NYC DEPARTMENT OF TRANSPORTATION TESTIMONY
JOINT HEARING BEFORE THE CITY COUNCIL
COMMITTEE ON ECONOMIC DEVELOPMENT
COMMITTEE ON TRANSPORTATION
November 3, 2014

Good morning Chairman Garodnick, Chairman Rodriguez and members of the Economic Development and Transportation Committees. My name is Polly Trottenberg and I am the Commissioner of the New York City Department of Transportation (DOT). As many of you know, I was also recently appointed by the Mayor and the Governor to sit on the MTA's board. With me today are Joseph Jarrin, Deputy Commissioner for Finance, Contracting, and Program Management, and Robert Collyer, Deputy Commissioner for Bridges.

I am glad to be here on behalf of Mayor Bill de Blasio to discuss how vitally important New York City's transportation infrastructure is to our continued economic growth and how it contributes to creating opportunities and shared prosperity for all New Yorkers.

To me, the fundamental question is not whether our transportation infrastructure is failing and what the economic impacts might be. Rather, the difficult question we face is what is the right level of public investment in our City's transportation system to ensure public safety, foster economic growth, increase mobility and improve quality of life for our citizens and businesses in the current challenging fiscal and political climate?

And how can we ensure that we are building, maintaining and operating the system as efficiently and cost-effectively as possible for our City's taxpayers?

The next few months are the perfect time to have this discussion with the release of the MTA Five-Year Capital Plan and the upcoming release of the MTA Reinvention Commission report, the New York State DOT Five-Year Road and Bridge Plan, the City's 10-year Capital Plan, and the Regional Plan Association's 4th Regional Plan.

These plans will lay out the roadmap for the City's infrastructure for many years to come and will be crucial for accommodating future population growth and fostering economic development. New York City now boasts its highest population ever – 8.4 million – and anticipates over half a million new residents in the next 25 years. The entire region will grow by 1.7 million people by 2040. And with that new population, New York must continue its economic growth and ensure that growth benefits all New Yorkers. And it is one of Mayor de Blasio's highest priorities to focus on job creation, especially good jobs with benefits that can support a family.

Investment in transportation infrastructure creates jobs and helps local businesses grow and thrive. Using the Federal government's most conservative formula for jobs generated from infrastructure spending, every $1 billion in spending on capital infrastructure generates roughly 13,000 jobs. Over the next five years, the projects laid out in the MTA and NYCDOT capital plans could employ nearly 100,000 people annually and spur further investment and spending in our communities.

Plus the demand is there: the City now has the highest subway and bus ridership in over 45 years. While our population has grown by roughly 15 percent over the last 30 years, the average weekday subway ridership nearly doubled from a low point of 3.4 million riders in 1982 to over 6.1 million riders in September 2014.

And that dramatic growth in transit ridership mirrors the economic turnaround the City has seen over the last 20 years, supported by the investments made in improving our infrastructure – the subway system, the East River Bridges, our streets and other public spaces. Coupled with the remarkable drop in crime, New York City has had an extraordinary urban renaissance.
But the City's transportation infrastructure – estimated at well over a trillion dollars in assets between our transit system, roads, bridges and ferries -- needs ongoing investment and expansion.

Lack of investment in our transportation infrastructure could harm the City's economy, competitiveness and quality of life. We saw what effect a storm like Sandy has had on our infrastructure, shutting one subway tunnel for a year, and forcing Amtrak to shut down some of our critical rail links to New Jersey for needed reconstruction.

On the NYCDOT front, we need to continue to invest in the City's 6,000 roadway miles and 789 bridges that serve the region's millions of motorists and businesses, and ferries that carry 67,000 riders per day. On the MTA front, we need to invest in our 468 subway stations with 659 miles of subway track that move over 6 million riders a day, and nearly 6,000 buses that move approximately 2.5 million passengers every day.

And of course, NYS DOT, the Port Authority, and NJ Transit's infrastructure is vital to the region. All of these agencies combined oversee the transportation system that touches everyone in this City daily and is fundamental to our economic vitality.

But as we all know, we face tough choices ahead at all levels of government – City, State and Federal. From now through January, the key capital agencies, including DOT, will be working together with OMB to craft a ten-year capital plan that prudently invests in the City's vital infrastructure over the long term.

Currently, DOT's four-year capital budget includes $3 billion for bridge reconstruction, $1.8 billion for street reconstruction and resurfacing, and $1 billion for signals, street lights, and ferries, a $500 million increase in City funding over the FY15 preliminary budget. This expanded commitment to the City's transportation infrastructure is a good start.

But we also need to squeeze more value out of every precious infrastructure dollar. At DOT we are upping our game and modernizing our asset management systems for our bridges, roadways, sidewalks and ferries. My agency has already done a lot in this area, but we are striving to be even more innovative, using cutting edge technology and adopting best practices from around the country.

Additionally, within NYCDOT and throughout the City we are working to improve our process for procurement and project delivery so we can better execute projects on time, on budget, and at a better value for the taxpayer dollar.

We are also pursuing State legislation in Albany to authorize the use of Design Build in New York City. This process is one of the best ways to build faster, more innovative, and more cost effective infrastructure.

The most successful example of Design Build in New York is the reconstruction of the Tappan Zee Bridge, where it is expected to shave months off the process and save the State over $1 billion. If the City could use the same procurement method, we estimate it could save tens of millions of dollars and shave many months of time off our upcoming major bridge projects.

As an international financial, cultural, technology, and tourism center, New York City needs to maintain its global competitiveness with other leading cities that are making major investments in their transportation networks – London's Crossrail and HS2, the Los Angeles 30/10 plan, and Shanghai Metro's build out of a completely new subway system. These cities have been investing in their transportation systems and innovating on project delivery for years, and if we fall behind, these cities will grow at our expense.

We stand now at a critical point for our transit infrastructure. The MTA has released a Five-Year Capital Plan that includes many key projects that address the City's priorities, including upgrading signal systems, buying new buses and train cars, and adding Select Bus Service. We want to support those projects but also ensure that there is a focus on connecting to underserved neighborhoods and populations to jobs, education and opportunity, and adding capacity in areas of future housing and commercial development.

The big question is how to fund our transportation needs, for both the City and the MTA, in this difficult fiscal climate. As we know, the MTA Capital Plan is facing a $15 billion funding gap with no clear path yet on how to fund it. And Federal and State transportation funds for the City have been flat or declining for a number of years.

Clearly the time is ripe to grapple with these challenges and I look forward to hearing from and working closely with the Council and our other government partners. I want to thank the Council for focusing on this important topic, and I would be happy to answer any questions.

Testimony of William Wheeler
Director of Special Project Development and Planning at the
Metropolitan Transportation Authority
to the
New York City Council Committees on
Economic Development and Transportation
November 3, 2014, 10 a.m.

Good morning, Chairmen Garodnick and Rodriguez, and other members of the Committees. My name is Bill Wheeler and I'm the MTA's Director of Special Project Development and Planning. Thank you for inviting me to testify today on the economic impact of what the Committee calls, "New York's failing infrastructure."

As far as the MTA's infrastructure is concerned, I disagree with your choice of adjective. Our system is huge and it's old, but it moves close to 9 million people a day. It needs careful investment to stay in good working order, to meet the rising expectations of its growing ridership, and to expand the network for the future. But the MTA's infrastructure is working.

We serve a population of about 15 million people in a 5,000-square-mile area, in the largest metropolitan region in the U.S. We have almost 9,000 railcars, almost 6,000 buses, and 75 shops, yards, and depots to store and service them. We maintain more than 2,000 miles of track, 730 stations, 350 power substations, and 1,300 miles of third rail.

Put together, these assets are worth nearly a trillion dollars, and we operate and maintain them on one of the oldest networks in the world. In fact just last week, we celebrated the 110th anniversary of our subway system.

These assets are also quite simply the economic engine that powers New York. We serve 8.7 million New Yorkers every single day, opening up countless job opportunities for millions. About 85 percent of the people who commute to work in the central business districts of the City do so on the MTA.

The transit network is what allows New York City to have about four times the job and population density of the next largest U.S. city, and it enables the most valuable real estate market in the country. It is the fuel that powers our $1.4 trillion regional economy, which makes up 11 percent of our nation's GDP.

With so much at stake, the way we manage and maintain these assets is paramount, and improving the way we do so will lead to safer, more reliable service, as well as tremendous savings. That's why we're implementing stricter, more consistent, and smarter practices for how we manage our assets across the MTA, based on leading practices from the most successful organizations in the world.

Enterprise Asset Management, as we call it, will allow us to better manage assets across their entire lifecycles. Early next year, all of our operating agencies will have completed five-year roadmaps for implementing new asset practices and processes across the MTA, including upgrades to enterprise information systems for asset management.

By allowing us to track an asset through its lifecycle and quantify its performance—both individually and against the whole—new asset management standards and information systems will help us be more predictive instead of reactive.

This will reduce maintenance downtime, increase asset availability, and extend the useful life of thousands of assets—saving us hundreds of millions of dollars. That money can then be put right back into our system through strategic initiatives and the MTA's indispensable Capital Program.

As you all know, the Capital Program is a series of five-year investments through which we regularly maintain and improve our entire network. It started in 1983, and today—more than 30 years and $100 billion later—the Capital Program has given our 8.7 million daily customers a system they can depend on, while delivering real value to millions more.

Take our current Program, for example. We started one of our toughest jobs ever through the 2010 to 2014 Program: fixing and fortifying our network after Superstorm Sandy. And although we still have a long ways to go, we've done a lot in two years.

We reopened A train service to the Rockaways. We rebuilt tracks that were literally washed out to sea, then built a sea wall there to protect the tracks from future storms. We reopened the Montague Street tunnel—under budget and almost three weeks ahead of schedule—to restore regular R train service. We reopened the Greenpoint tunnel between Brooklyn and Queens to restore regular G train service. And we didn't just fix everything that was damaged by Sandy in those tunnels—we built them back better. We're rebuilding the South Ferry Station and the Steinway tunnel carrying the number 7 train between Manhattan and Queens. And again, we're not just fixing extensive damages. We're making them more resilient against future storms.

We've made enormous progress on the three largest transportation projects in the nation: the first phase of the Second Avenue Subway; the extension of the number 7 train to Manhattan's Far West Side; and East Side Access, bringing the LIRR directly into Grand Central.

We've nearly completed our city's next great public space: the Fulton Center in Lower Manhattan. Opening a week from today, the Center will be the crossroads of our subway system, providing connections to eight subway lines and improving travel for nearly 300,000 customers a day.

Thanks to the 2010 to 2014 Capital Program, real-time service information spread through our entire network. We now have real-time countdown clocks in more than 200 subway stations, and MTA Bus Time—our real-time bus information service—is up-and-running for every bus in New York City. That means you can look up how far away the next bus is for every single bus stop in the city. You don't have to wait for the bus anymore. You can meet the bus.

All of these capital improvements have brought customers back to our system in droves. In September, our average weekday subway ridership was the highest of any September in over 60 years. Before this September, we hadn't recorded 6 million daily subways riders since the early 1950s. We reached 6 million or more daily subway riders five times in September. That means two months ago, we beat our single-day ridership record five times.

That's why now more than ever, we need a fully funded Capital Program—to fund new subway cars, higher-capacity signal systems, and improved stations to meet our customers' growing needs and expectations.

Last month, we submitted our next Capital Program—covering MTA capital projects from 2015 to 2019—to the Capital Program Review Board, a State committee tasked with overseeing and approving MTA Capital Programs. The 2015 to 2019 Program is essential not only to our public transit system, but to our region's economic vitality, as well.

As reflected in the 2015 to 2019 Program, our top priority is to renew our system to keep it safe and reliable. Projects in this category include track replacement, structural repairs, signal system improvements, and replacement fleets. These are the critical projects we must and will fund first, and they make up about two-thirds of the budget for the 2015 to 2019 Program. The reason why is simple: safe and reliable service is our number one job every day.

For example, through the 2015 to 2019 Program, we'll begin installing Communications-Based Train Control on the E, F, M, and R lines in Queens, and the B, D, F, and M lines in Manhattan. This system—which is fully in place on the L Line and under construction on the 7 Line—allows us to provide better, safer service.

Increased safety is the most important benefit of CBTC, but it's hardly the only one. Indeed—because of its many benefits—CBTC is both a top priority project and a project included in the 2015 to 2019 Program's next highest priority: enhancing the quality of our service and the customer experience. Because in a world-class, transit-dependent region like New York, we can't be satisfied with simply renewing and maintaining. We must improve, as well.

For example, CBTC allows us to add countdown clocks to every station where it's in use. Also—of critical importance in a city with a growing population, record ridership levels, and many current signals from the 1930s—CBTC allows us to run more trains and move far more people. In fact, when CBTC is finished on the number 7 line, we'll be able to increase the line's capacity by 10 percent. Other enhancements—like station signage and a new fare payment system—make it easier, more convenient, or more pleasant to use MTA services.

The 2015 to 2019 Program will also allow us to expand our system and plan for the future. As I mentioned earlier, ridership today is at an all-time high. And as busy as we are today, planners estimate that another 1.6 million people will live in the MTA region by 2035. We must expand our system to better accommodate current ridership levels, and prepare for even more growth in the near future. Also, in a region with a new understanding of natural hazards, system expansion will protect us by making our transit network more redundant.

Projects in our "expansion" category include:

- beginning construction on the second phase of the Second Avenue Subway from the Upper East Side into East Harlem;

- continuing to advance East Side Access; and

- beginning Penn Access, a project that will add four new Metro-North stations in the Bronx and open a new Metro-North link directly into Penn Station.

  Through this project, for the first time ever, Co-Op City, Morris Park, Parkchester, and Hunts Point will all have a one-seat rail ride directly to heart of Manhattan.

We estimate the Program's cost to be about $32 billion dollars, and we've identified more than half of that. Some of these funds, I'm pleased to report, will come from savings we've realized as we continue the most aggressive cost-cutting in our history.

We're on target to cut more than a billion dollars out of our annual operating budget this year, and our goal is to get that number to $1.5 billion a year by 2017. Besides allowing us to keep fares low and invest $68 million a year into service since 2012, these savings have helped us make a "down payment" on our new Capital Program.

In other words, before asking Congress or Albany to fund the Program, we've already identified ways to contribute funding from our own efficiencies and creative thinking. We've put a total of $290 million a year into a "pay-as-you-go" account beginning in 2015 that could generate up to $5.4 billion for projects included in the 2015 to 2019 Program. That's a lot of money, but still well short of our extensive capital needs.

We're at the beginning of a process and the first part of the process is on us. We need to justify the need. We need to make people realize how important these investments are for our region. And before we make the case for more public funds to support our transit system, we know we need to prove that we've done everything we can to reduce the Program's cost. That's one of the reasons we're so committed to better asset management. With traditional funding sources drying up, we know we need to make our Program as efficient as possible.

But you can help, too. Because if you agree that the MTA is indispensible to our region, you must accept that this is our collective problem to solve. And we're committed to working with you and all the region's stakeholders in every way possible to fill the gap in our Capital Program. It's vital to our transit system and our economy that we succeed.

Every major world city—London, Paris, Hong Kong, and others—is making significant investments in transit to improve the quality of life for their residents and to maintain their status as a global financial and business center. New York must do the same, because the past is not prologue. We must continue to invest. Thank you for your time today. Now, I'm happy to answer any questions you may have.

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ACEC New York

American Council of Engineering Companies of New York

FOR THE RECORD

Testimony of
The American Council of Engineering Companies of New York
Committee on Transportation and Committee on Economic Development
Assessing the Economic Impact of New York's Failing Infrastructure
November 3, 2014

The American Council of Engineering Companies of New York (ACEC New York) is an organization representing over 280 engineering and affiliated firms that collectively employ close to 24,000 people statewide, with a concentrated presence of firms located in New York City. ACEC New York supports robust investment in infrastructure across all sectors, an investment that creates jobs and improves the economic well-being of all New Yorkers.

The funding needs for transportation systems are clear and staggering. The Center for an Urban Future released a 2014 report that detailed the extent to which New York's infrastructure is failing.

- The number of streets with a pavement rating of "good" from 84% in 2000 to 69% in 2013.
- The NYC DOT goal of resurfacing 1000 lane miles per year has been met only 3 times in 13 years with an average of only 852 lane miles per year.
- City Roads outlive their useful life by 20 percent on average before being resurfaced.
- The city's 1445 bridges are an average of 63 years old with 165 of them being more than 100 years old.
- 47 bridges in NYC were "fracture critical" and "structurally deficient" in 2012.

FHWA has estimated that for every billion dollars spent on infrastructure, 27,000 jobs are created. These jobs will benefit lower skilled workers and bolster minority and women owned businesses. More jobs will positively influence spin-off economies and related service and material suppliers throughout the state. For example, MTA goods and services are provided by small and medium-sized companies from all regions of the state. This investment will also result in new tax bases that will pay an immediate dividend. While improving the economy, investment will provide necessary rehabilitation and improvements to our deteriorating infrastructure, the decline of which negatively impacts public health and impairs our ability to compete nationally and globally. Sound infrastructure will attract businesses to invest in the city, while crumbling roads and bridges will make investment less attractive and could lead to an exodus of businesses and the jobs they create.

While public funds must be invested there are a series of other innovative revenue sources that can offset initiation costs. Voluntary tolls for service lands, usage related fees and public-private partnerships, all of which are already in use in the US, can generate billions of investment capital for infrastructure. The MOVE NY proposal, which ACEC New York supports, would generate billions in funding that could be used to maintain, improve and build new transportation systems, which in turn would increase transit ridership.

Our infrastructure needs to be considered and valued for what it is – an asset. An asset that allows us to go to work and school, our goods to be delivered, our family and friends to visit with each other and, essentially, that allows our society to exist as it does today. If you were a homeowner and your greatest asset was your house, would you let it fall down? If you had a job that required a car, would you let your car become so bad that it was unreliable or unusable? The lack of investment in our infrastructure is costing us jobs, reducing our quality of life and threatening our ability to live and compete in today's world.

As an association representing the firms that design the infrastructure systems in New York and throughout the world, we know that funding infrastructure is essential and that solutions will not be easy to find. Implementing solutions to raise the revenue necessary to fund our infrastructure needs will take political will, collaborations and commitment to the public good. ACEC New York and our member firms are ready and able to help New York invest in the future of our infrastructure systems.

FOR THE RECORD

NEW YORK BUILDING CONGRESS

TESTIMONY OF RICHARD T. ANDERSON, PRESIDENT, NEW YORK BUILDING CONGRESS
AT A HEARING OF THE NEW YORK CITY COUNCIL
COMMITTEE ON TRANSPORTATION
ON
THE STATUS OF NEW YORK CITY'S INFRASTRUCTURE
NOVEMBER 3, 2014

Thank you, Chairman Rodriguez and members of the Committee on Transportation for this opportunity to testify.

The Building Congress applauds the committee for drawing an unambiguous connection between the strength and resilience of our infrastructure and the health of the City's economy. Simply put, without functioning mass transit and other core systems, this City would cease to function.

Both the City and the State *have* spent heavily on schools, parks, mass transit, water and sewer, roads and bridges, health and cultural facilities in recent years. Yet there is a sense that we are losing ground to other global cities that are expanding their transit systems and related facilities, enabling them to accommodate more jobs and more economic activity, while growing and retaining middle-class jobs.

Nevertheless, in the last decade a number of ambitious projects by the City to build new infrastructure have tangibly invigorated its economy. For example, in 2005, the Bloomberg Administration underwrote a $2 billion extension of the #7 subway line to the Manhattan's Far West Side.

Even though promised new tax revenues have been slow to come, the #7 extension has been directly responsible for billions of dollars invested in the Hudson Yards district. Most notable is Related's Hudson Yards project, a project which would not have happened without the 7 train extension. Related Hudson Yards alone will create millions of square feet of sorely-needed modern office space and generate millions of dollars of income and property tax revenue for the City in perpetuity.

Another useful example is One Vanderbilt Place, a project proceeding under the first phase of the City's planned East Midtown Rezoning. In addition to being one of the first major new commercial towers near Grand Central in decades, the project will also trigger more than $200 million in private investment in critical mass transit infrastructure and public open space amenities. When the full East Midtown Rezoning is completed, similar investments in modern office space AND new public infrastructure will be realized throughout the area.

These examples are in or near the City's core. The question is how they can be replicated in the Bronx, Staten Island, Brooklyn and Queens.

The City should consider ways it can creatively upzone areas around train stations and use appreciating property values to fund infrastructure. The City must also look to the example of Hudson Yards, and make significant investments to improve transit access and other public infrastructure in underserved neighborhoods where the returns on investment may not be yielded overnight, but which do create tangible opportunities for sustainable, long-term economic growth.

This may still not be enough. The Building Congress report, *How to Save New York City's Infrastructure: Dedicate Revenues,* details additional ways the City can replicate the "user pays" model that has enabled the City's water and sewer system to modernize and expand to meet future population growth and economic expansion. A user-fee-based, dedicated revenue stream for infrastructure is especially needed at a time when State- and federal support for infrastructure is so uncertain.

We have spoken to a number of you and your colleagues in the Council about this report and look forward to developing its recommendations with you in the future.

Building and maintaining the City's infrastructure is essential – without well-running roads, subways, and other core infrastructure, the City faces diminished economic prospects. Which is why your careful attention to capital investment is so important.

Thank you for the opportunity to testify.

Statement of AAA New York, Inc. before the New York City Council Committee on Transportation and Committee on Economic Development

New York, NY – November 3, 2014

Good afternoon. AAA New York, which serves a membership of over 570,000 drivers in the 5 boroughs of New York City and over 1.6 million drivers in the metropolitan area, is pleased to testify at this important hearing.

We would like to thank the Committees on Transportation and Economic Development for recognizing that this is a critical time for transportation infrastructure. The Federal Highway Trust Fund is essentially broke, having been "patched" until May with funding gimmicks. The State DOT is in better shape, but is not coming to the rescue. The burden of road construction and repair is falling on local governments more than ever before.

The burden is a significant one. New York City's roads have suffered from decades of neglect. According to the most recent TRIP report, 51% of the City's roads are in poor condition, equaling 4462 lane miles, and 35% of its bridges are in poor or "correctable" condition.

The results of such disrepair are unsurprising, but still alarming. AAA New York handles thousands of flat tires each year, but this past year was especially difficult for drivers:

Year (9/1-8/31)	Flat Tire Calls in NYC
08-09	41,855
09-10	45,684
10-11	52,441
11-12	43,736
12-13	45,665
13-14	51,761
Total from 08-14	281,142

In the past year, a New Yorker incurred damage to his or her vehicle as a result of a pothole approximately once every 10 minutes – and that number doesn't even include potholes on state highways!

Of course, the harsh winter contributed to the increase in damage and potholes. But that's an explanation, not an excuse – particularly to those who have to shell out for what could add up to hundreds of dollars of repairs. AAA estimates that costs from potholes range from $50-500, depending on the level of damage and the quality of the car, which doesn't account for lost work and personal hours. The average New York driver pays nearly $700 each year for vehicle maintenance caused by road disrepair.

Many mistakenly believe that the government that owns the road will pay for pothole damage. Not necessarily so. If your car hits a pothole on a state-owned road between November 15 and May 1, you're out of luck – the state exempts itself from liability in the Highway Law. New York City's law is an improvement, but still contains a 15-day prior notice provision before the City disburses a claim. And try submitting a claim for pothole damage on an MTA or Port Authority bridge. It's an embarrassment. With the exorbitant tolls drivers are paying, the least they could ask for is a link on a website to a claim form – but no such link exists.

Worse winters produce more potholes. That's science. But whether those potholes are filled expeditiously – that's government. It requires proper budgeting. And that's the issue here today.

Credit must be given where credit is due. The Mayor budgeted $226 million for road repair, and the DOT has done yeoman's work filling potholes this year, proceeding at a record pace – over 450,000 to date. However, potholes are a symptom, not the root cause.

Major roads must be resurfaced approximately once per eight years, and smaller, more residential streets need work every two decades. This means that the City must repave 1000 lane miles each year just to break even. Historically, we've fallen well short of this mark. Lucius Riccio, former DOT commissioner, provided a history lesson in a March 5 Daily News op-ed:

> "During the fiscal crisis of the '70s, the city did very little road work. By 1980, the streets were a mess. In the early '80s the city did about 600 lane-miles of work per year. But by the late '80s it was up to almost 1,000. In 1990 and 1991 the city did 1,313 and 1,480 lane-miles, respectively, enough to see real improvements in the roads. Potholes didn't disappear, but there were far fewer.
>
> In the mid '90s the city cut back on road work significantly. By 1996 the number was down to 723. From 1996 to 2005, the city never reached the break-even minimum of 1,000, averaging less than 800. Since then, the amount has increased to 1,000, but it has been too little, too late."

The Mayor and the Commissioner understand these concerns. They know that winters are not getting friendlier, and that we can't keep playing catch-up. AAA urges the Council to grant them the necessary purse strings to change that. It will take a significant investment. But it truly is an *investment*. For every dollar of maintenance that is deferred, an extra $4 accrues in future costs. Every filled pothole puts money back in the local economy. Each year, road disrepair diverts millions of dollars away from New York City businesses – not to mention the costs of missing work or family time.

Repaving roads – not just filling potholes – would be a boon to the City economy. AAA urges the Council to prioritize the conditions of City roads during the next year, to save tens of thousands of drivers hundreds of dollars in preventable repairs and to invest in the quality-of-life of New Yorkers.

Thank you for the opportunity to comment and your interest in this matter.

Center for an Urban Future
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Testimony of Adam Forman
Research and Communications Associate, Center for an Urban Future

Before New York City Council Committees on
Economic Development and Transportation

"Oversight: Assessing the Economic Impact of New York's Failing Infrastructure - Hearing 2: Transportation"

November, 2014

Chairman Garodnick, Chairman Rodriguez, members of the joint committee, thank you for inviting me to testify.

My name is Adam Forman. I am a Research Associate at the Center for an Urban Future, a think tank devoted to growing and diversifying the New York City economy, expanding economic opportunity and alleviating obstacles facing low-income and working-class neighborhoods.

Earlier this year, we published a comprehensive report highlighting the challenges associated with New York City's aging infrastructure. Titled Caution Ahead, our report identified numerous vulnerabilities within the city's utility and transportation infrastructure and building stock.

The city's transportation infrastructure, in particular, is vital to our economic vitality. Our roads, bridges, tunnels and trains carry millions of New Yorkers to work each morning. When these pathways are closed, clogged and delayed, meetings must be postponed, exchanges missed, transactions stalled, opportunities squandered, and, in some cases, tardy employees fired. In an increasingly interconnected and service-oriented global economy, the success of our city depends on attracting and retaining a talented workforce. If New York's old and overcrowded subway system, decrepit airport terminals and potholed streets continue to decline, talented individuals will leave the Big Apple, opting for San Francisco, London or Hong Kong instead.

Surveying our transportation infrastructure, it is clear that a number of systems are desperate for investment. More than 160 bridges across the five boroughs were built over a century ago, and in 2012, 47 bridges were deemed both structurally deficient and fracture critical, a designation engineers use for bridges that have little structural redundancy, making them prone to failure and collapse. The subway's aging signaling system—with 269 miles of mainline signals exceeding their 50-year useful life—slows the movement of trains and requires maintenance workers to build their own replacement parts because manufacturers no longer make them. Finally, at JFK airport, 63 percent of air cargo facilities have been deemed "nonviable" for modern screening, storage and distribution. From 2000 to 2013, cargo at JFK fell by 545,737 tons, the equivalent of 19,101 jobs lost.

Rehabilitating New York City's aging infrastructure is, of course, an expensive and long-term proposition. Our recent report, *Caution Ahead*, estimated that it would cost $47.3 billion over the next five years to bring the city (and its authority's) transportation, utility and building infrastructure to a State of Good Repair. While this is daunting, the benefits of an expansive public works program are considerable. According to a 2009 University of Massachusetts study, every $1 billion invested in roads and bridges creates nearly 15,000 jobs. Importantly, the repair and maintenance of existing infrastructure is found to generate more jobs than new construction.

To facilitate the rehabilitation of infrastructure in the coming years, the city must improve its capital planning process, reduce construction costs and identify new dedicated revenue sources. To more effectively prioritize the city's capital spending, the Office of Management and Budget and Department of Design and Construction should improve its Asset Information Management System (AIMS) report, a condition assessment of city-owned buildings, parks, bridges and piers. The current inspections are cursory, poorly integrated into the capital planning process and do not include water and sewer assets, public housing, East River bridges or agency vehicles.

To reduce construction delays and cost overruns, the city must avoid inexperienced contractors who fail to live up to their "low bid." In 2009, Albany authorized cities to pre-qualify public works contractors based on credentials, experience and past performance. City agencies should be more aggressive in implementing pre-qualification lists to ensure that selected contractors are capable of providing quality construction. City officials can also pressure Albany legislators to authorize Design-Build contracts for municipal projects. The current practice of separately bidding out design and construction contracts slows the building process, produces designs that are unsuitable for construction and must often be modified, and blurries accountability for delays, discouraging the use of on-time and on-budget incentives and penalties.

Finally, the city must expand and develop new revenue streams to support its transportation infrastructure. First, it should work with Albany to adopt the Move NY Fair Plan, collecting up to $1.5 billion each year by introducing tolls on East River Bridges.

Second, the city can look to private developers to help fund new infrastructure projects. The second phase of the Second Avenue Subway, for instance, will be a boon to East Harlem real estate. The City could follow London's lead, establishing a Community Infrastructure Levy on each square foot of new construction in the neighborhood. As developers profit from increased investment in public infrastructure, it is only fair that they contribute to this investment. The return on the levy could be divided between the subway extension and the city's affordable housing fund.

Lastly, the city should devote a larger portion of its capital budget to the MTA. In 1989, Mayor Ed Koch allocated 15 percent of the city's total capital budget to the Authority, approximately $950 million, adjusted for inflation. Next year, the city is projected to contribute only $130 million to the MTA, or 2 percent of its capital budget. With the Authority facing a $15 billion shortfall in its upcoming five year capital plan, the city should consider tripling or quadrupling this contribution.

Thank you for considering my testimony. I look forward to your questions.

Assessing the Economic Impact of New York's Failing Infrastructure - Hearing 2: Transportation before the New York City Council Committees on Transportation and Economic Development
November 3, 2014

Good morning Chair Rodriguez, Chair Garodnick, and members of the City Council Committees on Transportation and Economic Development. My name is Jeffrey Dugan, AIA, and I am the co-chair of the American Institute of Architects New York Chapter (AIANY) Transportation and Infrastructure Committee.

AIANY is the largest AIA component in the country with more than 5,000 members and the voice of the architectural profession in New York City. Architecture and design play a role in the everyday life of all New Yorkers. It influences where and how we live and work, the way we enjoy free time, and get around town. The Transportation and Infrastructure Committee's mission is to examine the architecture of, and to advocate for design quality in, transportation and infrastructure projects. The AIANY Transportation and Infrastructure Committee strongly supports the efforts of the NYC Council in assessing the impacts of New York City's failing transportation infrastructure and working towards solutions to restore, improve and expand it.

Transportation infrastructure, in conjunction with a set of long term planning goals form the basis for resolving many of the problems that the city faces today. We must make no small plans to:

- accommodate projected population growth
- provide for the continued economic development of the city
- reinforce New York City's status as a creative cultural capital
- emphasize common responsibility for social equity and opportunity
- improve quality of life for residents, workers and visitors
- and, require environmental stewardship.

While the past decade has seen a remarkable collaboration among city agencies a good part of New York City's transportation infrastructure is planned, maintained, and built by entities outside city government. The City must continue to focus on City agency collaboration and reach out to our State, regional, and federal friends to forge alliances that will be beneficial to all.

The interconnectedness of our five-borough city relies on its transportation system. As the storms Irene and Sandy proved, shutting down those transportation systems paralyzed the city. Paralysis is not good for you and I, not good for the region, not good for the country, and ultimately not good for the world as our economy touches those beyond our borders. With our enlightened awareness of climate change and the economic connectedness that we live in today we must build upon our prior success to:

- expand the bikeways and the bike share program for a greener more healthy transportation alternatives,

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- continue a state of good repair of New York City's infrastructure of subways, roadways, bridges and tunnels,
- maintain momentum to complete partially-funded infrastructure expansion projects such as the 2nd Avenue Subway and East Side Access,
- continue to roll out Select Bus Service along heavily trafficked corridors,
- and expand public mass transit options reaching neighborhoods that lack adequate subway and bus access connecting all the boroughs with each other.

Our future challenges us to identify and initiate new planning goals. Clearly we need to improve integration of land-use and zoning revision with transportation planning. When working to increase the availability of affordable housing we must also work to improve and expand public transportation options simultaneously. If you build it they will come but only if they can get there.

The Mayor is committed to achieving zero pedestrian deaths through changes in the design and monitoring of our streets. Better designed streets provide all road users with more safe, equitable, efficient communities. When reconstructing and building new streets, we should improve storm-water management, increase pedestrian resources, expand and refine bicycle paths, and improve signage along with state of the art traffic enforcement and management technologies.

New York City is one of the most highly respected and admired urban centers in the world. We must upgrade and maintain transit systems to keep pace with "world class" service by adding high speed rail, increasing intermodal connectivity at all airports, and improve national and international gateways such as Penn Station.

Where will the funding come from to achieve all of these goals? We must consider all options available to us: federal and state government initiatives, assessments on private developments for public transportation improvements, public private partnerships, and the investment of public funds in projects that will not only improve transportation and achieve Vision Zero but also plant the seeds for the continued economic development of the city.

By developing and building with transportation in mind, improving the design of our streets for public safety, and increasing access to underserved areas, we will create more opportunities for city residents, workers, and visitors. Architects understand the challenges and will be part of the solutions. AIANY is enthusiastic about working with the Council to accomplish the goals discussed today.

Respectfully submitted,

Jeffrey Dugan, AIA
Co-Chair, AIANY Transportation and Infrastructure Committee

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Regional Plan Association

ADDRESSING NEW YORK CITY'S URGENT CAPITAL INVESTMENT NEEDS

TESTIMONY BY ROBERT D YARO, PRESIDENT
REGIONAL PLAN ASSOCIATION

NEW YORK CITY COUNCIL
NOVEMBER 3, 2014

Good Morning. I'm Bob Yaro, President of Regional Plan Association. I deeply appreciate the opportunity to testify before you today on one of the most urgent issues facing New York City: the need to invest tens of billions of dollars in our basic infrastructure of roads, bridges, sewers, water lines, gas and steam systems, subways, train stations and airports. The long-term decline of these systems threatens the city's future economic potential as well as everyday public safety and quality of life.

Although the deficiencies in many of these systems are hidden from view, when they fail the results are often catastrophic, as we learned, for example, when earlier this year a broken water main on 13th Street in Manhattan flooded streets, basements and nearby subway tunnels. While not an everyday occurrence, this kind of event is happening with increasing frequency across all five boroughs. And even when the results aren't as glaring, the long term impacts of our deteriorating infrastructure on the City's economy and quality of life are even more pernicious.

The responsibility for maintaining many of these systems --in particular, the City's roads, bridges, and water and sewer lines-- lies with the City of New York. But City government also has an important stake in seeing that the rest of these systems are maintained at a state of good repair, whether they are managed by private utilities like Con Ed or National Grid, or public authorities, such as the MTA or the Port Authority. We learned in the early 1980s that when the public transit system, for example, was allowed to decline, it took a large part of the City's economy and quality of life down with it. When the subways approached collapse three decades ago, this led to the City's loss of hundreds of thousands of jobs and more than one million residents.

Similarly, however, as we've learned from the MTA's investment in more than $110 billion in the region's transit system, these investments can also contribute to the revival of our economy. The City and Region's resurgence over the past thirty years closely tracks these investments. We have the opportunity to achieve similar benefits from a large scale investment program in all of our infrastructure systems, creating new economic and social opportunities across the City's diverse communities. An ambitious program of infrastructure investment could create the kind of public works employment opportunities achieved by Mayor LaGuardia in the 1930s, when tens of thousands of New Yorkers from every corner of the city were employed building the IND Subways, the Triborough Bridge, dozens of parks and parkways other major infrastructure systems. Investments can also prioritize failing infrastructure in many of the city's poorest communities, for example addressing the challenge of failing storm water management systems in Southeast Queens, where frequent street and basement flooding across this largely low- and moderate-income area undercuts property values and public health.

The City has already made great progress in addressing its infrastructure needs. Since the 1980s tens of billions have been invested in reconstructing aging bridges and water and sewer lines, when disinvestment in these systems brought them to the verge of collapse. And we have also demonstrated smarter approaches to meeting these needs. The City's Watershed Management Program, for example, has ensured the high quality of our public water supplies through partnerships with upstate communities. This common sense, low cost program has obviated the need for construction of expensive water filtration plants. Similarly, improved waste water treatment has dramatically improved water quality in our harbor, rivers and ocean waters and catalyzed tens of billions in waterfront development in all five boroughs. And we have also made progress in creating greater redundancy and reliability in these systems, for example, with the Third Water Tunnel, now approaching completion. Now is the time to build upon these achievements.

The Center for an Urban Future's recent report, Caution Ahead, documents the need to invest $47.3 billion in the infrastructure systems managed by the City, the MTA, Port Authority, NYCHA and CUNY over the coming five years. This report also identified a $34.2 billion gap in available funds to finance these investments. Regional Plan Association strongly concurs with this report's findings and most of its conclusions.

RPA has also conducted its own assessments of the region's airports, transit systems and storm water management systems, which support the Center for an Urban Future's' assessment of the state of these facilities. The region's airports require tens of billions of dollars to bring them to a state of good repair and to create the additional capacity they will need through the 2030s. And fully funding the MTA's recently announced $32 billion capital program will require that The State and City find $15 billion in new revenues. RPA believes that while meeting these challenges will be difficult, this effort will not require commitments that are beyond our means.

RPA disagrees with Center for an Urban Future in one important respect, however, and that is in the urgent need not only to bring existing systems to a state of good repair, but also the necessity to create new capacity in all of these systems to accommodate a growing population, economy and workforce. In this sense, we need to make the same kinds of far sighted investments previous generations of New Yorkers made a century ago when they over-sized the subways, water supply and other major infrastructure systems to accommodate the needs of a growing city throughout the 20th century. Many of these investments have now reached or exceeded their useful lives, and require replacement. Similarly, we need to create the capacity in all of these systems that a growing city will need throughout the 21st century. Our global competitors, in places like London, Paris, Tokyo, Hong Kong and Shanghai, are all making these investments, and to compete for talent and new industries we will need to do likewise. In so doing we can create a virtuous cycle in which a growing economy and tax base with rising household incomes across the whole city pays for these investments.

Financing these investments will require political courage and significant new revenues. RPA believes that we will need to take an entirely new approach to funding our infrastructure needs, including the imposition of new user fees.

For this reason RPA strongly supports Sam Schwartz' ***Move NY*** proposal to rationalize tolls on East River Bridges and reduce congestion in the Manhattan Central Business District. In addition to its congestion reduction and quality of life benefits, this program would provide $1.5

billion in recurring annual revenues --enough to support as much as $20 billion in bonds to finance needed investments in the MTA capital program and the City's bridges and roads.

Other options to be considered should include increased automobile registration and other fees and creation of resident parking permit programs across the city, all to ensure that automobile owners pay their fair share of the cost of driving. The city should also follow the lead of London, Hong Kong, Singapore, Chicago and other cities in creating "value capture" systems to finance transit investments. Under these systems a modest surcharge on commercial property taxes is levied to reflect the increase in values created by new transit investments. The City used a similar system to finance the #7 Subway Extension to Hudson Yards.

RPA also believes that another key investment must be the reconstruction of Pennsylvania Station and construction of the new Gateway Tunnels under the Hudson River. While these projects will be the primary responsibility of federal and state agencies and Amtrak, the City should play a role in redeveloping the district surrounding a new Penn Station, and perhaps helping finance the station itself through a value capture system similar to the one established to finance the #7 Subway extension to Hudson Yards.

Superstorm Sandy underscored the need to create new resiliency, redundancy and capacity in all of these systems in the face of climate change. While this is one area where the federal government has provided important financial support for the City's efforts the City must sustain these investments to anticipate future climate related impacts. The Department of Environmental Protection's "green infrastructure" demonstration projects have shown how we can meet increased storm water management and other climate-related challenges in a cost-effective way.

Finally, we need to aggressively pursue reforms to permitting, procurement, project management and archaic labor practices to lower the cost of new infrastructure investments. There is no reason why new transit investments in New York, for example, should cost many times more than comparable projects cost in Chicago, Los Angeles, and Washington, DC, not to mention London, Paris and Tokyo. New York State recently achieved major cost and time savings on the new Tappan Zee Bridge by using design-build procurement, accelerated permitting and project labor agreements. We can achieve similar benefits across all of the City's infrastructure systems by pursuing similar reforms for the City's own capital investments.

Let me conclude by saying that Regional Plan Association strongly believes that investing in the city's basic infrastructure will yield both immediate and long-range economic, public health and quality of life benefits to this and future generations of New Yorkers. We look forward to working with the Council and the de Blasio Administration as you address this important issue.

Thank you, again, for the opportunity to testify before you today.

Testimony of Denise Richardson, Executive Director

The General Contractors Association of New York

New York City Council Committees on Economic Development and Transportation

Joint Oversight Hearing Assessing the Economic Impact of New York's Failing Infrastructure

November 3, 2014, 10:00am

Thank you Council Members Garodnick, Rodriguez and members of the Economic Development and Transportation committees for the opportunity to comment today about the infrastructure needs in New York City. I am Denise Richardson, Executive Director of the General Contractors Association of New York.

Out of sight, is out of mind should not be our infrastructure policy. The expiration of the federal transportation bill, MAP-21, in May, the need for Albany to approve and fund the MTA and NYSDOT Capital Plans, and the development of the City's 10-year Capital Plan, all highlight the challenging issues facing our transportation and infrastructure networks and the difficult decisions that must be made in paying for those essential investments. Just because we cannot see and touch the infrastructure that supports New York City does not mean that we should not take care of it and take every opportunity to expand it to meet the needs of a growing population.

The GCA's recent report entitled ***"The time to think about infrastructure is while it's still working"*** sounds the alarm about the accelerating deterioration of New York's hundred-plus-year-old transit, bridge, road and water systems – juxtaposing them with the new infrastructure needs of the next century.

The report makes the case for robust and stable multi-year funding for our critical infrastructure.

As the City develops its 10 year capital plan, the GCA offers the following recommendations.

- The City **must** increase its contribution to the MTA Capital Plan. The City's level of investment in the MTA Capital Plan (except for the funding for the 7 line extension) dropped from a high of $205 million a year back in the mid-1980s to a low of $65 million a year in the 90s and early 2000s, and leveled off to approximately $100 million annually in the most recent capital plan. This dramatic reduction in the City's contributions to the capital plan over the past 20 years left a $2 billion gap in the MTA capital program, the impact of which resulted in increased debt, deferred projects and increased pressure on fares and tolls.

The current four year plan shows the City's contribution to the MTA capital plan drops to $40 million in 2016. The City itself actually owns the transit infrastructure. Given that the bus and subway system play an integral role in the city residents' access to educational opportunities, jobs and general mobility, it is incumbent upon the City to significantly increase the level of investment. Adjusting the 1984 City contribution level of $205 million by the US CPI rate would be the equivalent of $469 million today (2014). The City should require the MTA to dedicate the funding toward capital projects such as station upgrades, signal modernization, new subway cars and buses, all projects that will be of direct benefit to the city's growing neighborhoods and increasing demand for transit.

- The City should use value capture or tax increment financing to support the building of the next phase of Second Avenue subway. Property values have already increased substantially due to the pending opening of the Second Avenue subway in two years. The upcoming phase of the second avenue subway would extend the subway north to 125th Street and improve transportation access for the East Harlem community. Currently the MTA plans on beginning the next phase of Second Avenue toward the end of the next capital plan. With value capture financing, the MTA would be able to accelerate this capital project.

- The City should also provide initial "seed" money to the MTA to begin the planning and environmental studies to provide direct transit service to LaGuardia airport and to explore additional transportation links to Kennedy. These vital projects will ensure that both New Yorkers and the region's many visitors enjoy the direct connectivity that other cities – including Cleveland – provide from its airport to the city center.

- In addition to mass transit, a successful affordable housing plan requires an investment in the water, sewer and road infrastructure that supports denser community development. The current investment rate of 18.7 miles per year of new sewers and 27 miles per year of new water mains is insufficient to support the increased density in many communities, let alone keep pace with the rate of deterioration. Upgrades to the century old water and sewer system are needed to improve water quality, prevent water main breaks and sewer back-ups, ensure sufficient water pressure and provide the resiliency to withstand future storms.

- Similarly, the City must work to improve the delivery of Park's capital projects. With limited financial resources the Parks Department must find a way of stretching those scarce resources to improve and rehabilitate community parks. The structure of the Parks Department diffuses accountability which in turn has a negative impact on the time and cost of delivering a project. The Department must develop a partnering approach with the contractors who build the City's parks to improve the delivery of high quality projects.

- In recent years, the Economic Development Corp has assumed a larger portion of the City's capital portfolio. The ability of EDC to deliver projects faster, more reliably and on budget is a model that should be emulated by other city agencies. The legal, regulatory, and contract requirements that hamstring the ability of agencies to deliver capital projects efficiently must be carefully reviewed and streamlined so that the operating agencies can improve project delivery.

Thank you for the opportunity to comment. We look forward to working with the Council on these critical issues.

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John Samuelsen *President* | **Earl Phillips** *Secretary Treasurer* | **LaTonya Crisp-Sauray** *Recording Secretary* | **Angel Giboyeaux** *Administrative VP*

Testimony by John Samuelsen, President, Transport Workers Union Local 100

Assessing the Economic Impact of New York's Failing Infrastructure - Hearing 2: Transportation

Joint Hearing Convened by the New York City Council Committee on Economic Development and the Committee on Transportation

Monday, November 3, 2014

Good morning. My name is John Samuelsen. I am here today to speak for 38,000 members of TWU Local 100 who keep New York moving every hour of every day.

I would like to thank Chairman Garodnick and Chairman Rodriguez for the opportunity to testify today to the importance of maintaining and developing our mass transit infrastructure.

George Steinbrenner was once asked, "What is your business model for the New York Yankees?" He answered simply, "You have to spend money to make money."

Steinbrenner expanded, saying he spent on big-ticket items like free agent signings, but that he also spent heavily on infrastructure -- scouting and minor league expenditures –for a strong foundation.

There is a lesson here for mass transit that we should not forget. Spending on big ticket items like East Side Access may be fine and necessary for the future economic development of the region. But when spending on foundational projects, most notably "state of good repair," suffers as a result, or when incremental improvements in service are put off indefinitely for the sake of funding the big ticket items, then the business model must be reexamined. If safe, reliable and frequent transit service today suffers for the sake of a shimmering system of the future, or due to penny-wise and pound-foolish public policy, you get a metaphorical giant drill bit crashing through the system.

Our transit system is the most vital piece of the region's overall economic health. Good transit provides good jobs, and leads to strong business expansion along its routes. And this applies to both bus and subway.

John Samuelsen *President* | **Earl Phillips** *Secretary Treasurer* | **LaTonya Crisp-Sauray** *Recording Secretary* | **Angel Giboyeaux** *Administrative VP*

Take away any of the factors that produce safe, reliable and frequent service, and the economy along those routes begins to crumble. The American Society of Civil Engineers estimates that the U.S. economy is currently losing $49 billion a year to the poor state of repair in transit.[1] No area is as reliant on mass transit as New York, and no regional economy as vulnerable to loss to a poor state of repair.

Bringing our transit system into a full state of good repair and keeping it there is a dollar and cents proposition for our City: no transit, no economy; no economy, no City. State of good repair has to top the list.

Yet this alone is not the whole story. We also need a vision for the future. Even in a state of perfect repair, a transit system that lacks capacity for its riders or doesn't go where riders need to go would be a failure. The substantial rezoning of the past decade means that where we live and where we need to go will change in the years to come. Moreover, the City's population is projected to grow by a million heads in the next generation. This population growth could go hand in hand with economic growth. But for that growth to be realized, our mass transit system must keep pace. We must expand its capacity and extend it into all areas of the City.

These needs cannot be met solely by pouring billions of dollars into mega-projects with length times lines until completion. My point here is not to rail against mega-projects on principle. For example, if the worsening cross-Hudson bottleneck is to be solved some day, it will take a mega-project to do it. However, I want to emphasize that we also need to harvest the low-hanging fruit. We need to repurpose old assets where we can. And we need to create new service through more flexible means than building rail lines from scratch requires. Such approaches can deliver incremental expansion of service sooner and at lower capital outlay.

The situation on the Lexington Avenue line illustrates the need to add more flexible approaches to mega-project spending. The Lexington Avenue line is the busiest in the nation. It carries more riders than the San Francisco, Chicago and Boston systems combined. This is why construction of the Second Avenue Line is underway.

[1] "Failure to Act: The Economic Impact of Current Investment Trends in Surface Transportation Infrastructure." *American Society of Civil Engineers*, 2011.

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Yet, much more will be needed to alleviate overcrowding on the East Side and add capacity for the future. Overcrowding on the Lex does not begin at 92nd Street or 125th Street. It begins at Parkchester in the Bronx. And riders from and to the Bronx cannot wait 20 and 30 years until a mega-project arrives. We need solutions today.

One readily available measure to improve and extend service is Bus Rapid Transit. Bus Rapid Transit - that is, bus service that operates with high frequency like a subway in dedicated lanes - can radically improve mobility for hundreds of thousands of New Yorkers quickly and for a fraction of the cost of rail. Yet, the MTA's current proposal includes just one new route of this type over the next five years.

We would like to see the City and the MTA partner in developing a robust BRT network crisscrossing the boroughs.

For example, the day that the first segment of the Second Avenue line opens, so should BRT service from its northern terminal to the hospital complex in the Northeast Bronx.

Every day, that area of the Bronx sees tens of thousands of commuters and others come in, while tens of thousands of local residents go out to jobs in other areas, notably Manhattan. Deploying BRT would broaden the transportation options for all of them. It also would enhance development opportunities in underdeveloped areas along the route in Hunt's Point and Soundview. And, as the Second Avenue line grows northward, the route can be reconfigured accordingly.

Through approaches like BRT that flexibly leverage our present technologies, we can enhance and extend transit service and build our way into the future.

To accomplish these aims, secure and adequate funding is needed. Yes, the MTA should better focus its priorities. And if it does, then the funding is needed all the more.

A state of good repair plus extending the system and its capacity spell economic growth both today and in the future. A well-functioning transit system today connects workers with jobs and consumers with goods and services. Building NYC for the future averts potential chokepoints to future growth. And building for the future delivers jobs and economic activity today.

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But, as George Steinbrenner pointed out, to make money, you have to spend money. To get that economic growth, you have to invest in mass transit.

This is not a question for the MTA alone. Let me repeat that. This is not a question for the MTA alone. The MTA's only significant source of revenue is fares and tolls. And fare money – or what's left of it after the already substantial debt service – must be preserved as much as possible for operating the trains and buses. Government on all levels, and notably, the City and the State, must secure new sources of funding to support capital spending for mass transit.

Creative solutions are needed, but what is needed above all is the political courage to invest the future of our city and economy.

Thank you.

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PARTNERSHIP for New York City

TESTIMONY BEFORE THE NEW YORK CITY COUNCIL COMMITTEES ON ECONOMIC DEVELOPMENT AND TRANSPORTATION

MONDAY, NOVEMBER 3, 2014

KATHRYN WYLDE
PRESIDENT & CEO

PARTNERSHIP FOR NEW YORK CITY

Thank you Chairman Garodnick, Chairman Rodriguez, and committee members for the opportunity to testify today regarding the ways in which the quality and adequacy of the city's transportation infrastructure correlates with jobs and the economy.

The Partnership for New York City represents the city's business leaders and its largest private sector employers, all of whom agree that our continued status as a global commercial power depends on the kind of efficient connectivity that only a first class, well-integrated transportation system can deliver. This is true whether we are talking about access to jobs or to airports, efficient subway service or predictable bus transit, movement of freight or of passenger ferries. With economic output of $738 billion, ours is the largest city economy in the world and we need a transportation system that can support its continued growth.

The core of our public transportation system is the Metropolitan Transportation Authority, the state authority that operates the largest mass transit system in the nation, moving 8.5 million riders a day. In October, the MTA released a $32 billion five year capital plan with a $15.2 billion shortfall in revenues needed to support system maintenance and improvements. Filling this gap has to be a top priority for all of us and it is likely that New York City will be asked to increase its $657 million contribution to the five-year funding package.

This represents an important opportunity for the city to gain some input into MTA capital budget priorities and to establish a better process for coordinating transportation-related contracting, procurement, and real estate disposition and development. Only by setting up a new, more collaborative and efficient relationship will the city, the state and the MTA be in a position to optimize the economic development benefits of the enormous investment that we all make in the transportation system. London and San Francisco are examples of places that have maximized the mutual benefits of an integrated approach to economic development and transportation system improvements, providing models that New York City should explore and emulate.

Hudson Yards illustrates the benefits of coordinated planning, funding and construction of transportation infrastructure. A study that the Partnership commissioned with the Boston Consulting Group in 2003 identified the $2 billion extension of the #7 line to the Far West Side as the transit project that would yield the greatest economic benefits and return on investment for the city because of the new development and value it would generate. But this project was not a priority for the MTA, so the city took the unprecedented step of paying for a new subway. At the same time, the MTA capital plan was committed to spending more than $20 billion on the Second Avenue Subway and East Side Access – projects designed not to maximize economic returns, but to reduce crowding and improve service for existing riders. Ultimately, the MTA will get well over $1 billion in revenues from the Hudson Yards project, thanks to the city's rezoning, development planning and capital investment. This seems like the kind of win-win that we should be able to accomplish at Midtown East, the Quill Bus Depot and other development sites, but it will not happen unless the capital planning and contracting process is far more responsive to economic development priorities and carried out in close cooperation with other city and state agencies.

Dozens of public agencies and authorities beyond the MTA have a role in planning, funding and operating our transportation systems, few of which consult with economic development agencies or business organizations on their capital plans. Transportation planners tend to respond to the needs of their existing customer base, rather than to the economic needs of the city, its new centers of employment, and its emerging neighborhoods.

The lack of interest on the part of transit operators in dealing with ferries illustrates the problem. Development in the five boroughs is heavily concentrated on the 520 miles of waterfront where there is little or no public transit. Ferries are the obvious solution and, even with operating subsidies, they are far cheaper than building subways, but the MTA has refused to touch them and the Port Authority has narrowly defined its responsibilities. As a result, ferry service is limited, erratic and we are reduced to depending on a New Jersey ferry company to run a private bus service on the crowded streets of Manhattan to get passengers to work or to an intermodal connection. An integrated ferry system that would be overseen, if not owned, by the MTA, allowing the use of MetroCards, and establishing land-based connections – would go a long way to increase ridership and enhance the livability of our city's waterfront.

The business community supports investment in transportation infrastructure, but it should not be a blank check. We would like some input into how and where the capital budget is spent. Our first priority is on maintenance and reliability, which the MTA has delivered very well over the past few decades.

But we would also like to see much more use of public-private partnerships and design-build contracts to accelerate and reduce costs of construction activities. We would like to see better coordination between private developers, utilities and transit agencies. Too often, streets are torn up needlessly because of lack of coordinated planning, and projects are delayed because of lengthy and inefficient agency permitting processes. The Port Authority has been out front on public-private partnerships, which has improved their record of on time, on budget delivery of projects. The City DOT needs the state to pass legislation that would give it the same capacity and flexibility. The MTA needs to better use the authority that it already has.

In terms of capital projects that would contribute most to our region's continued economic growth, priorities are:

- The condition and capacity of the tunnels between New York and New Jersey. This is a priority for employers who have jobs and workers on both sides of the river. Two, 100 year old tunnels were damaged by Sandy and will need to be taken out of service for repair in 10 years. This is a regional emergency. Amtrak is working on the "Gateway Project" with a new tunnel coming into Penn Station (hopefully Moynihan Station) that could add 25 peak train slots for use of both NJTransit and Amtrak.
- Upgrading of the region's airports as well as more efficient access to and from airports. In 2012, 19.5 million domestic and international visitors entered the region by air. During their visits, these tourists spent over $20 billion on shopping, lodging, meals, entertainment and local ground transportation which created 193,000 local jobs. Including aviation operations, capital spending, and tourism, the region's three high-volume airports accounted for $63 billion in economic activity in 2012 and were responsible for 448,000 jobs with an average wage of $51,000 - good, middle wage jobs that are critical to our city's economy.
- Acceleration of the introduction of bus rapid transit lines connecting workers to new centers of employment.

Our regional economy requires nothing less than a transportation system that is not just the largest, but the most efficient, modern and well-managed in the world. The Partnership stands ready to work with the City Council and other stakeholders to ensure that these goals are achieved. Thank you.

TRANSPORTATION
ALTERNATIVES

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NYC Council Committee on Economic Development and Committee on Transportation: Oversight Hearing (2) - Assessing the Economic Impact of New York's Failing Infrastructure.

Testimony by Marco Conner, Legislative & Legal Manager
Monday, November 3, 2014

Chairs Garodnick and Rodriguez and members of the Economic Development and Transportation committees, thank you for the opportunity to testify at this important oversight hearing.

I am here on behalf of Transportation Alternatives, a non-profit advocacy organization that has worked for forty years to make New York City's streets safer and more equitable for all New Yorkers.

Vision Zero represents a culture shift. The vision's bold and urgently necessary goal of reducing traffic fatalities and serious injuries to zero depends on comprehensive changes to nearly every part of our City's traffic infrastructure.

The City's current infrastructure-design sadly contributes to the nearly 300 traffic fatalities and several thousand serious traffic-related injuries every year. Most of our street designs are based on 1950s era Interstate Highway policies. In addition to the tragic human costs, these antiquated designs, as signified by our City's major arterial streets, stifle our economy, creating barriers between affordable housing and good-paying work, holding back job creation, economic development and pathways out of poverty.

T.A.'s solution addresses the enormous human and financial costs and allows us to take advantage of latent opportunities: We urge that by 2017 Mayor de Blasio and the City Council begin work on a plan to **redesign and rebuild all 1,000-miles of arterial streets in New York City**. This work can be funded in the Mayor's Ten Year Capital Strategy, which is currently under development by City Hall. Ten years is a modest time horizon to transform these deadly roads. In fact T.A. believes the City can complete this lifesaving work well before 2025.

The City's **most recent Ten Year Capital Strategy budgeted over $3 billion for street and sidewalk resurfacing and reconstruction and other traffic upgrades**. This cost over ten years—or $300 million a year—pales in comparison to the over $4 billion every year that traffic crashes alone cost New York City. We believe transforming the City's arterial streets can be done for a fraction of this amount and would fit well within the framework for the capital strategy.

The economic costs of inaction are significant: According to the New York City Office of Management and Budget, traffic crashes cost the City's economy **$4.29 billion annually**, about 1% of the Gross City Product[1]. **Traffic crashes involving pedestrian cost the city $1.38 billion a year**[2]. Other studies have documented the costs of traffic congestion as $2 billion in wasted fuel and vehicle operating costs, $4 billion in lost economic output and a **loss of 37,000-52,000 jobs**[3]. On top of this, the City of New York pays out nearly $100 million every year in legal settlements due to collisions with vehicles in its fleet[4]. These are significant costs and they are inextricably linked to traffic safety and quality of life policies.

Our city's arterial streets—the major, multi-lane roads that cut through communities—are not only outdated suburban-style roadways that create a frustrating and chaotic environment for drivers, bus riders, bicyclists and pedestrians, they are also deadly: While **only 15% of New York's streets are arterials, they account for nearly 60% of pedestrian and bicyclist fatalities and serious injuries**. Roads like Brooklyn's Atlantic Avenue, Queens Boulevard, the Grand Concourse, Hylan Boulevard and Fifth and Sixth Avenues in Manhattan have not changed since Dwight Eisenhower was president while the communities around them are living in the 21st Century.

At Transportation Alternatives we believe that the City must undertake a comprehensive redesign of these streets based on best practices that we know work, proven designs from right here in the Big Apple. This will both save lives and be a catalyst for spurring jobs and the local economy. Arterials around New York City that have been transformed in recent years have seen **injury crashes decrease an average of 20-percent** (with some reductions as high as 48-percent fewer injury crashes)[5]. Streets redesigned with traffic calming improvements have a positive impact on retail commerce as well. Streets transformed to be safer for everyone, whether they arrive by foot, bike, car, bus or subway, have seen **annual retail sales increase by from 4- to 120-percent[6].**

From a neighborhood economic perspective: walkers shop, cars do not! Our cars do not shop at the deli on Atlantic Avenue. And cars do not spend money shopping for clothes on Fifth Avenue or make an impulse purchase at the grocery store on Queens Boulevard; people as pedestrians do. According to the New York City Department of Transportation "shoppers often indicate that they would visit more often if additional enhancements were made to the street environment, such as reducing the volume of traffic or calming traffic speeds, expanding space for pedestrians or adding bicycling infrastructure[7]." And "people who arrive on foot or by bike generally visit the area more often than those who use other methods of transportation, and cumulatively spend more per capita at local businesses[8]."

However, the economics of our failing streets go far beyond the delicatessens and green grocers that make New York New York. No one can put a dollar value on a human life, yet we loose close to 300 sons and daughters, sisters and brothers, mothers and fathers, aunts, uncles, husbands and wives every single year. Why? Why do we stand for this loss?

The majority of New Yorkers do not own cars and fewer of us use them every day to get around. When riding our bikes, walking around or getting on and off the subway or bus, we are not protected by a ton of steel. Even after we park our cars, we're all pedestrians. In the Vision Zero era, we've accepted the fact that traffic injuries and deaths are preventable and unacceptable. Our streets must now come to reflect this reality and safeguard life and limb.

The economic impact can be lessened and, more importantly, the heartache and pain can be as well if we commit now to investing in rebuilding New York's big, bad arterial streets to Vision Zero standards.

Thank you.

Notes

[1] *New York City Pedestrian Safety and Study Plan,* NYC Department of Transportation, 2010, based on Monthly Report on Current Economic Conditions, New York, the City of New York Office of Management and Budget, 2007
[2] Ibid 1
[3] *Growth or Gridlock? The Economic Case for Traffic Relief and Transit Improvement for a Greater New York,* Partnership for New York City, 2006
[4] NYC Department of Citywide Administrative Services, 2014
[5] *Protected Bike Lanes in NYC,* NYC Department of Transportation, 2014
[6] *The Economic Benefits of Sustainable Streets,* Bennett Midland for the NYC Department of Transportation, 2013
[7] Ibid 4
[8] Ibid 4

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TESTIMONY at NYC Council Hearing
November 3, 2014

SMOOTH STREETS

Good morning. My name is Salvatore Galletta, P.E. I represent the American Engineering Alliance (AEA), an organization that advocates for the interests of the Engineering Community while promoting the Public's Health, Safety and Welfare. Allow me to express our gratitude for the opportunity to address you on an issue of vital interest to the Public.

PRESENT CONDITION:

Today, I bring to your attention a very serious situation that affects all New Yorkers, namely the present condition of our streets. For much too long the Public has put up with deplorable and unsafe roadways. Many of our pavements do not compare favorably with those of Third World countries.

Driving through the streets of the City, one gets the impression that New York is one huge construction site. There is some type of construction activity on almost every other block. Contractors do not merely open up our roadways, and haphazardly put up barricades and divert traffic in an illegal manner; they also use too much of our street areas to store their construction equipment and materials.

Putting up with the inconvenience that construction activity creates would be tolerable if the public could be assured that the contractors and utility companies working on our streets are not abusing the usable traveling space and will restore the roadway to its original smooth condition. All of this continuous, inadequately controlled construction activity has resulted in a roadway system that is possibly the worst in the Country in terms of rideability.

Most of our roads contain numerous depressions, bumps, potholes, sunken manholes and catch basins, and other defects. Utilities, contractors, and others cut up our streets and inconvenience motorists and pedestrians who are forced to navigate around their construction sites. All of this booming construction has created not only a great inconvenience but also a great safety risk to the Public. The reason for this situation is that the City's rules and regulations governing the use of our streets and sidewalks are not being adequately enforced. DOT's Enforcement Unit is not physically able to carry out its mission due to lack of resources. Hallmarks of this lack are sporadic enforcement, too few inspectors (there are over 400,000 permits issued by the City), and no oversight by Licensed Professionals.

The effects of the present system on our roads include severely shortened lifespans (Utility cuts reduce service life by 50%, see "Roads & Bridges", January 2004, p. 27), increased road repair costs and increased capital infrastructure expenditures. For the Public there are increased car repair costs, medical costs due to more accidents, and increased economic losses due to the inefficiency of the transport system. To cap it off, there are increased liability costs to the City.

WHAT NEEDS TO BE DONE:

New Yorkers no longer have to suffer these deplorable road conditions. We have the technology, professional talent and resources to correct this dismal situation. What it takes is political willpower. If our elected officials do not have the political will to address this problem, then the people of New York must demand it.

Specific steps that must be taken include, re-establishment of the "Smooth Streets" Unit within DOT whose sole function will be ensuring that NYC streets are maintained in a smooth condition. This Unit will strictly control the issuance of all Permits to Utilities, contractors, City Agencies and others who seek to work on City streets. It will also have enforcement powers to ensure compliance with the appropriate City regulations and standards. In order to guarantee that the operation of this Unit is strictly focused on the quality of our pavements, it must be under the supervision of a Licensed Professional Engineer. In order for the system to be viable, it must be adequately funded and staffed, and charge permit fees that reflect the true cost to the City for running the program.

CONCLUDING STATEMENTS:

Our proposal dovetails neatly with the **Mayor's Vision Zero Initiative**. We offer our **"Smooth Streets"** proposal in response to the Mayor's appeal for ideas to make Vision Zero a reality. Having smooth and rideable streets will significantly contribute to the overall plan for achieving the Mayor's goal of zero fatalities on our City streets.

The American Engineering Alliance proposes that NYCDOT re-establish a "Smooth Streets Unit", properly organized and staffed, and led by a Licensed Professional Engineer. In addition to coordinating and controlling the resurfacing and paving program, this unit will be directly responsible for strictly controlling street opening permits and ensuring that suitable traffic diversions and timely temporary and permanent restorations are made. Instead of spending many millions of dollars in rebuilding our streets let's use a small portion of this money on making our streets smooth. This will go a long way in settling the rattled nerves of the New York driving public, and will surely contribute to raising the quality of life for most New Yorkers.

Contacts: American Engineering Alliance (AEA) www.aeaworld.org

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For Immediate Release: November 3, 2014
Contact: Corey Bearak (ATU 1056 Policy & Political Director) (718) 343-6779/ (516) 343-6207

Testimony
of
Mark Henry
President/ Business Agent, Amalgamated Transit Union Local No. 1056
To
The City Council Committees on Economic Development & Transportation
Council Members Dan Garodnick & Ydanis Rodriguez, Chairs
November 3, 2014, 10:00 a.m.

Thank you for this opportunity to address this committee and comment on the Transportation Infrastructure. I am Mark Henry, President and Business Agent for Amalgamated Transit Union (ATU) Local No. 1056. Local 1056 represents drivers and mechanics who work for MTA New York City Transit's Queens Bus Division. As such, Local 1056 comments on the plan's failure to adequately provide for current and future needs of Queens public transit.

Investments in transportation infrastructure remains critical to our economy. Investing smartly in public transportation keys growth in the economy and job creation. Real estate and economic development interests recognized this when they supported extending the "7" Line from Times Square to the Far West Side and the Javits center or the LIRR east side access project. Smart investments that support bus service improvements can realize improvements and growth sooner than those aforementioned and similar mega-projects.

As we stated at past Council and Assembly hearings on the MTA capital plan we question the current investment to date. The current infrastructure falls woefully short when so much of Queens, including many of the neighborhoods served by constituents and the members of our local, receive inadequate transit service. Unlike an investment in the mega-projects I alluded to above, many of the investments involving bus service offers immediately relief. That's right, buses.

In addition to providing commuters with a way to go to and from work, mass transit, especially our buses, offers a vital link to the outside world for seniors, young people, people with disabilities, and people without cars.

Representing all hourly rated Employees of the Queens Division, Who safely Operate and Maintain Buses for MTA New York City Transit.

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Amalgamated Transit Union Local 1056
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Public Transit is the only way many can shop, go to the doctor, attend worship services, visit family members, and do many of the things that enrich their lives. Working Families need safe, equitable and efficient transportation. In Queens, more often than not, that means buses.

Let's look at our state of investment in infrastructure for our buses. Currently, Queens lacks sufficient buses to meet existing and planned service needs. The current fleet of buses in Queens includes just too many deteriorated, old and inefficient buses that operate beyond their expected useful life and often disrupts service. The State Comptroller noted that NYCT currently has a fleet of 4,428 buses, and it plans to purchase more than 7,000 buses through 2034 at a cost of nearly $6.2 billion. Buses have a useful life of 12 years, and NYCT's goal is to maintain an average fleet age of between 6 and 7.5 years. As of April 2014, the average age of the fleet was 8.37 years (30 percent of the NYCT buses were 12 years or older). The MDBF for buses declined from 4,100 miles in 2007 to 3,340 miles in 2011, but then increased to nearly 5,000 miles in 2013. While NYCT attributes the improvement to newer buses and improved maintenance, those results lag when it comes to Queens.

While planners focus on subway and rail mega-projects, they ignore a real need for modernized bus terminals. The congestion and related issues that plague downtown Flushing cry for a Hub Bus terminus that Member of Congress Grace Meng has proposed. The Flushing Area continues to have an ever increasing ridership as development increases throughout Flushing. We need the leadership from transit and transportation planners.

We must also bolster the Casey Stengel Depot (a NYCT Queens Bus Division Depot that serves Flushing communities) against flooding risks (We recall the urgent movement of buses there to "higher ground" in advance of Sandy.)

Our local has long advocated that the MTA modernize and expand its (NYCT Queens Bus Division) Jamaica Depot. The current depot functions at only 70% of the capacity needed to provide consistent and adequate bus service. While the MTA finally and recently acquired the land required for the project, the capital plan must accelerate this project to help the neighborhoods of Southeast Queens; at the Council hearing the MTA promised to disclosed those details. The modernization and redesign of the 165st Street Bus Terminal across from the Jamaica Main Library will offer the many commuters who use this terminus a safe and accessible facility; the MTA plan does not address this infrastructure need.

Investing in bus infrastructure empowers the MTA to focus on better use of its bus lines to serve intra-borough needs rather than just funneling riders to subways and rail. As you may not be aware Queens can be a two fare zone if the MTA fails to make Metro Cards available to more vendors in the neighborhoods as residents often still pay two fares to commute about Queens or to New York City. The MTA must continue to add service in areas of Queens that desperately need the mobility that public transit affords taxpaying New Yorkers. Two Center for Urban Future reports evidence the need to expand public transits options needs for residents in

Queens, Brooklyn and Far Rockaway. The MTA also needs to reconsider plans to deploy more "articulated" buses. During rush hour the MTA must deploy more buses to meet service needs; this includes starting some buses further along a route to allow more riders get a timely ride. We also need more buses to implement service the underserved residents of Queens; this requires the MTA to buy more buses. And to do represents a smart investment in infrastructure.

ATU continues to be at the forefront of advocating transportation infrastructure investment at the national, state and local levels. ATU sponsored National Transit month and rallied in Washington, D.C. last May to call attention to this need. We welcome the Council's advocacy in support of our effort to secure the needed public investments in transportation infrastructure.

In summary, based on our experience and knowledge of the MTA system especially in Queens, ATU 1056 emphasizes the need to invest in the infrastructure necessary to keep our buses running, rebuild and enhance bus service and deliver the best service possible to the residents of Queens and those who visit or work here. L**et's face it...the current transit administration knows they will not be building any train services in Queens**. ATU Local 1056 will continue to advocate a better scheduled service for Queens and so should these committees and the Council as a whole. Thank you for this opportunity to share my local's views and advocacy for the community we serve. I can be reached at the number above at any time.

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Cc:
Subject: My E-mail testimony before the City Council

Unfortunately, I was not able to stay the entire day in order to give this testimony in person before the Transportation and Economic Development Committees. Please read and enter into the official record. Thank you. Allan Rosen

Close

E-Mail Testimony of Allan Rosen Before NYC City Council (11/3/14)

Next to Staten Island, Queens has the worst public transit in the city. However, Queens is much more populated than Staten Island so the need for faster improved transit service is greatest in Queens. There are very limited subways in Queens; many rely on the buses and roadways to get around. If you are not near a subway, a short two-bus trip can take an hour. Many locations cannot even be reached using two buses because virtually all Queens' bus routes are oriented to connect to subways, not to connect neighborhoods. Long bus trips requiring a combination of multiple buses and trains within Queens can take two or three hours.

The locations for job opportunities are severely limited and economic growth is stifled. What is the answer? We can dramatically improve north south travel in Queens by rebuilding the Rockaway Beach Line (RBL) for transit use between Rego Park and southern Queens, abandoned in 1962. This can be done at a fraction of the cost of a building a new subway with similar benefits. It could become the new Queens Crosstown.

However, the MTA has only played lip service to RBL reactivation. Instead they have focused all attention on Select Bus Service for the Woodhaven Boulevard Corridor. It appears that someone looked at Google Maps, saw a wide street, and determined it is perfect for SBS. However, good planning is much more than that. It also looks at the negatives and makes an assessment how well the solution solves the problem. It asks who are helped and who are hurt. It involves the communities in meaningful planning. It studies alternatives and looks at long-term costs and benefits. It responds to community concerns. None of that happened.

Instead, there was just an illusion of community input. Workshop leaders steered the discussions by asking leading questions to solicit specific responses. Contradictory statements were made such as Woodhaven Boulevard is the most congested corridor in Queens and that reducing road capacity will alleviate congestion. That is like saying reducing food consumption alleviates hunger. There was no opportunity for adequate questioning and discussion. Questions submitted by the Queens Transit Committee six months ago remain unanswered.

The city decided it would construct SBS on Woodhaven/Cross Bay Boulevards only asking the communities, which design they prefer. The RBL only one half mile to the east was ignored. The city could have at least studied the difference in cost between constructing BRT or SBS on the RBL instead of on Woodhaven. Even that was not done.

SBS works well in some places. It would not work well on Woodhaven Boulevard because during non-rush hours buses would save no more than five or ten minutes since they are already traveling at top speeds. The city also is contemplating lowering the speed limit on Woodhaven, which may result in no time saving at all.

There are no parallel arterial roadways to Woodhaven to compensate for the removed travel lanes. Woodhaven is the only truck route in the area and is not only used by locals. It is usually the best route between southern Brooklyn and northern Queens. Congesting it further will make it just as slow as the BQE and the Van Wyck alternatives. During non-rush hours you can drive for miles on Woodhaven and not see a bus. Exclusive bus lanes are not warranted.

Trip times for cars and trucks traveling the full length of Woodhaven would be increased by 20 or 30 minutes during rush hours, causing some drivers to shift to narrow parallel single lane residential streets increasing the number of accidents. Buses would save only 5 or 10 minutes during rush hours. Most likely more would be hurt than helped by converting general-purpose lanes into exclusive bus lanes.

The planning for this project has been so poor that the possibility of allowing HOV vehicles into the exclusive bus lanes to minimize the negative effects on auto traffic is not being considered. Plans call for eliminating additional left turns, which by itself would add five or ten minutes to trips made by turning vehicles when traffic is heavy. Most left turns on Woodhaven are already banned because the road is over capacity. There is no mention of the number of trees that would have to be destroyed,

Not every trip can be made by bus. Have you ever tried hauling a piece of lumber on the bus? SBS will do nothing for trips presently requiring four or five transfers. That is precisely the reason people are currently driving. The needs of other users of the roadway must also be considered.

But wait! It doesn't have to be that way. The RBL can be utilized for BRT, a higher form of SBS, or better yet, for rail, without strangling Woodhaven Boulevard in traffic and banning needed parking spaces. Yes, all the positives and more without any of the negatives. Rail significantly boosts property values. Bus service does not. Why shave off five or ten minutes from your ninety-minute trip with SBS when you could cut your trip in half with a rail line?

The time for a fair comparison of options is now, not after more than $200 million is committed for BRT. The RBL must never become Queensway, which will only be used, by a couple of hundred daily bicycle riders during perhaps 150 days a year. The RBL would be used 365 days a year, greatly reducing travel times for thousands every hour.

Allan Rosen
Member, Queens Public Transit Committee
Alrosen2@msn.com

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I represent: AAA New York
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I represent: Global Gateway Alliance

Address: 25 W. 39th St. Manhattan

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I represent: NYC DOT

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I represent: Regional Plan Asso

Address: ________

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

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☐ in favor ☐ in opposition

Date: ________

(PLEASE PRINT)

Name: Richard Anderson

Address: 44 West 28th Street New York NY

I represent: the NY Building congress

Address:

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☒ in favor ☐ in opposition

Date: ________

(PLEASE PRINT)

Name: MARCO CONNER

Address: 127 W 26TH ST #1002, NYC 10001

I represent: TRANSPORTATION ALTERNATIVES

Address: " — "

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☐ in favor ☐ in opposition

Date: ________

(PLEASE PRINT)

Name: DENISE RICHARDSON

Address:

I represent: General Contractors Assoc. of NY

Address: 60 E. 42nd St NY NY 10165

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THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. ________ Res. No. ________
☐ in favor ☐ in opposition

Date: 11/3/14

(PLEASE PRINT)

Name: John Samuelsen

Address:

I represent: TWU Local 100

Address: 195 Montague St, Bklyn NY 11201

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THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. ________ Res. No. ________
☐ in favor ☐ in opposition

Date: 11.3.14

(PLEASE PRINT)

Name: JEFFREY DUGAN

Address: 50 PARK TERR WEST #3E NY NY 10034

I represent: AMERICAN INSTITUTE OF ARCHITECTS NY

Address: 536 LAGUARDIA PLACE, NEW YORK, NY

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