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**HEARING BEFORE THE NEW YORK CITY COUNCIL
LAND USE COMMITTEE
JUNE 5, 2007**

Good morning Chairperson Katz and Members of the Land Use Committee. My name is David Woloch, Deputy Commissioner for External Affairs at the New York City Department of Transportation (DOT) and with me here today are Franco Esposito, Associate Counsel at DOT and Anne Koenig, DOT's Executive Director of Franchises, Concessions and Consents. Thank you for the opportunity to be here today to discuss the Administration's support for Intro 571 and Authorizing Resolution #838. The bill will amend the City Charter by authorizing DOT to extend the date of the operating authority for two unsubsidized private bus services and the authorizing resolution will allow us to award these franchises competitively.

Intro 571 allows DOT to proceed to the Franchise and Concession Review Committee to extend the expiration date of any franchise pursuant to which companies operate unsubsidized private bus service, until December 31st, 2008, since in accordance to Local Law 28 of 2004, the operating authority of the two unsubsidized bus services currently providing service in New York is set to expire at the end of this month. These services are Private One of New York, LLC, (d.b.a., New York Airport Service) which transports approximately 876,000 passengers annually from Manhattan to LaGuardia and Kennedy Airports and between those airports; and Private Transportation Corp. (commonly known as Bus Route B-110) which transports approximately 582,000 passengers annually between Williamsburg and Borough Park in Brooklyn.

In addition to Intro 571, we have also submitted Authorizing Resolution #838 to the Council for consideration, which will allow DOT to award these franchises competitively. A competitive solicitation will ensure that the opportunity to operate these bus services is offered to the company or companies that provide the City with the best overall proposal. Given the time period needed to negotiate and pass the Authorizing Resolution and to undertake the RFP process, we are seeking an extension to the existing franchises. This will ensure that the New Yorkers who depend on these buses will not experience a disruption in service.

Thank you for your consideration of these two proposals and we would be happy to answer any questions that you may have at this time.