I have not taken a position on clear  
16 curbs. I think you know that in my community, though  
17 and in the neighboring council districts there has  
18 been some opposition from business owners including a  
19 march and a rally against it, but I will say the  
20 streets are cleaner. The sweepers can get through  
21 there, and clean up in the morning. But one of the  
22 question I had is why are you clearing both sides of  
23 the street when the majority of the traffic is going  
24 like in the morning into the city and then in the  
25 evening returning. Do you need to have both sides of

1 the street cleared in order for this industry to  
2 succeed?

3  
4 COMMISSIONER TROTTEBERG: Right. It's-  
5 it's actually a question that has arisen in both  
6 corridors and it's one we're actively looking at and  
7 talking to NYPD at it. It's a-it's a fair question.  
8 I think we, you know, in the spirit of pilot, wanted  
9 to see how it worked. I have been out on Roosevelt,  
10 and I have to say it's working quite well. So, you  
11 know, again, happy to come and re-engage and make  
12 Tweets as needed. That's certainly something we're  
13 looking at.

14 CHAIRPERSON DROMM: So, it is working--

15 COMMISSIONER TROTTEBERG: [interposing]  
16 And--and looking at that on that Flatbush as well.

17 CHAIRPERSON DROMM: It is working well.  
18 I think that the NYPD yesterday said that they've  
19 given out 2,200 tickets I believe, and they had also  
20 towed 200 and something number of cars. So that is a  
21 high toll on basically--probably people who are  
22 residents in the community. So, I do have some  
23 concerns about that. My other concern is that with  
24 the clear curbs people are now becoming accustomed to  
25 it, and what I see happening is that on another

1 avenue like 37<sup>th</sup> Avenue in Jackson Heights where we  
2 also have and probably even more dangerous conditions  
3 because there are a number of schools on 37<sup>th</sup> Avenue.  
4 I actually see the tow trucks that were going to be  
5 used to tow or remove cars off of Roosevelt Avenue  
6 sitting and waiting because they don't have any work  
7 to do in terms of moving cars off of Roosevelt now  
8 that people are getting accustomed to it. So, my  
9 question to the PD yesterday and also to you now, is  
10 can those same trucks and enforcement agents be used  
11 on 37<sup>th</sup> Avenue where we continue to have a problem?

12  
13 COMMISSIONER TROTTEBERG: It's a good  
14 question. As I say, we're in very constant dialogue  
15 with NYPD again about this pilot and being on the  
16 ground almost everyday. So, let me circle back with  
17 them because again, certainly both agencies are open  
18 to making adjustments as needed.

19 CHAIRPERSON DROMM: Because to see them  
20 just sitting there when I see that they could be  
21 doing enforcement especially around the schools with  
22 some of these big 18-wheeler trucks that, you know,  
23 make basically all-try to make U-turns incredibly on  
24 that narrow of an avenue is-is just going to be a  
25 recipe for disaster around PS69 and PS 222 in

1 particular. So, I would really like to see some  
2 action on that.  
3

4 COMMISSIONER TROTTEBERG: Understood. I  
5 will--will speak to PD and--and get back to you on that  
6 one.

7 CHAIRPERSON DROMM: And then--and then I  
8 think the city who had declared curbs is also a--is a--  
9 is a concern for other members, but I think other  
10 members will ask questions about that. Let me just  
11 go to parking and meter rate increases, and how it  
12 relates to Park Smart. The city's Fiscal 19  
13 Executive Plan includes plans for a parking meter  
14 rate increase, which will generate \$22.5 million for  
15 Fiscal 19, and the increases will begin in October  
16 2018. Would this parking increase impact the Park  
17 Smart Program?

18 COMMISSIONER TROTTEBERG: Right and--

19 CHAIRPERSON DROMM: [interposing] and how  
20 are they different?

21 COMMISSIONER TROTTEBERG: Right and--and  
22 one of the things we're going to do again before we  
23 roll this out is come and talk to you all and talk  
24 more about the details and get your feedback on it,  
25 because I think in places where Park Smart is working



1 we want to make sure that we—we don't—we don't  
2 interfere with that. So, again, we'll be back to  
3 talk through all those nuances. We want to make sure  
4 we—we get this absolutely right.  
5

6 CHAIRPERSON DROMM: But the—the new plan  
7 is basically for Manhattan?

8 COMMISSIONER TROTTEBERG: It—the—the new  
9 plan is going to be not just Manhattan. It's going  
10 to be in other boroughs as well, you know, focusing  
11 on as I mentioned, you know, there are places, you  
12 know, as I said in my testimony look at Downtown  
13 Brooklyn versus East New York the same parking rate  
14 at the moment, but again I—I don't want to—I don't  
15 want to get ahead of myself on the details. I want  
16 to make sure we bring them to you all and talk them  
17 through.

18 CHAIRPERSON DROMM: Has there been an  
19 evaluation of the Park Smart Program?

20 COMMISSIONER TROTTEBERG: We have done  
21 evaluations. You know, we—we did—we launched it in a  
22 few different places. It worked better in some  
23 neighborhoods than others and a lot of the evaluation  
24 was looking at curb turnover, seeing if there was  
25 merchant satisfaction and, you know, the feedback we—

1 we got from stakeholders there, and I think—I think  
2 in your area people have—the feedback has been good.

3  
4 CHAIRPERSON DROMM: It's—it's been pretty  
5 good but—but we still continue to have the issue of  
6 those trucks double parking especially by the  
7 supermarkets near the schools, and that's what I was  
8 referring to about the--

9 COMMISSIONER TROTTEBERG: [interposing]  
10 About PD?

11 CHAIRPERSON DROMM: [interposing] Tow  
12 trucks--

13 COMMISSIONER TROTTEBERG: Yep.

14 CHAIRPERSON DROMM: and the enforcement  
15 agents being used. If they're not doing anything on  
16 Rosie to come up and do something upon 37<sup>th</sup> Avenue.

17 COMMISSIONER TROTTEBERG: Okay. Well,  
18 again, let us—let me certainly talk to PD about that,  
19 and we'll—we'll come back to you on that.

20 CHAIRPERSON DROMM: And do you have an  
21 idea of when the rate increase will be introduced in  
22 the other boroughs?

23 COMMISSIONER TROTTEBERG: Again, I—I  
24 don't have a date for you all yet because I think the  
25 leadership here wants to come back and talk it all

1 through, and—and, you know, make sure we've had a  
2 good dialogue before we set a date.  
3

4 CHAIRPERSON DROMM: And on that also on  
5 the—will the—will these rate increases be on top of  
6 the rate increases for Park Smart?

7 COMMISSIONER TROTTEBERG: Again I think  
8 I want—I want to make sure that we harmonize with  
9 what we're doing with Park Smart so--

10 CHAIRPERSON DROMM: Okay. So, let's make  
11 sure that we--

12 COMMISSIONER TROTTEBERG: [interposing]  
13 It will be harmonized. Good points are raised.

14 CHAIRPERSON DROMM: [interposing] And  
15 that's on that and moving forward on it?

16 COMMISSIONER TROTTEBERG: Yep.

17 CHAIRPERSON DROMM: Okay, alright.  
18 Federal funding. The Fiscal 19 Executive Plan  
19 includes \$70--\$70.4 million in federal funds for DOT,  
20 which comprises approximately 7% of the agency's  
21 budget. Given the current atmosphere in Washington,  
22 the exact amount and timing will remain unknown. Has  
23 the agency begun to communicate with Washington on  
24 this matter, and what impact do you foresee the  
25

1 present proposed budget would have on the DOT's  
2 priorities if passed?

3  
4 COMMISSIONER TROTTEBERG: You know,  
5 certainly the city works through the Mayor's  
6 Legislative Office down in Washington. We talk a lot  
7 obviously to our delegation, you know, led by Senate  
8 Minority Leader Schumer, and we also work in consort  
9 with, you know, particularly in matters where there  
10 is an interest in urban funding with our sister  
11 cities and, you know, I think as we've discovered on  
12 the transportation front, and it sounds like also on  
13 the housing front, so far actually the budgets that  
14 have come out of Washington have not been, you now,  
15 tremendously damaging for the city. That's been the  
16 good news. You know, as-as you may know, the  
17 President is now proposing some rescissions to the  
18 budget that was just passed, but I'm-I'm not sure  
19 he's going to get them. So, believe me, this-this-  
20 obviously the city closely monitors what's happening  
21 in Washington working with our delegation, and our  
22 sister cities and, you know, we'll-we'll-we will  
23 mobilize if we think there's going to be a real  
24 threat to city funding.

1  
2 CHAIRPERSON DROMM: Okay. Let's talk a  
3 little bit about something that's been in the news  
4 recently the L-Train shutdown. Can you please update  
5 the Committee on the progress of the L-Train  
6 shutdown, and give us a little bit of an update on  
7 that. I know you briefly mention it in your  
8 testimony, but can you give us some more details of  
9 where we're going?

10 COMMISSIONER TROTTEMBERG: Sure. We  
11 released I guess probably about two months ago now,  
12 you know, sort of the latest state of the plan, and  
13 I'll talk a little bit about what it was, and we held  
14 a series of what we called open house in both  
15 Manhattan and Brooklyn and then an event in Queens  
16 actually as well, and we took at those open houses a  
17 lot of feedback. Some of it robust, I would say, and  
18 particularly focusing on—I'll—I'll start on the  
19 Brooklyn side and we'll—we'll move west to Manhattan.  
20 The MTA's plan to greatly enhance first of all subway  
21 service because they're hoping that somewhere in the  
22 vicinity of 80—70 to 80% of affected L-Train riders  
23 will be able to switch to other subway lines, the J  
24 the M, the Z and the G, and they're doing a lot to  
25 increase service, increase reliability, add cars, add

1 station capacity. For the remaining passengers,  
2 they're hoping that go a proportion of those will  
3 travel by bus, and that I think is where we find our  
4 biggest challenge. It's no secret that the city  
5 streets are already pretty congested and getting an  
6 enormous number of buses to move through them at  
7 speeds and reliability that make it a desirable mode  
8 of transportation is going to be our challenge. The  
9 MTA is proposing three routes that will come from  
10 different parts of Williamsburg into Lower Manhattan  
11 over the Williamsburg Bridge, and then we are  
12 proposing together an SBS route along 14<sup>th</sup> Street.  
13 DOT is also proposing to have protected bike  
14 connections that will come from Williamsburg along  
15 Grand Street and then up over into Lower Manhattan  
16 and then a protected bike lane also along 13<sup>th</sup>  
17 Street. I would say some of the—the—the key things  
18 we heard at the open houses were particularly on the  
19 Manhattan side, questions about how 14<sup>th</sup> Street would  
20 function, how the bike lane would function, and there  
21 was a request that we do a more robust town hall.  
22 So, we did our Manhattan Town Hall last Wednesday,  
23 and we're going to be in Williamsburg tonight, and I  
24 would say on the Manhattan side, you know, one bit of  
25

1  
2 feedback we really got is there's a real obviously  
3 attention between creating a transportation system  
4 that can convey the hundreds of thousands of  
5 commuters that are going to be displaced when the L-  
6 train closes down, and just the MTA provided the  
7 statistic. The L-Train itself the one subway line if  
8 it was a standalone subway system, it would be the  
9 10<sup>th</sup> largest in North America. So, I-I can't  
10 underscore enough what a challenge that is. So,  
11 making sure that that commuting population can get  
12 where they need to go, but also very much balancing  
13 the impacts on local neighborhoods, and we heard very  
14 much on 14<sup>th</sup> Street how can we make sure this works.  
15 So that local residents can come and go that those  
16 that might need assistance at the curb that their  
17 quality of life is—that we can minimize the impacts  
18 on them. And look, it's—it's an immense challenge,  
19 and tonight I think we'll hear the same thing on the—  
20 on the Brooklyn side particularly for businesses  
21 along Grand Street, and there's already a lot of—  
22 obviously a lot of traffic in that area. Another  
23 component we're looking at and talking to the MTA  
24 about is how an HOV lane will function on the  
25 Williamsburg Bridge. The city has had HOV lanes

1 before during Hurricane Sandy. So, it's something we  
2 are familiar with, but we want to make sure we can  
3 design it in a way that's understandable and that's  
4 enforceable and that will really help keep the buses  
5 moving.  
6

7 CHAIRPERSON DROMM: Well, that was  
8 actually going to be my next question is about the  
9 enforcement on the HOV Lane, but even further to that  
10 let me just say where would you envision the HOV lane  
11 being because if you're on the inside of the  
12 Williamsburg, it's very difficult right now for one  
13 car to pass the other as it is. It would be on the  
14 outside of it—the outside lane?

15 COMMISSIONER TROTTEBERG: Yes, exactly.  
16 You are absolutely right about the Williamsburg  
17 Bridge. It is—we were just double checking. It's  
18 115 years old, and it was built at a time when  
19 vehicles were much narrower. It doesn't have  
20 shoulder, and so, the way it would work is the outer  
21 roadway would be—the inner roadway would be for e  
22 the HOV, the outer roadway would be for buses, trucks  
23 and as you're heading into Manhattan only those HOV  
24 vehicles that need to turn onto Clinton Street. And,  
25 you're right because you really essentially you can't



1 fit two buses next to each other on unfortunately  
2 those--those roadways.  
3

4 CHAIRPERSON DROMM: Well, would the two  
5 lanes on the outer roadway be for HOV?

6 COMMISSIONER TROTTEBERG: Only for HOV  
7 going to--that needs to turn onto Clinton Street.  
8 Because if you don't allow them--

9 CHAIRPERSON DROMM: [interposing] But--but  
10 with the two lanes there, would both of those lanes  
11 be HOV or just one of those lanes?

12 COMMISSIONER TROTTEBERG: Both of those  
13 lanes.

14 CHAIRPERSON DROMM: Both lanes and then  
15 the inside would be for buses and cars and--

16 COMMISSIONER TROTTEBERG: [interposing]  
17 The inside--no, no, the inside is HOV, the outside is--

18 CHAIRPERSON DROMM: [interposing] I see.

19 COMMISSIONER TROTTEBERG: --buses--

20 CHAIRPERSON DROMM: [interposing] Okay.

21 COMMISSIONER TROTTEBERG: --trucks and  
22 only HOV that needs to turn onto Clinton, but the  
23 truth is about those two lanes is they often can  
24 really only function as one because--  
25

2 CHAIRPERSON DROMM: [interposing]

3 Exactly.

4 COMMISSIONER TROTTEBERG: --two buses  
5 can't go side to side.

6 CHAIRPERSON DROMM: Exact--exactly. Okay,  
7 good. I got it now. How much will the proposed  
8 ferry service to Stuyvesant Cove cost?

9 COMMISSIONER TROTTEBERG: Well, that's a  
10 good question. I'll have to--I'll have to--that one is  
11 being covered by the MTA in a contract with EDC. So,  
12 maybe we'll--we'll check on that number for you, but  
13 again that's--that's not going to be a city cost.

14 CHAIRPERSON DROMM: Okay, and then on  
15 these protected bike lanes there is concern from  
16 residents about how emergency vehicles would be able  
17 to get through. What is your thinking on that?

18 COMMISSIONER TROTTEBERG: Well, I've--  
19 I've hear that question for example on let's--let's  
20 talk about 13<sup>th</sup> Street in Manhattan, and just to be  
21 clear, the way 13<sup>th</sup> Street is now is you have parking  
22 on both sides of the street and essentially one  
23 travel lane in which if you squish, one vehicle can  
24 get around another. We're just proposing taking one  
25 of those lanes, which is filled with parking, and

1 turning it into the bike lane. So, the configuration  
2 won't be any different in terms of emergency  
3 vehicles, and from time to time emergency vehicles  
4 have just used the bike lanes when--when that's been  
5 an essential thing to do. We're also going to try  
6 and make sure that we have loading zones and other  
7 spaces on the street so we will have places for  
8 vehicles to pull over if an emergency vehicle is  
9 coming behind them.  
10

11 CHAIRPERSON DROMM: Okay, before I turn  
12 it over to my colleagues let me just ask you one final  
13 question on South Brooklyn SBS. In the summer of  
14 2018, DOT will launch an 10-mile Select Bus service  
15 B82 Bus Route. In the Preliminary Plan, DOT  
16 anticipated an additional cost of \$69 million for  
17 Fiscal 18 to 22. Can you provide the committee with  
18 progress on this project--

19 COMMISSIONER TROTTEBERG: Yeah.

20 CHAIRPERSON DROMM: --and what would be  
21 the total cost of the project?

22 COMMISSIONER TROTTEBERG: And I--I just  
23 want to clarify because this--I think it's no secret  
24 that--that this has been one of the more controversial  
25 Select Bus Service routes and DOT and the MTA met

1 with a number of the local elected officials on it a  
2 couple of months ago, and so, we don't have a firm  
3 launch date now because there was particularly a  
4 section of the route from Kings Highway to Bay  
5 Parkway where there were a lot of concerns about how  
6 the bus lanes would function. DOT and MTA have gone  
7 back to basically see if we can come up with some  
8 more, you know, some more popular designs, let's say.  
9 So, I just want to be clear. That said, we are going  
10 to be working on some part of that route that where  
11 we're going to be putting in some safety improvements  
12 and bus reliability improvements, but the final  
13 launch date not quite set yet. And we are starting I  
14 believe now just right now the design process for the  
15 B82 this year, and in that process we're going to  
16 finalize the budget. But I think one of the key  
17 areas for capital investment if you've been in that  
18 part of Brooklyn has particularly been the medians  
19 along Kings Highway, which are in very decrepit shape  
20 and we're looking forward to improving those and  
21 making them much more safe and comfortable places for  
22 bus drivers—for bus passengers to—to wait.  
23

24 CHAIRPERSON DROMM: So, when do you think  
25 we can expect to see the launch of the service?

1  
2           COMMISSIONER TROTTEBERG: Well, I'm  
3 going to—I'm going this year, but again since I'm  
4 working in partnership with the MTA and, you know,  
5 working with local elected officials on finalizing a  
6 design, I—I don't want to give you a month quite yet  
7 because I—I don't have that.

8           CHAIRPERSON DROMM: By the end of the  
9 year?

10          COMMISSIONER TROTTEBERG: By the end of  
11 the year.

12          CHAIRPERSON DROMM: Okay, but the end of  
13 the year. Okay, alright, I'm going to move on and  
14 let Council Member—Chair Gibson ask questions. Thank  
15 you.

16          CHAIRPERSON GIBSON: Thank you, once  
17 again Chair Dromm and good afternoon, Commissioner.  
18 Thank you for your testimony and for all the work  
19 that DOT does everyday, the interagency coordination.  
20 Certainly there's a lot on your agenda this fiscal  
21 year. I wanted to focus specifically within your  
22 testimony about the speed cameras. I just wanted  
23 some clarification. So, the July 25<sup>th</sup> expiration is  
24 the expiration of the authority to use speed cameras,  
25

1 and we need the authorization again from the  
2 Legislature to operate what we have?

3  
4 COMMISSIONER TROTTEBERG: Correct. All  
5 of that is absolutely correct, Chair Gibson. All of  
6 New York City's camera programs are authorized up in  
7 Albany and they all have sunset dates.

8 CHAIRPERSON GIBSON: Okay.

9 COMMISSIONER TROTTEBERG: So our speed-  
10 our Speed Camera Program sunsets this year. I think  
11 Red Lights is 2019 and Bus Lane Cameras is 2020, and  
12 so the authority we're seeking up in Albany and we'll  
13 be obviously looking for a partnership with the  
14 Council on this is to both reauthorize the existing  
15 program, which is 100-allow us to put cameras at 140  
16 school locations--

17 CHAIRPERSON GIBSON: [interposing] Right.

18 COMMISSIONER TROTTEBERG: --increasing  
19 that number to 290 within an additional rollout of 50  
20 per year. We're also I think adding in some  
21 provisions to address what had been some of the  
22 concerns about the program requiring specific  
23 signage--

24 CHAIRPERSON GIBSON: [interposing] Right.

1  
2           COMMISSIONER TROTTEBERG: --not allowing  
3 us to put cameras on highway ramps and having a very  
4 transparent methodology for how we're picking the  
5 corridors to deploy the cameras.

6           CHAIRPERSON GIBSON: Right. So, if you  
7 propose any changes to the existing program like some  
8 of the challenges we faced with coming off of  
9 highways, and other exit ramps, would that be a part  
10 of the reauthorization conversation?

11           COMMISSIONER TROTTEBERG: Yes, yes.

12           CHAIRPERSON GIBSON: Okay.

13           COMMISSIONER TROTTEBERG: And-and just a  
14 little legislative history here. So, last year the  
15 Assembly passed a reauthorization and expand-  
16 expansion bill that the city was very supportive of,  
17 which was exactly that. It was-it was reauthorizing  
18 expanding the program 290 school locations, requiring  
19 more detailed signage, banning the use of the cameras  
20 I think with 200 feet of an exit ramp. So, I think  
21 very robust legislation. The Assembly passed it last  
22 year, they included it again this year in their One  
23 House Budget, and I believe they intend to pass it  
24 again as a standalone bill in this legislative  
25 session, and so the discussions are also ongoing with

1  
2 them, and with them and with the Senate which is—has  
3 yet to pass any version of the bill.

4 CHAIRPERSON GIBSON: Okay, great.

5 Anything we can do, certainly we are happy to help  
6 and—and join you in Albany. I'm no stranger to  
7 Albany, and some of my colleagues are as well, but I  
8 didn't realize that we have to get reauthorization  
9 every year for each of the programs. I don't know  
10 how you keep up with that. That's quite a bit.

11 COMMISSIONER TROTTEBERG: Yeah, it's—  
12 it's a—thank you for that offer. I know you are no  
13 stranger to Albany, and obviously we'll be working  
14 with the Council both up in Albany and in terms of  
15 whatever home rules we might need.

16 CHAIRPERSON GIBSON: Right, and in  
17 addition, and I—I know unfortunately we've had some  
18 tragedies that have happened in our city where we are  
19 re-examining a lot of our work in the city, and what  
20 we can do as it relates vehicle and traffic law at  
21 the state in terms of raising the penalties, and  
22 other thresholds. Certainly, the tragedy in Park  
23 Slope. I faced one myself that happened with a  
24 family friend, and so all of these conversations I  
25 imagine are still ongoing in terms of what we can do



1 as a city to get legislation that would really put  
2 more teeth into existing state law.

3  
4 COMMISSIONER TROTTEBERG: I mean—I mean  
5 clearly yes. Speed—I mean speed cameras I think is  
6 on the—is on the top of the Administration's  
7 legislative list in terms of safety measures, but  
8 you're absolutely right. The Mayor and other have  
9 talked about some of the other measures we need in  
10 light of what we saw in Park Slope and other parts of  
11 the city. You know, making a—making some ability to  
12 track medical conditions and have some kind of an  
13 adjudication for conditions where people may black  
14 out behind the wheel, looking at people who under our  
15 camera programs have become repeat offenders and is  
16 there any way we can—we can, you know, better  
17 incentivize safer behavior because those are people  
18 who unfortunately tend to be, you know,  
19 disproportionately involved in crashes.

20 CHAIRPERSON GIBSON: Okay. I want to get  
21 to the BQE and the Cantilever project, and the \$1.5  
22 billion that's been committed to the rehabilitation  
23 of the BQE from Sand Street to Atlantic Avenue, which  
24 also includes the rehabilitation of the BQE  
25 Cantilever. This is about 11% of the agency's total

1 capital commitment plan. I wanted to find out if  
2 there is an update on progress of the project, and  
3 certainly my congratulations on the Design-Build  
4 Authority, and can you explain to us and give us a  
5 little bit more insight on what that will mean for  
6 this BQE project in terms of timeline and savings,  
7 and also this is the first project I understand the  
8 DOT will be using Design-Build. So, I'm also  
9 interested to understand is the agency prepared to  
10 begin utilizing Design-Build?  
11

12 COMMISSIONER TROTTEMBERG: Great. Thank  
13 you. Great question, and just to be clear, the—you  
14 had said \$1.4 billion. This is right now a \$1.7  
15 billion project when you look at this year.

16 CHAIRPERSON GIBSON: [interposing] Oh,  
17 is that more money?

18 COMMISSIONER TROTTEMBERG: Well, no, no  
19 that's—it's—that's DOT funding and some Parks funding  
20 to do work--

21 CHAIRPERSON GIBSON: [interposing] Oh,  
22 okay.

23 COMMISSIONER TROTTEMBERG: --on the  
24 Promenade.

25 CHAIRPERSON GIBSON: Okay, then.

2                   COMMISSIONER TROTTEBERG: You know, at  
3 the top of the Cantilever. So, the--the agency you  
4 are--you are correct, Chair Gibson, has been pursuing  
5 Design-Build legislation, but also going along a  
6 track that we knew we would potentially have to use  
7 the Design Bid--Build method. So, for the past  
8 several years, we have been working with engineering  
9 and designers to both get a complete assessment of  
10 the condition of all the structures and start the  
11 preliminary design work, and--and part of I think what  
12 helped us in our discussions up in Albany when we did  
13 that deep dive in terms of the conditions of the BQE,  
14 we found the good news was--it was not in eminent  
15 danger of any type of serious collapse, but we saw  
16 that if we didn't get to work on this project, our  
17 engineers were estimating that by 2026 we were going  
18 to have to start putting weight restrictions on the  
19 bridges, which meant potentially diverting trucks to  
20 local city streets. So, our goal is very much to  
21 keep this project moving and try and get it complete  
22 by that 2026 date, but you are also correct that this  
23 is--DOT has actually done a couple of much smaller  
24 Design-Build projects in previous years when the  
25 legal authority was a little different, but we have

1 not come anywhere near doing a project of this  
2 magnitude and complexity. So, you know, we have been  
3 meeting with basically Design-Build and construction  
4 experts from all over the world. We've also  
5 particularly been consulting with our state and  
6 federal counterparts. As you know, the state has had  
7 a lot of experience in Design-Build as has the Port  
8 Authority and the MTA. So, we are drawing upon all  
9 of the local expertise we can get, as well as pulling  
10 in people from around the country. We've hired a  
11 design and a construction firm to be what's called  
12 our owner's rep to help us sort through the proposals  
13 we're going to get and make sure that we have a  
14 critical eye looking at everything that's coming at  
15 us. I think this is going to be a big projects, and  
16 I would like to offer certainly for members that are  
17 interested an ongoing opportunity to talk about our  
18 progress to brief you and share with you lessons  
19 we're learning as we go along.

21 CHAIRPERSON GIBSON: Okay, I-I certainly  
22 appreciate that ongoing dialogue as the project works  
23 through the process. Are there other big capital  
24 projects that DOT has in its portfolio where Design-  
25 Build could be applicable as well and beneficial?

1  
2           COMMISSIONER TROTTEBERG: I mean we had--  
3 back in different iterations of our negotiations up  
4 in Albany the city had actually had a whole list of  
5 projects not just DOT projects, but--

6           CHAIRPERSON GIBSON: [interposing] I  
7 remember.

8           COMMISSIONER TROTTEBERG: --there were  
9 some bridges on the Belt Parkway--

10          CHAIRPERSON GIBSON: Uh-hm.

11          COMMISSIONER TROTTEBERG: --but there  
12 was a--there was, oh, yes, there were some Staten  
13 Island Ferry work. It was a bridge up in the Bronx,  
14 which I apologize. I can't remember which one it  
15 was. You know this is--this is a tool, as we've always  
16 said that we would just like to have in our toolbox.  
17 It's not one we ever said would be for every project,  
18 but you know, again, thank you all. We're thrilled  
19 to have gotten it for this project, and, you know, as  
20 this--as we--as the progress unfolds on this, we do  
21 hope we'll come back to you all, and discuss other  
22 projects we think we want to try and talk to our  
23 Albany counterparts about adding to the Design-Build  
24 list.

1  
2 CHAIRPERSON GIBSON: Okay, looking  
3 forward to it. I wanted to ask question about trans  
4 next. The New York City Wireless Network the  
5 government dedicated broadband wireless  
6 infrastructure created to support public safety and  
7 other essential city operations. DOT currently uses  
8 NYCWiN to transmit traffic data between intersections  
9 centrally monitor and wireless program traffic  
10 patterns as well as signal timing. I wanted to  
11 understand the plans as we phase out NYCWiN in 2019,  
12 and DOT has opted to hire a private vendor to install  
13 and administer a replacement system that's called  
14 Transnet. So, I wanted to understand where we are  
15 with this plan, and is this going to be a viable  
16 long-term option for broadband wireless  
17 infrastructure in our city. Like to me this is big.  
18 This is the entire mechanism by which our traffic  
19 signals and our entire network operates. So, this is  
20 huge. So, I wanted to understand a little bit more  
21 details about Transnet.

22 COMMISSIONER TROTTEBERG: You are  
23 absolutely right that this is big, and it's—and I'll  
24 admit it's—it's a little wonky in its detail, but  
25 the—but we call it the Nice—we just, you know, we

1 call it the Nice Win System, and it really—it is the  
2 nerve center of controlling our—our traffic signals.  
3 In New York City we have—I think we're now up to  
4 14,000 and something traffic signal, 14,500. So, we  
5 have we think arguably but maybe one of the biggest  
6 signalized systems in the whole world, and it is  
7 absolutely essential for keeping our city moving, for  
8 being able to react during emergencies. You know, so  
9 obviously it's very important to us. That said, the  
10 NYCWin System had outlived its useful life. It was a  
11 system designed really in the post-911 period. So,  
12 you know, quite a number of years ago, and there have  
13 been a lot of technological advances since then and—  
14 So this is a project we've undertaken in partnership  
15 with DOITT because what cities are increasingly doing  
16 now is instead of building their own standalone  
17 systems like NYCWiN. They're working with commercial  
18 carriers who can provide a lot of the services at a  
19 much more affordable cost, and have a robustness and  
20 redundancy that even a city as big as New York can  
21 potentially provide on its own. So, this is not  
22 something we're just going to turn over to the  
23 private sector. We will be working very, very  
24 closely with DOITT and with whoever the vendor turns  
25

1 out to be. This is for us as you say something  
2 important. It's really at the core of our agency's  
3 whole traffic operations and functions, something we  
4 care deeply about, and we know we have to get it  
5 right.  
6

7 CHAIRPERSON GIBSON: Just one final  
8 question before it turn it over to Chair Rodriguez.  
9 I wanted to ask specifically about Vision Zero as it  
10 relates to the Great Streets Initiative, the Grand  
11 Concourse work that's being done in Bronx County,  
12 their street redesign along the Grand Concourse in  
13 the Bronx. Last year you joined us because we  
14 announced that we had zero fatalities along the Grand  
15 Concourse. So, all of the work that we've done and  
16 invested in has really made an incredible difference,  
17 and this is four different lanes. There is the main  
18 road and then there are the service roads north and  
19 south as well as the BX1, the BX2. It's a very busy  
20 thoroughfare, and I cover most of it in the Bronx.  
21 So, I wanted to understand if there's any update  
22 because the Grand Concourse work is being done in  
23 stages, and I wanted to understand where were are in  
24 terms of different phases, and do we have sufficient  
25 funding to continue along the Grand Concourse?



1  
2           COMMISSIONER TROTTEBERG: Right. No,  
3 actually I think I'm going to—I'm going to let—I'm  
4 going to let—I'm going to let Elisabeth Franklin walk  
5 you through that because she's overseeing our Capital  
6 Program Management.

7           ASSOCIATE COMMISSIONER FRANKLIN: Hello.  
8 Yes. We've invested nearly \$180 million in  
9 redesigning Grand Concourse. So far construction is  
10 complete from East 161 to east 171, and up to East  
11 175<sup>th</sup> is currently under construction, and the next  
12 segment for Fordham Road will be going to bid this  
13 fall. We're also scoping the next phase, which will  
14 go up to East 190<sup>th</sup>–198<sup>th</sup> and then we'd like to  
15 address the lower Concourse adding protecting bike  
16 facilities from 138<sup>th</sup> to 161<sup>st</sup>.

17           CHAIRPERSON GIBSON: Okay, and are these  
18 different phases funded that you're describing?

19           ASSOCIATE COMMISSIONER FRANKLIN: I think  
20 all but the last, but let me check.

21           CHAIRPERSON GIBSON: Okay. So, through  
22 Fordham is but then the next one to 198<sup>th</sup> Street is  
23 not? Okay, well, if you don't the information--

24           ASSOCIATE COMMISSIONER FRANKLIN:  
25 [interposing] I'll get back to you with it.

2 COMMISSIONER TROTTENBERG: [interposing]

3 Well, we will--the staff is checking even as we sit  
4 there so--

5 CHAIRPERSON GIBSON: Okay.

6 COMMISSIONER TROTTENBERG: Alright.

7 [background comments, pause]

8 ASSOCIATE COMMISSIONER FRANKLIN: Okay.

9 [background comments, pause] The unfunded one, we  
10 are funded for 171<sup>st</sup> up to 198.

11 CHAIRPERSON GIBSON: Okay.

12 ASSOCIATE COMMISSIONER FRANKLIN: And  
13 then Phases 6 and 7 are not funded. That's 138 to  
14 161 and then 198 to Mosholou.

15 CHAIRPERSON GIBSON: Okay, thank you so  
16 much. I'll turn this over to Chair Rodriguez. Thank  
17 you.

18 CHAIRPERSON RODRIGUEZ: Thank you, Chair.

19 First of all, I would like to congratulate Gloria  
20 Chin one of your--one of your permanent staff who I  
21 saw her this morning on the train going to her  
22 graduation and getting her master's degree from  
23 Columbia University. So, that is the first thing  
24 that I would like to do. The second thing is  
25 Commissioner thank you for all of your leadership on

1 Vision Zero and also thank you to you and your staff  
2 for Car-Free Day that we were able to do it this  
3 year, and for the record, we did agree, right, that  
4 there's going to be a real event that will happen  
5 this Saturday before Earth Day, right.

7 COMMISSIONER TROTTEBERG: Yes. Very  
8 excited. We—we found the formula to make sure we can  
9 do it every year.

10 CHAIRPERSON RODRIGUEZ: So, it doesn't—it  
11 doesn't matter the limit that we have as  
12 Commissioners serving the Council. For now on, if we  
13 commit a working administration that everyday—every  
14 year the Saturday before Earth Day we're going to be  
15 holding a Car-Free Day, which is very important  
16 because these provide opportunity for us to talk  
17 about sustainability, you know, and how to do better  
18 making our city more workable. One of my first  
19 questions is about Vision Zero Educational Fund. As  
20 you know, we in the Council were able to negotiate  
21 the Administration, and then we put \$3 million. How  
22 much have we spent? How much more—how much do we  
23 have left to spend for that initiative?

24 COMMISSIONER TROTTEBERG: That's a good  
25 question. Maybe some one would—I think we've spent

1 most of it, but let me make sure. We'll get you a  
2 precise answer, and I do—I do particularly want to  
3 thank you because I have to say the newest campaign  
4 that we're running and I hope you all have seen it.  
5 It's in English and Spanish. Driving in New York is  
6 hard, but saving a life is easy. I think it has  
7 actually been one of our most impactful. I've gotten  
8 a lot of terrific feedback about it. Elisabeth will  
9 interpret the numbers here. [background comments,  
10 pause] Well, I—I think we spent most of it, but  
11 we'll have to get back to you on that number.

12  
13 CHAIRPERSON RODRIGUEZ: So, that takes me  
14 to the following, which is can we run--

15 COMMISSIONER TROTTEBERG: [interposing]  
16 How much are we—yes.

17 CHAIRPERSON RODRIGUEZ: --this to be  
18 sure. City Hall, please, don't—don't leave it here  
19 to the Council. Maintaining it at \$3 or more million  
20 for the education of where is very important because  
21 it is through adding other passengers, right and  
22 they're very expensive that we can be able to share  
23 with the New Yorkers. It's important that everyone  
24 being a part of Vision Zero. So, I know that with  
25 the Chairman of Finance I know they're going to be

1 maintaining this as a priority. So, you know, this  
2 is going to help also on the Mayor's side. We work  
3 together to maintain a--the \$3 or more millions of  
4 dollars for this educational work and pain. Now, I  
5 would like to address with you something local, which  
6 is in Inwood. As you know, we are in the middle of  
7 this rezoning. Hopefully, we will get there. I am  
8 positive that in the conversation that we are with  
9 the Mayor and things that we were putting in place,  
10 we will be able to do it. But one challenge is  
11 related to transportation that we have, and I want to  
12 bring to your attention is the 207 Bridge connecting  
13 Manhattan and the Bronx is too narrow, and as we are  
14 looking right now to start with two projects in the  
15 Manhattan side that will add 1,400 apartments, can  
16 you look? I know that that it's not in the capital  
17 on the possibility to exploring and talk back to your  
18 team because I think that there is a need right now  
19 to also include the expansion of that bridge to make  
20 it wider. So, that it can respond to the expansion  
21 of apartments that we will--

23 COMMISSIONER TROTTEBERG: [interposing]  
24 We will certainly take a look at that and--and as you  
25 know, we recently reached a report on accessibility

1  
2 involving the Harlem River Bridges. So, we're  
3 actually taking a lot at all of them, but you're  
4 right. We will factor in what looks like the  
5 projected growth due to the rezoning.

6 CHAIRPERSON RODRIGUEZ: Okay, on  
7 contracts, how much did DOT invest in private  
8 contracts in 2018? What is your projection to 2019,  
9 and what percentage of those contracts went to black  
10 and Latinos, and what percent is going to women?

11 COMMISSIONER TROTTEBERG: I'll have to—I  
12 think we'll have to dig up what was the contracting  
13 number. We can talk a little bit about—well maybe  
14 Elisabeth can talk a little bit about our MWBE  
15 numbers. Are we—so you can hunt down the contract  
16 number and either.

17 ASSOCIATE COMMISSIONER FRANKLIN: Sure,  
18 our—our MWBE numbers last year our overall goal was  
19 10% and we achieved 17%. In micro purchases we—our  
20 goal was 45% and we achieved 44%, almost there.  
21 Small purchases we went above our goal of 50%. We  
22 achieved 55, and in larger contracts our goal was 10  
23 and we achieved 12. This year our goal overall is  
24 14%.

1  
2                   COMMISSIONER TROTTENBERG:  And—and look,  
3 I just want to—I want to just add a little bit on  
4 that topic because it is—it is one that is important  
5 to the council, also very important to the de Blasio  
6 Administration, and just one of the things we're  
7 particularly trying to do, one of the challenges for  
8 an agency that does so much of its work in the heavy  
9 construction field that's—that's traditionally a  
10 field that's been dominated by a bunch of large firms  
11 not traditionally a lot of women and minority  
12 ownership.  So, we are working very closely right now  
13 with—now new Deputy Mayor Thompson, Janelle Doris who  
14 runs that this city's MWBE program to look at ways  
15 that we can take some of those larger construction  
16 contracts potentially unbundle pieces of them, work  
17 with smaller firms to do more mentoring, more joint  
18 ventures.  So, we—we know that's a—that's an area  
19 where we need to do better, but it is something we're  
20 very focused on, and it is a challenge at large in  
21 the big construction industry.

22                   CHAIRPERSON RODRIGUEZ:  [off mic] I mean  
23 I think that [on mic] I—I—I applaud the Mayor and the  
24 other Commissioner for understanding that this is  
25 important, but I also feel that at some point we need

1 to address the lack of Black and Latino getting good  
2 contracts. You know, and there's a reality that  
3 sometimes we don't address, which is, you know,  
4 Irish, Italian, Jewish they work hard in the  
5 beginning of the 20<sup>th</sup> Century but because of their  
6 hard work and the opportunity they are in different  
7 places right now. As when you look at the Black and  
8 Latino having access to contracts, and I think that  
9 sometimes there's even in private sectors that they  
10 find a way to have to use some loophole and be able  
11 to work with some people, work with some partners  
12 coming out with some minority contracts, but not  
13 necessarily it goes to the Black and Latino  
14 communities. So, how much more can we expect, and I—  
15 you as, you know, as the DOT one of the largest  
16 agencies to see happening in order to provide more  
17 opportunity for the Black and Latino community and  
18 women when it comes to access to contracts.

20 COMMISSIONER TROTTEBERG: Again, you—  
21 you—you certainly make good points and as I say, it's  
22 no question particularly in the construction industry  
23 that has been an industry I think that has not  
24 diversified potentially as quickly as some others,  
25 and we are looking hard at the question again of how



1 we can potentially unbundle contracts, and  
2 particularly a couple of areas, you know, in this  
3 budget we're putting a lot of new resources into ped  
4 ramp work. That is and sidewalk work. Those are  
5 areas where I think it's easier for smaller firms to  
6 enter. We have a group of Minority and Women Owned  
7 firms that we're working with. Again, through also  
8 the—the Mayor's Office to try and make sure we can  
9 help them work through the city's bidding and  
10 procurement process and get them in on some of these  
11 new dollars that we're putting towards ped ramps and  
12 sidewalks.  
13

14 CHAIRPERSON RODRIGUEZ: [off mic] One of  
15 the more recent reports, we know that [on mic] what  
16 we know is that recent a report indicated that JC the  
17 former Cemusa or what—that we used to be run by  
18 Cemusa, which managed the city's bus shelters is  
19 losing \$10 million to \$20 million a year and fears  
20 losing more if LinkNYC's kiosks are allowed to be  
21 installed within 50 feet of bus stops. What are the  
22 situations today? What is the Administration ready  
23 to do to address that potential crisis that is  
24 affecting the private contractor that is in charge of  
25 the bus shelters in our city?

1  
2                   COMMISSIONER TROTTENBERG: So, it's a  
3 good question and the city has had a long-standing  
4 contract. As you know, the company was originally  
5 Cemusa and then basically taken over JC Decaux  
6 because Cemusa was certainly running into  
7 difficulties in the financial end of the contract,  
8 and we were able when JC Decaux came in to work with  
9 them. For example, they wanted some help in being  
10 able to put up more bus shelters in areas of the city  
11 where there's a lot of foot traffic and, therefor,  
12 potentially more advertising revenues. We—we worked  
13 with them to help make some of that happen in hopes  
14 that that would continue to keep them thriving, and—  
15 and JC Decaux has—has been a good partner. More work  
16 to be done on snow removal. I know that, but in  
17 general I think they've been a very good partner. At  
18 the same time, the city has been, as you know,  
19 installing the LinkNYC Program, which has been I  
20 think tremendously popular and successful, and the  
21 LinkNYC also wants to expand and get into other parts  
22 of the city where there's good foot traffic. We are—  
23 we are sensitive to the needs of both contracts. DOT  
24 is going to work very closely with DOITT. We're  
25 going to try and make sure that we do this in a way

1  
2 that works for all parties where we're not harming  
3 anybody, and hopefully bringing some real benefit to  
4 the public because that is the goal in the end with  
5 both programs.

6 CHAIRPERSON RODRIGUEZ: Okay. So, I have  
7 many questions, but my colleagues also have  
8 questions. So, I'm going to be ending with first, as  
9 you heard, I expect that we continue conversation  
10 with the Fair Fare and I know that we heard what the  
11 Mayor has said the Administration has said, but I  
12 know that this is important for the Council and  
13 especially Speaker Johnson and the Chairman of  
14 Finance and all of us. Second, we are going to be  
15 approaching your team to hopefully we would like to  
16 have two hearings in June. One of them is going to  
17 be able parking, and the other one is going to be  
18 about the L-Train. So, many of the areas that, you  
19 know, is related to our role from, you know, you  
20 being the commissioner and your team, and I am also  
21 the Chair of the Transportation Committee , but  
22 hopefully again, those two particular properties will  
23 be addressed in a hearing that we will look to have  
24 in June.

1  
2 COMMISSIONER TROTTEBERG: Happy to work  
3 you. I am going to go away for one week in June.

4 CHAIRPERSON RODRIGUEZ: Thank you.

5 CHAIRPERSON DROMM: Okay, thank. We've  
6 been joined by Council Member Koo, Richards, Moya,  
7 Powers, Constantinides, and Deutsch, and now we have  
8 questions from Council Member Cabrera. Is he here?  
9 Yeah. Okay, Adams, Rose, Reynoso, followed by  
10 others, and I'm going to ask Council Members please  
11 to abide by the three-minute time limit because the  
12 Commissioner needs to be out of here shortly.

13 COUNCIL MEMBER CABRERA: Okay, thank you  
14 so much--

15 COMMISSIONER TROTTEBERG: [interposing]  
16 Just to clarify. I need to be out around 5:00 to get  
17 to Williamsburg for the--the--the L--the L-Train  
18 hearing.

19 CHAIRPERSON DROMM: Okay.

20 COUNCIL MEMBER CABRERA: Okay, thank you  
21 so much to the three chairs. So, So, I'll--  
22 Commissioner, if you could give me the short versions  
23 of these questions that I'm going to have and we can  
24 do it all. Oh, the clock didn't start. That's  
25 great. I got make sure there's 10 seconds there.

1  
2 Commissioner, our last in the Preliminary hearing  
3 about the issue of potholes, and I remember you  
4 communicated to me that because of weather  
5 circumstances that we are—we had—there was some  
6 delays, but now we're in the second week of may and  
7 my potholes are continuing to get worse. I'm  
8 wondering, and to be honest with you, I didn't want  
9 to spend time talking about this, but it's getting  
10 chronic. It's getting worse. I've take a tour with  
11 the people with DOT in the Bronx. I mean I've done  
12 everything possible. I've—I've given street corners,  
13 street addresses. I don't know what else to do short  
14 of asking you to come to my district, and also on  
15 Loring Place we have the worst street in all New York  
16 City. I could unequivocally tell you that it is the  
17 worst street in New York City, and it's one of those  
18 concrete street problems that we have. I would like  
19 to see in the budget funding for it because I'm being  
20 told that we are going to need extra monies outside  
21 of the normal just fill in the—you know, because you  
22 can't—you—you know the circumstance there. So,  
23 please give me some hope here. I need some action.  
24 I need something to take place because by the way,  
25 some of these potholes have a history of two or three

1 years that I've asking for and this is—really there  
2 is no excuse at this point. I'm trying to control  
3 myself here.  
4

5 COMMISSIONER TROTTEBERG: Oh, well,  
6 first of all I'm happy to come to your district and  
7 come and take a look, and you know, go over  
8 particularly where we're going to—because sometimes  
9 when potholes are endlessly chronic, it's because the  
10 road needs to be resurfaced. So, you know, I'll sit  
11 down with you and look at the resurfacing schedule,  
12 and make sure we're hitting the key areas. You—you  
13 raised Loring Place and the issue of concrete roads,  
14 and this is a challenge that there's so many of your  
15 other Council Members may point to some concrete  
16 roads in their districts, which they are similarly  
17 frustrated with, and the challenge is, you know,  
18 unfortunately replacing a concrete road it is much  
19 more expensive than resurfacing with asphalt. We are  
20 trying to see if there are some techniques we can use  
21 that could be a happy medium. There's something  
22 called micro milling where we can maybe scrape down  
23 some part of the concrete and cover it with asphalt.  
24 So, we are experimenting with some techniques and,  
25 you know, maybe we'll come and take a look at that

1 road and see if that might be a good one for the  
2 experiment, but it is also, too. I mean it also a  
3 budgetary question obviously one perhaps for the -the  
4 Council and the Administration to discuss because it  
5 is just a challenge that those roadways are sort of  
6 an order of magnitude and more expensive to repair  
7 unfortunately.  
8

9 COUNCIL MEMBER CABRERA: And  
10 Commissioner, it's not a long road. We're not  
11 talking about Kingsford Chevy (sic) in here. So, I-  
12 it's definitely doable. I've got 10 seconds. So, I  
13 just have to ask you about the Transit Signal  
14 Priorities on 216<sup>th</sup> the intersection out of 12,000  
15 citywide. Do you put forth--there's 229 intersections  
16 being installed. Where are we with that?

17 COMMISSIONER TROTTEBERG: Actually,  
18 we've installed about 500--

19 COUNCIL MEMBER CABRERA: Okay.

20 COMMISSIONER TROTTEBERG: --and we're  
21 going to--our goal is by 2020 to get to a thousand,  
22 and--and then keep doing them after that, and I will  
23 say it is a program between bot DOT and MIA. It took  
24 both agencies time to figure out how to make it work,  
25 and get it up to speed. We are now moving at a much

1  
2 faster pace than we used to work at, but just to be  
3 clear, one of the things I-I-I think can sometimes be  
4 hard to understand about TSP it's not just flicking a  
5 switch. We need to go to the intersections and look  
6 at how the traffic is moving in both directions, what  
7 the pedestrian flows are. You want to make sure that  
8 as you speed up buses, that you're also making it  
9 safe for pedestrians and accommodating other traffic.  
10 So, there is some engineering that goes into it, but  
11 we—we have heard loud and clear from the Council and  
12 others that we need to pick up the pace, and we're  
13 committed to doing so.

14 COUNCIL MEMBER CABRERA: Thank you so  
15 much, Commissioner, and my office will be calling  
16 yours. Thank you.

17 COMMISSIONER TROTTEBERG: Sounds good.

18 COUNCIL MEMBER CABRERA: Thank you so  
19 much, Mr. Chair.

20 CHAIRPERSON DROMM: Council Member Adams  
21 followed by Rose, Reynoso and Menchaca.

22 COUNCIL MEMBER ADAMS: Thank you very  
23 much to both chairs. Thank you, Commissioner for  
24 being here today. I just wanted to once again thank  
25 you for putting District 28 on the front burner.



1 We're not used to it, but we'll take it. Thank you  
2 very much. [laughter] We've seen tremendous  
3 progress since you and I sat down along with your  
4 staff about a month ago. I'd also like to publicly  
5 thank Nicole Garcia and Samantha Dolgoff on your team  
6 who have been staunch advocates for Southeast Queens  
7 for quite a few years, and we're very grateful to  
8 have them. We now see some traction and flow going on  
9 where we haven't seen it before. Much of it is due  
10 to the Jamaica Now project that is continuing to be  
11 ongoing for us in Southeast Queens. I look forward  
12 to not just the street repaving that we've been  
13 seeing that's so, so needed. We've had projects on  
14 the books for—since the '80s that we now see some  
15 movement on, and-and the constituents are happy, and  
16 it's things that people can finally see that they  
17 haven't seen before, and I look forward to also  
18 working with you on urgently needed one-way street  
19 convergence for safety reasons for Queens residents  
20 as well. I'm just going to move onto my question,  
21 which is a little off track, we are doing a lot of  
22 beautification cleanup, all those great things. The  
23 Van Wyck Expressway is still a tremendous ongoing  
24 project for us in the borough. I'm—I'm interested to  
25

1  
2 know—I know that DOT shares cleanup with Department  
3 of Sanitation. What is the frequency of litter  
4 pickup and mowing along the Van Wyck Expressway and  
5 Service Road.

6 COMMISSIONER TROTTEBERG: That's a good  
7 question.

8 COUNCIL MEMBER ADAMS: Thank you.

9 COMMISSIONER TROTTEBERG: Maybe I'll—  
10 I'll turn to the team to see if they can give me an  
11 answer on that, and, you know, one thing I'm happy to  
12 do is, you know, come bring our arterials maintenance  
13 crews and come visit and look at where you're seeing  
14 problems and talk about what we might be able to do  
15 there. We—we are pleased to have a new partner, and  
16 new leadership in the district, and I know we're—  
17 maybe we're making up for a little bit of lost time  
18 on some of these things.

19 COUNCIL MEMBER ADAMS: Appreciate it.

20 COMMISSIONER TROTTEBERG: I'm happy to  
21 come and walk it with you, and bring our experts  
22 along for the walk.

23 COUNCIL MEMBER ADAMS: So, I think that's  
24 appreciated very much. Okay, so we'll—we'll wait  
25

1 for—as far as the—the cleanup frequency or is someone  
2 prepared to answer that?  
3

4 COMMISSIONER TROTTEBERG: Okay. Alright,  
5 what we may—we may have to get back to you on that  
6 one at some point today. We're—we're—we're hung up.  
7 Oh, hang on.

8 COUNCIL MEMBER ADAMS: Okay.

9 COMMISSIONER TROTTEBERG: Let me—let me  
10 come back to you on that. I just deleted the email  
11 by mistake on it.

12 COUNCIL MEMBER ADAMS: Okay, I'm just  
13 going to give a side—a side bar question a little off  
14 the mark, but we'll go back to Downtown Jamaica  
15 again. We've—we'll—I—I think I told you I'm a daily  
16 commuter through the corridor. If we can just pay  
17 attention to the pedestrian crosswalk at Jamaica  
18 Avenue and Parsons Boulevard we do have the—the—the  
19 median there, and there is a dip there [bell] but it  
20 tends to be a little dangerous for two lanes of  
21 traffic especially turning from Parsons Boulevard  
22 onto Jamaica Avenue when pedestrians are walking,  
23 people are sometimes trying to get ahead of that  
24 light, and I'm looking at safety right now. Perhaps  
25 we can take look at steel poles. Bollards are too

1 big for that—for that little small piece of median,  
2 but there does need to be some type of barrier there  
3 for pedestrian safety.  
4

5 COMMISSIONER TROTTEBERG: Okay.

6 COUNCIL MEMBER ADAMS: Thank you.

7 COMMISSIONER TROTTEBERG: We're happy—  
8 happy to take a look at that.

9 COUNCIL MEMBER ADAMS: Alright thank you.

10 CHAIRPERSON DROMM: And Council Member  
11 Rose.

12 COUNCIL MEMBER ROSE: Thank you, Chair,  
13 and I want to start off with a thank you again for  
14 the speed bumps on—on Park Hill Avenue. It's a big  
15 hit where we're saving lives on—on that particular  
16 block, and I really appreciate it. So I a seawall of  
17 Staten Island question for you. Our ferry boats on—  
18 on the construction are—are we on—on target with the  
19 construction for the new ferries.

20 COMMISSIONER TROTTEBERG: We are on  
21 target, and I think—I think that someone will correct  
22 me if I'm wrong. I think the Ollis will be done at  
23 the end of 2019. Sandy Ground I believe comes

24 COUNCIL MEMBER ROSE: Yes.

1  
2           COMMISSIONER TROTTEBERG: --in 2020, and  
3 then the third boat I think is the end of 2020  
4 beginning of 2021, and I'm happy to say I haven't had  
5 the chance but our ferry team has been down to  
6 Florida where the boats are being built. They've  
7 brought back pictures. Happy to share them with you.  
8 It's very exciting. The boats look beautiful--

9           COUNCIL MEMBER ROSE: Great.

10           COMMISSIONER TROTTEBERG: --and I think  
11 things are on track, and obviously it will be  
12 particular special when Sandy Ground arrives.

13           COUNCIL MEMBER ROSE: I'm—I'm really  
14 excited about that. I can't wait, and to follow up on  
15 my colleagues' question about TSP, you know, on  
16 Staten Island we don't have a subway, and so we're  
17 really wedded to bus service, and so to follow up on  
18 Council Member Cabrera's question, is the money that  
19 is dedicated to TSP in this year's Executive Budget  
20 enough to install a TSP on 20 bus routes by the end  
21 of the 2018 FY—Fiscal Year and how many new routes  
22 can be equipped with TSP given the current  
23 allocation?

24           COMMISSIONER TROTTEBERG: Well, we're—  
25 we're looking—as I said, we're actually—we actually

1 look at TSP. We're looking at right now more in  
2 terms of intersections because on a given bus route  
3 some intersections are places where there's real  
4 bottleneck with buses. Some intersections may be  
5 not. At some intersections you have complicated  
6 cross-traffic and pedestrian patterns. So, for us,  
7 we're trying to look at the busiest bus routes, but  
8 pick out of those the busiest intersections, and as  
9 I-I-I was answering one of your colleagues, we have  
10 500 intersections, and I think it's 10 bus routes  
11 installed so far. We're in the next two years aiming  
12 to do at least another 500 intersections and more in  
13 the coming years. So, look, I-I know we're joined by  
14 Council Member Levine and he's been a big champion of  
15 this and, you know, we understand we need to pick up  
16 the pace, but I do want to stress we also want to  
17 make sure that we get the engineering right so that  
18 we really actually maximize the improvements in bus  
19 reliability and travel times. I don't want to just  
20 do easy intersections where I don't have to do a lot  
21 of complicated engineering just to hit the numbers.  
22 I want to make sure we're getting—frankly probably  
23 what are some of the most complicated intersections  
24 in this city because those are the places where buses  
25

1  
2 are really getting held up, and where we can see big  
3 travel time savings. [bell] I know this is a big  
4 area of focus with the Council so I'm sure there will  
5 be more discussion to come on it.

6 COUNCIL MEMBER ROSE: It's not a resource  
7 issue, is it?

8 COMMISSIONER TROTTEBERG: It-it really  
9 isn't a resource issue. I think for us it's getting  
10 better and faster and more efficient in picking up  
11 our techniques. So, admitted in my testimony, I  
12 think for both DOT and the MTA this has been a bit of  
13 learning process on how to do this, how to work  
14 together. How to move its speed, but I think we've  
15 gotten a lot smarter about it. You know, part of our  
16 regular work around the city is signal retiming as a  
17 lot of you know because we've done them in your  
18 districts. We're constantly looking around the city  
19 where we see safety issues or traffic issues, and  
20 doing signal work. We're now incorporating the TSP  
21 engineering at the same time. So, we're really  
22 hoping that's going to start to help us be both  
23 efficient not needing a lot of new resources but pick  
24 up that pace.

25 COUNCIL MEMBER ROSE: Thank you.

1  
2 CHAIRPERSON DROMM: Okay, Council Member  
3 Reynoso followed by Menchaca, Koo and Moya. [pause]  
4 Reynoso. Okay, so we're going to go to Council Member  
5 Menchaca then, right. [background comments, pause]  
6 Okay, Council Member Moya.

7 COUNCIL MEMBER MOYA: Thank you to Chair  
8 Dromm, Rodriguez and Gibson especially to Chair Dromm  
9 you've been doing the yeoman's work with handling  
10 these hearings. I just want to go—Commissioner,  
11 thank you very much for being here and, of course for  
12 walking with us in the district a few days ago. I  
13 just want to go back to Clear Curbs. I know that  
14 Council Member Dromm spoke to you a little bit about  
15 that, but I just wanted to ask a couple of questions  
16 because I know I'm on a—a time clock. What does the  
17 continuing communication that you mentioned earlier  
18 look like because in my community and the business  
19 owners don't feel that there was adequate information  
20 given for this particular program, and then also in  
21 Fiscal Year 19 you're asking for funds to hire three  
22 city planners and two associate staff analysts to  
23 study off-hour deliveries in our city. How much was  
24 spent on planners to study while Corona, Jackson  
25 Heights and areas of Brooklyn were chose to



1 participate in this program, and if you can tell me  
2 what was the methodology that you used to choose  
3 these neighborhoods for the pilot program?  
4

5 COMMISSIONER TROTTEBERG: Well, first of  
6 all yes, thank you. I'm glad we all got to walk  
7 together the other day on Northern Boulevard, and  
8 we're obviously continuing that work. And, look, we-  
9 we did I think a good amount of outreach before the-  
10 before Clear Curbs, but I understand. Not everybody  
11 felt like we got to them. We have tried to have  
12 staff on the ground most days and-and, you know,  
13 working through our Borough Commissioner's office,  
14 and our Traffic Planning and Management staff and  
15 again I've been out there a couple of times myself.  
16 Happy to come out again, and meet with anyone you  
17 would want us to meet. We are-we understand and a  
18 process in this pilot of taking feedback of trying to  
19 adjust where possible, and it was a-a question from  
20 Chair Dromm earlier in the hearing. Could we look  
21 at-do we need to do it in both directions? That's a  
22 discussion we want to have with NYPD and bring them  
23 into that dialogue. So, happy to keep doing that,  
24 and I'll admit this was a pilot program. So, this  
25 was one where, you know, we sat together and tried to

1  
2 pick what we thought were some typical commercial  
3 corridors in New York City where we—where we saw a  
4 lot of congestion and we were hoping again we could  
5 find the balance of moving vehicles, being sensible  
6 and sustainable in NYPD resources and having it not  
7 greatly impact local businesses and buildings. And I  
8 understand, you know, this is a pilot and we're still  
9 trying to get that—that mix right, but again happy to  
10 come, you know, I—I understand there's still ongoing  
11 frustrations. Happy to come and walk with you and  
12 see if there are other adjustments.

13 COUNCIL MEMBER MOYA: I would—I would—I  
14 would greatly welcome that.

15 COMMISSIONER TROTTEBERG: Okay, happy to  
16 do that.

17 COUNCIL MEMBER MOYA: Just given that to  
18 me I'm still not understanding the methodology that  
19 was used to choose that neighborhood, and I think  
20 that is a great concern when we as Council Members  
21 also would like input on how these plans go forward  
22 not to get a phone call right before to say this is  
23 what we're implementing. [bell] So, I would really  
24 appreciate the opportunity for you to come down and  
25 speak to some of the business owners and some of the

1 neighbors, and walk through with me. So, I can  
2 demonstrate to you what we're seeing that is really  
3 causing the amount of frustration, and I know that  
4 Chair Dromm spoke to you about the amount of tickets  
5 that are being issued and the number of cars that are  
6 being towed since the inception of this program,  
7 which is really high.

9 COMMISSIONER TROTTEBERG: Happy to do  
10 that, and bring—and we'll bring NYPD as well.

11 COUNCIL MEMBER MOYA: Thank—thank you.

12 COMMISSIONER TROTTEBERG: Uh-hm.

13 CHAIRPERSON DROMM: Thank you. Let's go  
14 to Council Member Richards.

15 COUNCIL MEMBER RICHARDS: Thank you, and  
16 thank you, Chairs for the work that you're doing. A  
17 question on—so I'm very happy to hear we're putting  
18 money into new programs to study—do more studies, but  
19 one of the challenges I think most Council Members  
20 office's share is we get a—a huge load of spend hump  
21 requests, traffic studies, and I'm interested in  
22 knowing are you beefing up any money in the budget to  
23 ensure that the staffing levels for engineers are  
24 there?

1  
2           COMMISSIONER TROTTEBERG: It-it is-it is  
3 certainly true, Council Member Richards that we are  
4 seeing every year the number of requests for signal  
5 studies, speed humps, all kinds of treatments  
6 continue to go up, and you know, I have to say I'm  
7 very grateful to the Mayor and the Council. We have  
8 gotten very, very robust resources for our Vision  
9 Zero work and doing that work, and, you know, I think  
10 our agency is now producing at a-at a very high  
11 volume.

12           COUNCIL MEMBER RICHARDS: But I'm not  
13 talking about Vision Zero. I'm talking about the  
14 everyday and I-I'll get to that question, but the  
15 everyday Councilmatic work that our staffs get on  
16 speed humps. So, does that include more resources?

17           COMMISSIONER TROTTEBERG: [interposing]  
18 Well, I guess I consider those a Vision Zero element.

19           COUNCIL MEMBER RICHARDS: Okay, so you're  
20 adding engineers, and what are the staffing levels  
21 for--?

22           COMMISSIONER TROTTEBERG: Maybe someone  
23 will put out that-we'll get you that information.

24           COUNCIL MEMBER RICHARDS: Alright and  
25 I'll move on from there. Merrick Boulevard a huge

1 artery in Southeast Queens. I know myself and  
2 Council Member Miller certainly share a vision of  
3 seeing Merrick Certainly a much safer corridor.  
4 There's been a lot accidents, and we've done some  
5 minor treatments with them.  
6

7 COMMISSIONER TROTTEBERG: Yes.

8 COUNCIL MEMBER RICHARDS: Very grateful  
9 to your agency for. Interested in knowing what's the  
10 status of Vision Zero requests for Merrick.

11 COMMISSIONER TROTTEBERG: Yeah, and—and  
12 let me check on that, and look I totally agree with  
13 you. Love the—the first project we did there and  
14 totally agree with you and Council Member Miller.  
15 That is a corridor where we want to do more work, and  
16 I know I had talked to our Queens Borough Office  
17 about what those next data would be. So, hopefully  
18 someone will hunt it down for me.

19 COUNCIL MEMBER RICHARDS: Alright, I  
20 don't want to give my true thoughts on what your  
21 answer just was. I would hope that we're seriously  
22 entertaining, and that we're going to move forward  
23 with actually producing some real results on Vision  
24 Zero from that. (sic) And then the last question is  
25 on Select Bus Service rollout. So, obviously you've

1 expanded. It's bring in some additional routs. Very  
2 grateful to Woodhaven rollout. I certainly am  
3 interested. I don't want to speak for my other  
4 colleagues and at least my portion of Merrick being  
5 entertained for Select Bus Service and perhaps having  
6 another conversation on bus lanes, and interested in  
7 knowing is your agency open. I think it is something  
8 I have requested prior to today, and would love to  
9 follow if-if that's the case.

11 COMMISSIONER TROTTEBERG: We would love  
12 to do that because I would say certainly one of the  
13 challenges we're finding on the bus lanes it's no  
14 secret is they can be [bell] very politically  
15 challenging, and in places obviously where Council  
16 Members, you know, embracing them and supportive,  
17 obviously we want to come in and see what we can do.  
18 So, let us follow up with you on that.

19 COUNCIL MEMBER RICHARDS: Alright, and  
20 the over citywide rollout. I know. I think Council  
21 Member Lander had passed a bill on additional routes,  
22 the study.

23 COMMISSIONER TROTTEBERG: Right, he-he  
24 had passed a bill on a citywide transit study, and  
25 the Mayor last year I think it was in October,

1 basically released what we sort of considered as part  
2 one of that, which was our Bus Forward Report, which  
3 looked at what we're going to be potentially in the  
4 next 21 Select Bus Service routes and a bunch of the  
5 other things we're doing to improve bus serviced  
6 citywide, and now I' think I'm very excited that that  
7 has been complemented by--

9 COUNCIL MEMBER RICHARDS: [interposing] T  
10 he MTA.

11 COMMISSIONER TROTTEBERG: --New York  
12 City Transit's Bus Action Plan, and I think for the  
13 two agencies this is--this is really a great time  
14 where we're going to really work to together and I  
15 think makes some major strides in tackling, you know,  
16 the declining ridership and--and bus seats here in the  
17 city.

18 COUNCIL MEMBER RICHARDS: And I'll just  
19 close with my--close with my final comment. I would  
20 hope that you're going to really look at transit  
21 deserts and prioritize [laughs] in a way that ensures  
22 that especially communities that are transit deserts  
23 are being prioritized--

24 COMMISSIONER TROTTEBERG: Yes.  
25

1  
2 COUNCIL MEMBER RICHARDS: --in a way that  
3 is thoughtful. So, thank you. Thank you, Chairs.

4 CHAIRPERSON DROMM: Thank you. Council  
5 member Constantinides, oh yes, and excuse me. We've  
6 been joined also by Council Member Rosenthal, Levine,  
7 and Salamanca and now questions from Council Member  
8 Constantinides followed by Deutsch, Levine and then  
9 Salamanca.

10 COUNCIL MEMBER CONSTANTINIDES: Thank  
11 you, Chair Dromm, Chair Rodriguez and Chair Gibson  
12 and Commissioner. Good to see you again. So I have  
13 a few questions. Astoria in particular, but I'm sure  
14 this is more indicative of what's going all over, DDC  
15 and Con Edison are taking turns destroying streets  
16 throughout our district--our borough, our district,  
17 and there wasn't--

18 COMMISSIONER TROTTEBERG: Upgrading the  
19 infrastructure

20 COUNCIL MEMBER CONSTANTINIDES: Huh?

21 COMMISSIONER TROTTEBERG: Upgrading the  
22 infrastructure.

23 COUNCIL MEMBER CONSTANTINIDES: Yes.  
24 However you want to frame it, our streets are--are  
25 nearly impassible on a daily basis and I have the



1  
2 strongest—I mean I want to give Nicole Garcia a lot  
3 of credit. She's been great, but we really need—  
4 really, really need commitments on street re-pavings  
5 when all of this is done. I—I recognize the water  
6 main replacements are important. I recognize that  
7 the gas main replacements are important, but as far  
8 as pedestrians, cyclists and drivers it's not safe  
9 for anyone. So, how are things going to get  
10 repaired?

11                   COMMISSIONER TROTTENBERG: Well, let me  
12 first of all I'm going to circle back with Nicole.  
13 We are—there's certainly challenges now in the warm  
14 weather. We have a lot of construction going on, a  
15 lot of major water mains and other projects  
16 happening, and I have to say one thing we have found  
17 is that I'll admit we have to keep on top of as the  
18 work is being done, as temporary restorations are  
19 going in, as we're providing space for pedestrians  
20 and cyclists to make their way around the work zones  
21 are they safe, are they adequate, et cetera. So,  
22 I'll admit that it's something we need to always keep  
23 on top of. We have been beefing up our inspection  
24 staff to go out and make sure that contractors where  
25 they're doing this work are properly restoring the

1 sites. They're setting up the proper work setups and  
2 then obviously we need to make sure, as you point out  
3 that when the work is done, that we do a good  
4 restoration job, and that is something, you know,  
5 that our agency, we're very focused on because there  
6 is a lot of major work going on right now on the  
7 city's roadways.

9 COUNCIL MEMBER CONSTANTINIDES: And there  
10 is a lot of repair. I mean almost the entirety of  
11 the northern portion of my district needs to be  
12 repaved this summer. So, I need commitments from you  
13 and from Commissioner Garcia to make sure that's  
14 actually going to happen. As soon as DDC and Con  
15 Edison is finished, we really need your staff to be  
16 out there repaving right behind them because we  
17 can't waiting through another winter to get these  
18 streets into good repair.

19 COMMISSIONER TROTTEBERG: Well, let-let  
20 me-I will-I will talk to her and our resurfacing  
21 folks and make sure we are coordinated on that.  
22 Understood.

23 COUNCIL MEMBER CONSTANTINIDES: I  
24 appreciate that and secondly on sustainability, I see  
25 that we're going to save \$2.9 million from going to

1 electric vehicles. You know, what will the  
2 environmental impact be of this replacement?  
3

4 COMMISSIONER TROTTEBERG: Well, I don't  
5 know if I have a number just for that small amount of  
6 vehicles. I do know that in the Mayor's 80 x 50 Plan  
7 that, you know, for transportation, electrification  
8 of the city's vehicles both city owned and eventually  
9 hopefully pride (sic) of the vehicles as well as a  
10 huge component of our carbon reduction. A link.  
11 Guess what? I do have a number. I stand corrected.

12 COUNCIL MEMBER CONSTANTINIDES: Alright,  
13 there you go.

14 COMMISSIONER TROTTEBERG: Every fully  
15 electric vehicle will save 250 gallons of unleaded  
16 gasoline, but just to put it in the bigger picture,  
17 the city does want to move to fully electrifying its  
18 fleet. We're also, you know, we've had a lot of  
19 discussion today about the L-Train. We're working  
20 with the MTA as they figure out how to try and  
21 electrify more and more of their buses, and how we  
22 provide the charging infrastructure that they are  
23 going to need, and then the city is also working to  
24 building out some on-street charging infrastructure  
25 so that more private vehicle owners can convert to

1 electric vehicles. So, it is a big push in this  
2 administration.  
3

4 COUNCIL MEMBER CONSTANTINIDES: How many  
5 buildings—I mean, Chair indulge me one last question.

6 CHAIRPERSON DROMM: Yes.

7 COUNCIL MEMBER CONSTANTINIDES: The—how  
8 many buildings do we have control of? I mean that's  
9 part of our portfolio, that's city-owned buildings  
10 that need retrofits for solar, for and have the  
11 opportunity—we have the opportunity to meet the 30x50  
12 goal by retrofitting them as well.

13 COMMISSIONER TROTTEBERG: Yeah, that's—  
14 that's—DCAS is really the one spearheading that  
15 initiative, and I—I can certainly say on the DOT  
16 front we have been putting in charging stations in  
17 all of our buildings and looking at where we can put  
18 solar powers in. It'—it does—in some buildings it's  
19 going to work better than others just depending on  
20 where they're located, whether they're good—get a  
21 good amount of sun, but it is certainly a DCAS  
22 Initiative that all the city agencies are pretty  
23 engaged in. You know, we are very committed to doing  
24 what we can to—to reduce carbon emissions in this  
25 city.

1  
2 COUNCIL MEMBER CONSTANTINIDES: Thank  
3 you, Commissioner.

4 CHAIRPERSON DROMM: Okay, Council Member  
5 Deutsch.

6 COUNCIL MEMBER DEUTSCH: Thank you,  
7 Chair. Good afternoon, Commissioner. So, first I  
8 want to give a shout out to Rebecca Zack because I  
9 don't see her. She's not here today, right? So, I'm  
10 giving her a shout out.

11 COMMISSIONER TROTTEBERG: I will pass  
12 that along to her.

13 COUNCIL MEMBER DEUTSCH: Okay, yeah.

14 COMMISSIONER TROTTEBERG: She had to be  
15 out of town today, by the way.

16 COUNCIL MEMBER DEUTSCH: Okay, great.  
17 So, also, I just—I wanted to first of all thank you  
18 for your partnership, and I know we have several  
19 projects ongoing projects throughout my district, and  
20 your officer has been really extremely responsive  
21 and—and that's important to have—having the  
22 partnership--

23 COMMISSIONER TROTTEBERG: Thank you.

24 COUNCIL MEMBER DEUTSCH: --with your  
25 elected officials and your community, and the

1 Department of Transportation. So, thank you for  
2 that. So, I just want to bring up an issue that has  
3 come upon-over the last few months. National Grid  
4 is—they're installing gas valves throughout the city,  
5 and there were two occasions within the last two  
6 months that I have seen the streets being closed for  
7 gas valve repairs. So, I always—every time I see a  
8 street closure, and I—I look on the DOT website, and  
9 if I don't see anything there, I pull over and I ask  
10 them for the permits. They're supposed to have the  
11 permits on hand, and on two occasions, one was on a  
12 Friday, and they had—they were working on three—three  
13 blocks, three side streets, and when—after I asked  
14 them for the permit they couldn't come up with any  
15 permits, and then you open the street. The second  
16 occasion was on a Sunday morning 7:30 in the morning,  
17 a.m. they were—they were jack hammering and they were  
18 installing those valves, and I pulled up again. I  
19 asked them for their permits. No permits. They  
20 opened the street, and then Con Edison. Con Edison  
21 puts out cones closing up certain blocks like—it  
22 could be like three weeks before the—any type of work  
23 is being done. They hire people to out there  
24 sitting—sitting, you know, sitting in the cars  
25

1 putting outs cones at least three—sometimes three or  
2 our weeks before a project even begins. So, these  
3 two things I think there needs to be more oversight  
4 and the DOT needs to let them know that, you know, if  
5 you're going to close up these blocks, then we're not  
6 going to issue permits as when you need them when  
7 they have—when you just want, you know, go ahead and,  
8 you know, you have to give them a hard time. There  
9 needs to be oversight on these utility companies.  
10 The utility companies have been responsive, but  
11 sometimes over a weekend from Friday sometimes to  
12 Monday morning there is no one really you can  
13 communicate. So, I—I don't have to go out there  
14 myself and to call the local precinct and ask them  
15 for their permits and there's no permits to open the  
16 streets.

18 COMMISSIONER TROTTEBERG: So, you raise  
19 a good question, and it's funny you mentioned Nation  
20 Grid because your colleagues on Staten Island have  
21 also brought to my attention I think some  
22 frustrations they're having with National Grid. I  
23 have been in touch with their leadership and our  
24 teams are sitting down because I think they are  
25 trying to get a lot of this valve work done close to

1 a deadline that I think they waited too long to do  
2 and we are certainly having some ups and downs with  
3 them. We—wherever you see operations that aren't  
4 appropriate where they don't have the right permits  
5 or they're doing something that looks wrong, do let  
6 us know, and we will get our inspectors out there  
7 right away. National Grid to their—to their credit  
8 has come to the table and said, you know, they want  
9 to talk through with us how they can improve their  
10 operations be less disruptive, operate with the  
11 appropriate permits and restore their roadway  
12 afterwards to a good condition, but you have  
13 identified a challenge we are seeing with them in  
14 Brooklyn and in Staten Island as well. I think when  
15 it comes to there is so much utility work, as we're  
16 seeing, there's so much utility work and water and  
17 sewer work going on in the city right now. We do  
18 really welcome from you however you want to do it,  
19 through our borough commissioner's offices or  
20 whatever, where you're seeing problems tell us. We  
21 will get our inspectors out there right away, but we  
22 need—it's helpful to have all the eyes and ears of-of  
23 elected officials and community boards, et cetera  
24 because there are literally thousands and thousands  
25



1 of jobs going on right now in the city streets.

2 There's, as you all know, a big boom in roadway,  
3 utility and construction work.  
4

5 COUNCIL MEMBER DEUTSCH: Thank you,  
6 Commissioner and we could just send a message again,  
7 this way we could be proactive and, you know, it  
8 should come to the point that I have to, you know, we  
9 have to call in with the DOT.

10 COMMISSIONER TROTTEBERG: We have—we  
11 have certainly sent the message to National Grid, and  
12 we're going to be ongoing in our discussions with  
13 them, but again, you know, to the extent that you all  
14 give us feedback it helps us in our dialogue with  
15 them.

16 COUNCIL MEMBER DEUTSCH: Okay, and also  
17 with Con Ed with their projects--

18 COMMISSIONER TROTTEBERG: Yep.

19 COUNCIL MEMBER DEUTSCH: -- it would take  
20 up like something—like—it would take up a whole block  
21 of parking spots like three or four weeks before  
22 projects are--

23 COMMISSIONER TROTTEBERG: [interposing]  
24 I know. They do it on my block all the time.

25 COUNCIL MEMBER DEUTSCH: I'm sorry?

1  
2                   COMMISSIONER TROTTEBERG: They do it on  
3 my block all the time.

4                   COUNCIL MEMBER DEUTSCH: Okay, so we're  
5 going to take care of that, too.

6                   CHAIRPERSON DROMM: Isn't there a rule,  
7 Commissioner that utilities are not supposed to touch  
8 streets that have been repaved? They're not supposed  
9 to touch them within five years?

10                  COMMISSIONER TROTTEBERG: Well, the—the  
11 rule, of course, like everything in New York is  
12 nuanced. If there is emergency work that needs to  
13 happen then they can go there is an 18-month period  
14 where they're completely not allowed to do it. If  
15 after that period there is something of some  
16 emergency then they have to go in and fully restore  
17 it, but again, I'll freely admit this is a challenge  
18 we're having working with the utilities right now,  
19 and particularly National Grid, which I think to our  
20 frustration is—we've looked at our statistics, and  
21 we've seen to the credit a lot of the utilities when  
22 they know we're going to do resurfacing work, they  
23 try and get in ahead of time. We're seeing with  
24 National Grid that that is not happening as often as  
25 it should, and so part of that is making sure that

1  
2 there is good coordination and we're tightening those  
3 schedules and it's interesting, and it is a little  
4 bit of maybe a happy symptom of the fact that, you  
5 know, thanks to the Council and the Mayor we're doing  
6 so much resurfacing right now that these conflicts  
7 with the utilities are coming more the fore and do  
8 require more I think preplanning and coordination.

9 CHAIRPERSON DROMM: I-I think the key is  
10 in the pre-planning, and what they might call an  
11 emergency versus the lack of pre-planning.

12 COMMISSIONER TROTTENBERG: Agreed.

13 CHAIRPERSON DROMM: Okay. Next Council  
14 Member Levine followed by Council Member Salamanca.

15 COUNCIL MEMBER LEVINE: Thank you,  
16 Chairs and--and hello Commissioner, I'm going to  
17 follow up on the very great questions that our  
18 colleagues Council Members Rose and Cabrera asked,  
19 and no surprise on transit signal priority, and I  
20 don't have to I think make the case, but the data I  
21 have is that 21% of the time buses on buys routes is  
22 lost at red lights, which is a problem we need to  
23 solve and one that we can solve without the kind of  
24 multi-billion dollar expenditures that it takes to  
25 fix subways or some of the other major transit

1 problems. You had mentioned that you don't—you're  
2 not measuring our goals by number of lines, but by  
3 number of intersections, and I don't know if you  
4 wanted to clarify that, but you—you then touted that  
5 we've got ten lines up and running and thank you for  
6 referring to our bill and to our 163, which seeks to  
7 double the pace of installation based on the number  
8 of lines. Can you clarify that?

10 COMMISSIONER TROTTEBERG: Yeah, you're—  
11 you're right. I contradicted myself a little bit  
12 there. We are looking at both, but I guess I just  
13 wanted to sort of underscore the point that not all  
14 intersections are created equal as we do this work,  
15 and—and I don't want to—quantity is important, but  
16 quality is also important, and, you know, again in  
17 some of the most challenging parts of New York City  
18 I've got buses coming and in both directions. I've  
19 got traffic coming in both directions. I've got  
20 heavy pedestrian volumes. I do want to make sure I  
21 get the engineering right while fully agreeing that  
22 we need to pick up the pace, and I know you have  
23 legislation and, you know, happy to engage with you  
24 on it. I—I think our agency is doing a lot better,  
25 but that's not to say there isn't more we can do,

1 and, you know, we understand this is an enormous  
2 priority for the--

3  
4 COUNCIL MEMBER LEVINE: [interposing]

5 And--and I do want to get to--because my time is  
6 limited to, to--to the question of funding, and  
7 staffing, and you--you mentioned that this is not a  
8 resource question, which--which perplexed me in that  
9 the MTA is committed to putting technology on all the  
10 buses. We've already got a secure WiFi network. So,  
11 connectivity is not an issue, and I believe the  
12 bottleneck is planning at DOT to implement what are I  
13 understand our engineering challenges, and I see in  
14 the budget you have--do I don't have the exact number,  
15 but about \$300,000 I think allocated for FY19 to the  
16 team that's doing the planning on that. I don't know  
17 if I have that correctly.

18 COMMISSIONER TROTTEBERG: I think that's  
19 for--I think that's for additional--those are for  
20 additional that we're having work on TSP. We have a  
21 very large traffic engineering team so--

22 COUNCIL MEMBER LEVINE: [interposing] But  
23 how many people are working on TSP?

24  
25

1  
2           COMMISSIONER TROTTEBERG: Well, that's a  
3 good question. We'll see if we can get you the  
4 answer to that.

5           COUNCIL MEMBER LEVINE: But wouldn't-  
6 wouldn't it follow that-let's just say there's 10  
7 people. I'm just saying a number. So, let's say  
8 there's 10 people working on TSP. If we doubled  
9 that, wouldn't we double the pace of number of  
10 intersections we could install this on?

11           COMMISSIONER TROTTEBERG: Not  
12 necessarily, and again I think as I was saying today  
13 I think part of it for us is we want to see how we  
14 can work [bell] smarter, and again one of the things  
15 that we discovered is as we're doing signal returning  
16 of which we do many all over the city. Now we're  
17 going to include the TSP work on it. So, so let us-I  
18 think I want to sit down and if we could spend some  
19 time and really talk. I understand the desire for  
20 more resources, but I also want to show you I think  
21 the steps we're taking to make really good use of the  
22 resources that we have because I think part of this  
23 is for us working smarter.

24           COUNCIL MEMBER LEVINE: I-I hear you on  
25 that, and I'll close because my time is up. I just

1 want to say we—we beat upon the MTA all the time for  
2 things they are doing wrong, they need to do better,  
3 but on this one they have stepped up. They're  
4 putting a tech on the buses. We just need to now  
5 break through the barriers on our side, and it seems  
6 like it's come down to the bottleneck of staffing  
7 there, and—and that's what I want to focus on, and  
8 that's what our bill is looking to break through.

9  
10 COMMISSIONER TROTTEBERG: Well, again  
11 happy to—to discuss further with you.

12 COUNCIL MEMBER LEVINE: Thank you,  
13 Commissioner, thank you, Mr. Chair, thank you chairs.

14 CHAIRPERSON DROMM: Thank you. Council  
15 Member Salamanca.

16 COUNCIL MEMBER SALAMANCA: Thank you, Mr.  
17 Chair. Good afternoon, Commissioner. I just want to  
18 follow up on some of the Council Member Richards'  
19 questions. In my former life as a district manager  
20 we put in a lot of requests for left turn signals,  
21 stop signs, speed bumps, and we would get a letter or  
22 an email recognizing that DOT received the request,  
23 but it would take up to eight months to actually do a  
24 study, and then once approved, it would take up to  
25 eight—six months to actually implement. So, what

1 plans are you putting in place or what systems are  
2 you putting in place to expedite the study process  
3 and the implementation process?  
4

5 COMMISSIONER TROTTEBERG: Well, again,  
6 I—I just wanted to make the point Council Member  
7 Salamanca that I made earlier, which is one challenge  
8 that we're facing it's no question is the number of  
9 request we're getting for signals, for stop signs for  
10 speed humps is growing pretty—I won't say  
11 exponentially, but it's growing pretty rapidly every  
12 year. So, you know, again a little bit as with TSP I  
13 think we are looking for how can be smart and  
14 efficient in how we respond to those requests, but it  
15 is also true we are getting such a large volume of  
16 requests right now, that the agency—we're—we're  
17 working hard to keep up, and, you know, one of the  
18 questions particularly we're grappling with in terms  
19 of signal requests for example is New York is  
20 unusual. In most other cities they don't just take  
21 all signal requests from the public from elected  
22 officials et cetera, they—they typically have a  
23 pretty involved process. In New York we take all—we  
24 take all requests and we do the studies for anyone  
25 who makes a request. A great number of those



1 students it's not going to pass our warrant tests and  
2 so it's not going to be denied. So, part of the  
3 question we're asking is there a way we can make that  
4 system more efficient so that we're sure that to the  
5 extent that we're doing studies, we're doing them in  
6 the places where the traffic data is sending us where  
7 we're seeing the highest crashes and obviously the  
8 biggest need to try and address safety conditions.

10 COUNCIL MEMBER SALAMANCA: Alright, well  
11 I'm advocating my—the borough the Bronx is—we're—you  
12 know there's the traffic changes. They're SBS lines  
13 that are coming in. Almost every community has bike  
14 lanes. So I'm advocating if we can really look to  
15 see how we can help out the borough of the Bronx, the  
16 Bronx Commissioner so that we can expedite some of  
17 these studies. And then my—my last question again  
18 with Vision Zero in my district we have the SBS  
19 lanes, we have the bike lanes. There has been major  
20 traffic changes to improve pedestrian safety, and it  
21 has helped. Less pedestrians are getting hit by  
22 vehicles in my district especially major avenues.  
23 But this has also created major gridlock in my—in my  
24 district especially intersections such as Hunts Point  
25 and Bruckner Boulevard. With these changes now

1 vehicles are looking for other ways to get onto  
2 Bruckner so that they can get-hop onto George  
3 Washington, FDR Drive, Whitestone, Throgs Neck, and-  
4 and so what we've seen is that NYPD traffic instead  
5 of sending traffic control agents to help ease the  
6 traffic and move the traffic along, what they're  
7 doing is that they're sending traffic enforcement  
8 agents, and these agents are literally hiding behind  
9 buildings waiting for the light to turn red and then  
10 they pop out and they're giving summonses. I  
11 consider that entrapment, and so I know the process.  
12 Before DOT makes any changes they go to community  
13 boards. They show them their plan to try to get some  
14 type of community input. I've been there. I've seen  
15 it, but these plans do not incorporate what would  
16 happen when major gridlock when you're shortening the  
17 streets. These plans do not incorporate or there's  
18 no conversations of, you know, we're going to work  
19 with traffic control agents to get your traffic  
20 control agents to move the traffic along. So, what  
21 exactly are—are you planning on doing as you move on,  
22 and you go to different communities and you institute  
23 safety measures? Are you doing it to help these  
24 communities from getting rid of the gridlock?  
25

1  
2                   COMMISSIONER TROTTEBERG:  So, we  
3 certainly try when we do, as you say, our Vision Zero  
4 improvements to do a lot of traffic analysis and we  
5 try and come up with designs that will minimize  
6 traffic impacts.  That said, traffic patterns in the  
7 city are always changing and shifting and a lot is  
8 going on in the Bronx.  Where you see gridlock  
9 happening where it wasn't happening before we like to  
10 bring our engineers up and see if there are things we  
11 can do with signal timing and potential design  
12 changes.  So, certainly to the extent that you're  
13 seeing real changes in traffic patterns, let us come  
14 and do some diagnosis and see if we can make some  
15 fixes.  I mean with all the projects we do, we're  
16 always ready to come back and tweak and amend them if  
17 they're not working as they were supposed to.  In  
18 terms of coordinating with PD that—that's something  
19 let me maybe talk to you about off line if you feel  
20 like there's not a good enforcement set up somewhere.  
21 Maybe we can—we can coordinate together on that.  
22 Because obviously it's not our goal to have people in  
23 a gotcha situation in an intersection where we've  
24 done a redesign.

1  
2 COUNCIL MEMBER SALAMANCA: Yeah, I  
3 recently met with Chief Chan from NYPD Traffic and he  
4 has been helpful in addressing some of the—some of my  
5 concerns of actually sending control agents, but I  
6 see that as a temporary measure. We need to look at  
7 something that's going to be permanent, and then just  
8 lastly. I promise this will be the last one. My SBS  
9 lanes in the last hearing spoke about how their 24-  
10 hour set-aside for the—for the buses, and I know that  
11 other parts of the city there are certain hours like  
12 10:00 to 7:00, 10:00 to 4:00. I would love for  
13 someone from DOT I'm asking on the record again to  
14 reach out to me and with the local community board so  
15 that we can have the lanes available during rush hour  
16 when they should be available, but when it's non-rush  
17 hour hours all traffic—all vehicles should be able to  
18 use these lanes.

19 COMMISSIONER TROTTEBERG: I'm happy have  
20 someone from the Bus Team reach out. I will just say  
21 in some cases the reason we go with—with 24 hours,  
22 and I have to look at the stretches on—on the SBS  
23 Line in your district is it serves buses, but off  
24 hours. It also serves as a safety measure because  
25 often it's places where there are wide streets and it

1  
2 can serve as traffic calming, but yes we will have  
3 our bus team come and walk through with you and take  
4 a look.

5 COUNCIL MEMBER SALAMANCA: Thank you,  
6 Commissioner. Thank you, Mr. Chair.

7 CHAIRPERSON DROMM: Council Member  
8 Rodriguez.

9 CHAIRPERSON RODRIGUEZ: Yes. Two  
10 questions. One is with the pedestrian—the Barnes  
11 Dance. As you know, I think that there is one area  
12 for me that I will see that it will always, you know,  
13 remind this administration one of the area especially  
14 related to this is our Vision Zero. And what is the  
15 hesitancy to--that we have as a city to continue  
16 making more congested intersections as the Barnes  
17 Dance so that we can give the pedestrians the  
18 opportunity to cross in all directions?

19 COMMISSIONER TROTTEBERG: So, it's—it's  
20 a very good question and one I get from your  
21 colleagues, and here is what we've seen with Barnes  
22 Dance, and just to clear how the Barnes Dance works.  
23 Typically the way our intersections work, if it's a  
24 simple intersection with say two street crossing,  
25 you—you may have just two phase. One phase where cars

1 are pedestrians are going in this direction and one  
2 phase where cars and pedestrians are going in this  
3 direction. For a Barnes Dance at that intersection  
4 you need three phases: One phase where the cars in  
5 this direction go and pedestrian stand. One phase  
6 where the cars in this direction go, and then one  
7 phase where all cars stop and just pedestrians go.  
8 One of the things we've seen in some places where  
9 we've put them in in regular intersections is the  
10 pedestrians feel like they're waiting too long.  
11 They're used to—they're used to crossing with one  
12 lane of moving traffic and they're not compliant, and  
13 we've seen in some places unfortunately that that has  
14 made crashes go up. Where we have seen Barnes Dances  
15 work is actually not in regular New York City  
16 intersections. It's in—you have a place where a  
17 bunch of oddly angled streets come together. Maybe  
18 you've got five or six streets coming together, and  
19 so it's a lot less intuitive for both pedestrians and  
20 vehicles to know how they're supposed to cross, and  
21 so they're—they're more patient than ready to wait  
22 while the other vehicles or the pedestrians are  
23 moving. What we have found is working very, very well  
24 is leading pedestrian intervals, which is sort of the  
25

1  
2 compromise approach, which is to give pedestrians a  
3 head start, but not try and hold them through two  
4 full phases of traffic, and—and as you know, Mr.  
5 Chairman, Dot used to do very few leading pedestrian  
6 intervals. We were sort of conservative about it,  
7 and in this Administration I'm proud to say we have  
8 started installing them exponentially, and when I  
9 looked particularly last year at why we saw such a  
10 drop in pedestrian fatalities. I think our experts  
11 have concluded that the LPIs have really been  
12 potentially one of those factors. So, we—we just  
13 seem to think that they for regular New York City  
14 intersections you get better compliance and you  
15 actually get better safety with LPIs. If there are  
16 particular intersections where people want us to look  
17 at the Barnes Dance we will always come and look, but  
18 it's—it's actually seemed to only work well in  
19 strange irregular intersection again where people  
20 will wait more patiently. They're not accustomed to  
21 just moving with the traffic.

22 CHAIRPERSON RODRIGUEZ:

23 COMMISSIONER TROTTEBERG:

24 CHAIRPERSON RODRIGUEZ: I—I—I have to  
25 disagree with that, and again I—I know that you rely

1 on the engineer and the experts. So, I'm not as  
2 qualified to know the source of our argument, but I  
3 feel that all the major cities have already been  
4 installing more Barnes Dance and it's working. My  
5 concern is in an area such as Times Square when we  
6 give the opportunity to both to driver and to  
7 pedestrians to complete I see a potential for risk.  
8 I see a potential even though we are working with the  
9 bollards and I'm not getting of the question of the  
10 bollards because I know that as we have we have  
11 agreed we will have the opportunity to meet with you  
12 and the NYPD to get more details about where are  
13 those bollards going to be--will be installed. But  
14 that's why I'm not addressing the bollards like a  
15 piece of glass. (sic), When it came to the Barnes  
16 Dance, I do believe that is--it makes the cross  
17 experience for pedestrian safer than what we have  
18 today.

20 COMMISSIONER TROTTENBERG: I will just  
21 say, Mr. Chairman I'm not just sort of relying on  
22 what the experts say. We have some experience with  
23 them. There's one I'm thinking of in Brooklyn.  
24 Actually I think it's in Council Member Deutsch's  
25 district, and one in Queens where the one in



1  
2 Brooklyn, which was near an area with a lot seniors  
3 we saw crashes and injuries to up, and so we took it  
4 out and we put in LPI and it's been working much  
5 better. We had one in Queens where it also can  
6 potentially have real effects on traffic patterns,  
7 and it was backing up traffic and the local community  
8 board and the local residents asked us to take it  
9 out. We took it out and put in LPIs and that seems  
10 to be working well, but I think it's a--It's--I don't  
11 want to be dogmatic about it. I mean I--I'm not  
12 saying there aren't places we can use them. I'm just  
13 finding in New York City our experience in putting in  
14 regular intersections. Just we've not been able to  
15 get the kind of compliance that--that maybe other  
16 cities are able to see.

17 CHAIRPERSON RODRIGUEZ: What--what I have--  
18 what I come to a conclusion with the resistance not  
19 on you, but we as a city always have, it's about--and  
20 I lived that experience when I was in my--serving my  
21 first term, but I was trying to make some changes  
22 about in the roadway, and for four years in the  
23 former--I mean friendship (sic) now so it was no, no,  
24 no. And the argument was we would have a negative  
25 impact on the traffic with cars. It will--if we take

1 time, if we get down to the pedestrians, it will have  
2 some impact on the car coming to this intersection.  
3 So, I do believe that if we come—and we have seen so  
4 many, as you say, Barnes Dances in some locations. I  
5 think it will be interesting to see what is the  
6 experience that you have mentioned, too, but citywide  
7 because for me the resistance that I gave that I  
8 believed is about that it will have some impact on  
9 cars moving more than the safety of the pedestrians.  
10 So, I just hope that we can look it because I think  
11 if all the city already been doing it, I don't know  
12 why Times Square doesn't have it. I don't—I don't  
13 see why other of the major intersections will have  
14 large numbers of pedestrians crossing. It is not  
15 happening.  
16

17 COMMISSIONER TROTTEBERG: Well, look,  
18 it's—it's a fair point, and I'll admit as I say we  
19 were as agency I think slow to really embrace LPI.  
20 So, it's not to say we can't evolve and learn and  
21 some of your other colleagues are certainly  
22 interested in us doing more Barnes Dances. So, maybe  
23 it is incumbent on us to come back to you with I  
24 think a deeper dive on the ones that we do have, and,  
25

1  
2 you know, what the results have looked like, and talk  
3 about are there some other potential places to try.

4 CHAIRPERSON RODRIGUEZ: Thank you.

5 CHAIRPERSON DROMM: Chair Gibson.

6 CHAIRPERSON GIBSON: Thank you so much  
7 again, I know as we wind down this hearing, I  
8 certainly wanted to echo the sentiments of colleagues  
9 that really talked about the timeline in which DOT  
10 really does assessments, and analyzes a lot of the  
11 requests that we get on street configurations and all  
12 point stop signs and speed reducers. Certainly, I  
13 know that, you know, there is an influx of more  
14 requests coming in but just to understand the process  
15 and what the staffing looks like will be very  
16 helpful. I think what tends to happen is with all of  
17 the construction of new housing and new supportive  
18 housing and senior housing and shelters and schools,  
19 and everything that comes in our community, the  
20 interagency coordination in terms of understanding  
21 what that means for more traffic and more people and  
22 more children and more seniors. That's been  
23 requested, and obviously are coming about much more,  
24 and certainly I want us to be more, you know,  
25 proactive than reactive. So, I want us to do it as

1 much as we can before there is an incident, before  
2 there is some sort of a fatality where we now go on  
3 and look at some of the requests that we've received.  
4 So, I certainly want to echo those sentiments because  
5 that's important. I get a lot myself to send those  
6 to you as well.

8 COMMISSIONER TROTTEBERG: I-I think, two  
9 points. I think you're right, yes. Lets us provide  
10 you with a greater sense of transparency about what  
11 the process looks like, but I-I will emphasize we are  
12 very inundated.

13 CHAIRPERSON GIBSON: Uh-hm.

14 COMMISSIONER TROTTEBERG: I-I do want to  
15 say on the proactive front it had long been a  
16 struggle that we had with when a new school was  
17 coming in for example that it was hard for us to  
18 decide where to signals because we didn't have the  
19 students crossing, and we are now trying to be more  
20 proactive working more closely with School  
21 Construction Authority and the potential schools, if  
22 they're private schools, to get estimates of what  
23 kind of a student population they're going to be and  
24 where they're going to be coming from. So, we can use  
25 those estimates and try and get ahead of it as you

1 point out when the school is coming. And so, we  
2 agree. It's an effort we're trying to make to be  
3 more proactive as those new schools and other  
4 buildings are coming in.

5  
6 CHAIRPERSON GIBSON: Okay, and as far as  
7 the parking meters and the rate conversation, I know  
8 that remains ongoing, but certainly I understand the  
9 sentiments of Chair Rodriguez and the outer boroughs  
10 like we both represent. Obviously, we feel a greater  
11 burden with any increase, but I also want to  
12 recognize that I am a Bronx Council Member that  
13 covers a large municipal district. So, when talk  
14 about turnover of parking at muni meters, I don't  
15 always get that in certain parts of my district  
16 because I cover the courts, and there are many, many  
17 city and state workers. I'm putting everyone in the  
18 same bundle both city workforce and state workforce  
19 to take up all of my parking on 161<sup>st</sup> Street and they  
20 don't leave. And so that's always a growing concern.  
21 Every Council Member that covers a municipal are area  
22 will tell you that. It's a struggle. So, I jus want  
23 to make sure that as we're looking at the  
24 implementation over the next several months as it  
25 relates to outer boroughs, and both types of very

1 unique challenges, I just want us to be very  
2 cognizant of that because it still won't benefit us.

3  
4 COMMISSIONER TROTTEBERG: No, it's—it's  
5 a fair point, and I certainly remember during Bronx  
6 Week actually observing by the courthouses up in  
7 there, this a phenomenon in every borough where you  
8 have a court house, and—and it speaks to the fact  
9 that there is a real need for parking at the  
10 courthouses.

11 CHAIRPERSON GIBSON: Correct.

12 COMMISSIONER TROTTEBERG: This is, you  
13 know, as much as may be in the city we want to try  
14 and reduce parking. We need it at the courthouse for  
15 when—this is for jurors, for court workers, for  
16 police officers who are testifying. There's a  
17 legitimate need there, and something I think we'd  
18 like to work on with you all in figuring out because  
19 we certainly recognize at every courthouse you have  
20 this challenge of the need for parking and the  
21 placards, et cetera taking up all the metered spaces.

22 CHAIRPERSON GIBSON: I wanted to ask a  
23 question about the installation of the countdown  
24 clocks at bus stops. They tend to be very popular.  
25 I will mention that in my participatory budgeting

1 results that was number four on my list. So, I have  
2 an allocation that's coming to DOT for the  
3 installation. I was surprised at the price of how  
4 much it costs to implement for only one. I was  
5 trying to squeeze out as many as I could. So, I  
6 wanted to understand in addition to what Council  
7 Members are funding for the countdown clocks, what  
8 plan does DOT have in terms of timeline, and how were  
9 we implementing them throughout the city?  
10

11 COMMISSIONER TROTTEBERG: Alright, I'm  
12 gong to read you a little bit of statistics, and the  
13 price we use a contractor. So--

14 CHAIRPERSON GIBSON: It's expensive.

15 COMMISSIONER TROTTEBERG: It's--well and  
16 this is, you know, look, I think one thing that the  
17 Council this is obviously part of you new committee  
18 looking at our procurement process and--and how we can  
19 make it easier to do business with the city, get more  
20 competition for some of these bids. It's a--it's a--I  
21 will say in my agency, it's a real challenge and, you  
22 know, if I want to buy paper it's easy. There  
23 thousands companies I can turn to, but some of our  
24 roadway work, and sidewalks and things like this  
25 sometimes I don't have as many competitors who want

1  
2 to bid as—as I think would be useful. So, let me see  
3 I've got. You know, so in Calendar Year 20 we're  
4 going to be installing an additional 120, and then  
5 let's see. So, for—for Fiscal Year 18 we did 166. So  
6 our total is 218. So, we're—we're trying to pick up  
7 the pace and, you know, what has been popular with  
8 Council Members. There were some growing pains with  
9 the program as we had to figure out the accessibility  
10 component to it.

11 CHAIRPERSON GIBSON: Right.

12 COMMISSIONER TROTTEBERG: But I think  
13 now we've got it up and running and again I think the  
14 larger contracting issue (1) we—we really look  
15 forward to working with you on.

16 CHAIRPERSON GIBSON: Okay. For those of  
17 us who are term limited, I think it gives us some  
18 ideas on future careers. So we can open up the arenas  
19 for more bidders and more contractors.

20 COMMISSIONER TROTTEBERG: [interposing]  
21 I—I would say it could be a win-win for Minority and  
22 Women Owned firms--

23 CHAIRPERSON GIBSON: MWBEs.

24 COMMISSIONER TROTTEBERG: --to deal  
25 with--there's certainly—I can see many areas in my own



1 agency and other parts of the city where we could  
2 really use more, you know more firms and-and, you  
3 know, I think some of you in your districts may have  
4 some-some entrepreneurs who can help fill some of  
5 those needs.  
6

7 CHAIRPERSON GIBSON: Okay and the final  
8 thing I'll mention as I close is in addition to Car-  
9 Free Sundays, I just want to also commend DOT.  
10 You've been a great partner with us in the Bronx, and  
11 the Bronx Museum and Transportation Alternatives on  
12 Boogie on the Boulevard. There was a time when we  
13 use to close the entire stretch of the Concourse, and  
14 we're getting there gradually, and now we have  
15 designated an entire month. It's August on Sundays,  
16 every Sunday of the month for a few hours. We close  
17 up 161<sup>st</sup> to 167<sup>th</sup> Street, the main road, and we  
18 encourage walking and health and fitness and for us  
19 in the Bronx it's a good thing because of the health  
20 disparities we're facing. So, I wanted to commend  
21 you on that, and certainly looking forward to this  
22 summer's rollout, and then recently since we've had  
23 the Preliminary Hearing, we passed the Jerome  
24 Neighborhood Rezoning Plan, which is \$189 million of  
25 investments and of that, \$60 million is dedicated to

1  
2 DOT. My underpasses, my overpasses, my thoroughfares  
3 along Jerome Avenue is going to be a tremendous  
4 amount of work. So, I wanted to commend you. I  
5 speak very closely to the Borough Commissioner  
6 Nivardo Lopez because there is a lot of work that  
7 will be undertaken. I guess my only concern  
8 obviously is always the communication with other  
9 agencies. So, as one example we're doing work on  
10 Jerome. That's MTA City Transit. I also cover  
11 Yankee Stadium. So that's also a very big deal when  
12 we're doing work. So, I just want to be mindful of  
13 that, but I really wanted to commend you on that  
14 because there's lot that's coming to the Jerome  
15 Corridor.

16 COMMISSIONER TROTTEBERG: No, we're--  
17 we're excited and obviously the re-zonings have been  
18 a big priority for the Administration. You know,  
19 we're appreciative for the partnership and--and the  
20 leadership of Council Members, and we've tried to be  
21 a very coordinated interagency effort in that regard,  
22 and I think that's the plan going forward to make  
23 sure we're--we're really in good communication and  
24 that these projects get, you know, staged and built  
25 in a--in a coordinated fashion.

1  
2 CHAIRPERSON GIBSON: Thank you. Chair  
3 Dromm.

4 CHAIRPERSON DROMM: Thank you very much  
5 and just before I let you go I do have some—a couple  
6 of local questions as well. I know that you did the  
7 walk-through last week with several elected officials  
8 on Northern Boulevard. I was not able be there  
9 because I was in Budget hearings and—and will be for  
10 the next two weeks or so as well in marathon  
11 hearings. I apologize for not being able to be  
12 there, and I know that as an outcome of that, you  
13 made several recommendations about putting LPis and  
14 the possibility of some islands, and I was wondering  
15 is painting of lines part of the plan?

16 COMMISSIONER TROTTEBERG: Yes, we—we—we—  
17 it was—it was a good walker and look let me—let me  
18 say again, we—we grieve for the latest—all the  
19 fatalities there, and—and Northern Boulevard, as you  
20 know, it is a super challenging street and then being  
21 out there again and sort of seeing sort of the  
22 industrial feel of it, speeding traffic, you know, a  
23 lot of garages and other uses. You know,  
24 unfortunately dealers—car dealerships and other  
25 things with cars up on the sidewalks. You know, a

COMMITTEE ON FINANCE JOINTLY WITH COMMITTEE ON  
PUBLIC HOUSING, COMMITTEE ON TRANSPORTATION AND  
SUBCOMMITTEE ON CAPITAL BUDGET

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challenging environment for pedestrians, and we've  
done over about the past seven years a bunch of---

**[Audio distorted/inaudible from TC**

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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, 2018