

TESTIMONY FROM NYCHA GENERAL MANAGER VITO MUSTACIUOLO
EXECUTIVE BUDGET HEARING
COMMITTEE ON FINANCE WITH THE COMMITTEE ON PUBLIC HOUSING AND
SUBCOMMITTEE ON CAPITAL BUDGET
WEDNESDAY, MAY 16, 2018 – 10:00 AM
COUNCIL CHAMBERS, CITY HALL, NEW YORK, NY

Chairs Daniel Dromm, Alicka Ampry-Samuel, and Vanessa Gibson, members of the Committees on Finance and Public Housing and Subcommittee on Capital Budget, and other members of the City Council: good morning. I am Vito Mustaciuolo, NYCHA's General Manager. I am pleased to be joined by Deborah Goddard, Executive Vice President for Capital Projects; Tricia Roberts, Vice President for Finance; and other members of NYCHA's executive team.

Thank you for this opportunity to provide an update on the Authority's financial status and the progress we're making to achieve our NextGeneration NYCHA goals. As leadership transitions at the Authority, we continue to build a better organization in line with our NextGen vision. And with support from partners like Mayor Bill de Blasio and the City Council, we are creating safe, clean, and connected communities for this and the next generation of New Yorkers.

Federal Funding Update

Over the past few years, NYCHA leadership has spent countless hours in DC and Albany advocating for quality public housing for the millions of Americans who need it. Our coalition of public housing authorities (PHA) and leaders from the labor, construction, and health sectors have made it clear that public housing is vital infrastructure worth preserving and strengthening.

Our advocacy paid off. For the first time in decades, Congress significantly increased funding for affordable and public housing, including a more than 40 percent increase for public housing capital funding in 2018, compared to 2017. These funds will enable us to continue projects that make a real difference in

residents' lives, addressing conditions such as mold, lead-based paint hazards, and vermin infestation.

Federal funding for operations increased more modestly, by 3.6 percent. It should be noted that that's still nearly \$70 million less than we're eligible to receive, and that it costs approximately \$200 million every month to run the Authority. With the increased operating funds, we plan to focus on three key areas: health and safety, compliance, and training and development.

Our fight is far from over. The public housing program is, for the most part, a federally created program and portfolio. Federal dollars should provide the lion's share of the funding for public housing. Local funding should enhance our ability to deliver capital projects, not absolve the federal government of its responsibility.

So we must continue pressing for the support that PHAs desperately need. NYCHA has been shortchanged \$3 billion in federal operating and capital funding since 2001, compounding the challenges of maintaining and repairing aging infrastructure. The majority of our buildings are more than a half century old, and we're confronting massive capital needs across our portfolio. In terms of operations, even after we combine the federal funding we receive with the rent we collect, there's still an approximately \$47 million annual operating deficit. And the President has recently proposed a reduction in federal operating and capital funding for Fiscal Year 2019.

The Threat of Rent Reform

We are concerned with recent news from Washington about a proposal to raise the rent on most types of federally subsidized housing from 30 percent of adjusted to 35 percent of gross income. Under this formula, deductions for medical and childcare expenses would be eliminated for most families, making it harder for residents to work, take care of their families, and stay healthy.

We know that residents will have a hard time paying higher rents. The average NYCHA household makes just \$24,000 a year. If the proposed rent increase becomes a reality, residents would see their rent go up by a third, or about \$175 a month. Households with non-disabled residents under the age of 65 would be impacted even more – their rent would go up by about 40 percent, or \$240 a month. To put this in perspective, a household of one adult and one child in New York City spends an average of nearly \$33,000 every year on necessities like healthcare, childcare, food, and transportation alone.

Families receiving Section 8 vouchers, whose average incomes are even lower, would see rent increases of about 20 percent.

Since 2014, when mandatory flat rent increases were put in place, nearly 95,000 households have experienced an average rent increase of 46 percent. This has contributed to a rise in the number of residents who are unable to pay their rent on time every month. If this proposal comes to pass, we can expect a negative impact to our rent collection rate, because many residents won't be able to afford a 33 percent rent increase.

We appreciate the Council speaking out about how this proposal would impact New Yorkers. We share your concerns for our residents and the Housing Authority's financial stability.

State Funds

A lot of attention has been focused lately on how the State can help improve the quality of housing at NYCHA, and we appreciate the State's commitment of funds in its prior two annual budgets. However, we remain concerned that the process the Governor has established to distribute and manage that funding will hinder our ability to spend the money quickly and with maximum benefit to our residents.

To date, neither the \$200 million allocated by the State in 2017 nor this year's \$250 million allocation have reached NYCHA or our residents.

As has been reported in recent weeks, the Governor's executive order is far more sweeping than any of us initially understood, based on State budget discussions. There are real areas of concern here, including that it lets the federal government off the hook for committing to providing NYCHA with a long-term and stable funding stream and could interfere with the day-to-day operation of the Authority. Both of these have very real consequences for the well-being of our residents and our ability to deliver services to them.

While acknowledging those concerns, we look forward to working with all of our partners to come up with a successful plan for these funds. We believe the \$250 million committed in this year's State budget should be used immediately to replace 63 poorly rated boilers and to decouple heat and hot water systems at 14 developments, home to 32,000 New Yorkers. The \$200 million not yet released from the State's prior-year budget should be used for much-needed elevator and boiler replacements at NYCHA.

The City's Contributions

Mayor de Blasio continues to demonstrate his commitment to public housing with unprecedented investments in NYCHA. He has committed \$2.1 billion to support NYCHA's capital infrastructure and \$1.6 billion to support operations over the next decade. That includes \$1.3 billion to fix over 900 roofs, more than \$500 million for façade repairs at nearly 400 buildings, \$140 million for security enhancements at 15 developments, \$200 million for long-term heating system upgrades, and \$13 million to improve the immediate response to heating emergencies.

The Mayor recently announced an additional \$20 million commitment to address NYCHA's work order backlog. This will enable us to complete about 50,000 skilled trades work orders at approximately 30 developments with the highest backlogs.

However, while City funds can go a long way toward improving the quality of life for residents, they cannot be – and should not be considered – a replacement for HUD funding.

NextGeneration NYCHA Progress

Three years ago this week, we released NextGeneration NYCHA, our long-term strategic plan to stabilize the Authority's finances, become a better landlord for residents, and ensure that public housing remains a vital resource in our city. Despite the challenges, we're making progress in changing the way we do business and delivering for residents. Here are some highlights of our accomplishments.

Achieving Short-Term Financial Stability

Before the launch of NextGen NYCHA, the Authority was projecting a structural deficit of hundreds of millions of dollars a year. With NextGen as our guide, we have eliminated the deficit, balanced our budget four years in a row, and started right-sizing the agency through more front-line hiring. For instance, we reduced the number of central office staff through attrition and transfers to other agencies while increasing front-line positions to help address our residents' concerns.

Since 2015, NYCHA has achieved more than \$313 million in savings from NextGen initiatives, including the Mayor's relief of payments to the City, reduced central office costs, conversion of formerly unfunded units built by the City and State to a Section 8 funding stream, the Rental Assistance Demonstration (RAD)

at Ocean Bay (Bayside), and our public-private partnerships at six Section 8 developments.

Becoming a More Efficient and Effective Landlord

We've brought the time it takes to respond to basic repairs down from 13 days to 4 days. Property management staff are using smartphones to open and close work orders and get resident sign-off on the work; residents are using the MyNYCHA mobile app to request repairs. We've rolled out our new and more efficient property management model, NextGen Operations, to 151 developments, and expect to have it in place at all of our developments by the middle of next year.

(Re)building Public Housing and Expanding Affordable Housing

More than a billion dollars of construction work is currently underway across the Authority. In the past four years:

- We committed our federal capital grants ahead of HUD's 24-month deadline; we obligated 50 percent of the Fiscal Year 2017 funds in 9 months. We spent the grants an average of 15 months ahead of HUD's 48-month deadline.
- We completed our Bond B work ahead of schedule: about \$500 million of major improvements at 319 buildings.
- We replaced 386 roofs.
- We awarded \$1.9 billion in Sandy recovery projects to date and expect to spend \$2.2 billion of our historic FEMA grant by the end of 2019, providing residents with new roofs, electrical systems, and boilers; backup power; and flood protection.
- With funding from the Mayor and the City Council, we installed more than 6,200 exterior security lights and installed or upgraded nearly 700 CCTV cameras.

- We launched three innovative Energy Performance Contracts (EPC), investing \$167 million to provide a mix of upgraded lighting, heating, and hot water systems; apartment temperature controls; and water-saving devices at nearly 48,000 apartments. A fourth EPC totaling \$103 million that will benefit nearly 15,000 apartments is currently under review by HUD.

We are upgrading our buildings and creating desperately needed affordable housing for our city:

- We closed on the largest single-site RAD transaction in the nation, raising \$325 million to repair and modernize 1,400 apartments at Ocean Bay (Bayside): new kitchens and bathrooms, roofs, and state-of-the-art security and heating systems for residents. Within the next year, we expect to finalize partnerships that will bring similar improvements to 21 developments in the Bronx and Brooklyn.
- We closed six deals for 100 percent affordable housing. Additionally, 10 sites are in pre-development and five are in the RFP process.
- We selected developers for two NextGen Neighborhoods sites at Holmes Towers and Wyckoff Gardens, which will bring approximately \$62 million in revenue for the Authority and more affordable housing for New Yorkers. We released an RFP for a site at La Guardia Houses, and resident engagement is well underway at Cooper Park Houses.
- We are in the process of converting two developments that do not receive direct public housing funding to a Section 8 funding stream: Baychester and Murphy Houses. Resident engagement has begun at two additional sites: Independence Towers and Williams Plaza. Through our Permanent Affordability Commitment Together (PACT) program, we'll be able to raise funds for major renovations and improved operations at these developments.

Engaging Residents

We're connecting residents to life-changing opportunities. Our Office of Resident Economic Empowerment and Sustainability, and partners, have facilitated more than 8,700 resident job placements and 20,000 connections to services. We launched a new Resident Leadership Academy and 14 Youth Leadership Councils. And through our Food Business and Childcare Business Pathways programs, residents have formed more than 160 new businesses.

Moving Forward

This good work must continue. NYC needs NYCHA – 1 in 14 New Yorkers rely on us for home. Thank you for standing with us as we strive to become a better landlord and to ensure that NYCHA is here to serve the next generation of New Yorkers. We are happy to answer any questions you might have.

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY
PRELIMINARY BUDGET HEARING BEFORE THE CITY COUNCIL
COMMITTEE ON TRANSPORTATION
COMMITTEE ON FINANCE
May 16, 2018**

Good afternoon Chair Rodriguez, Chair Dromm, Chair Gibson, and members of the Transportation and Finance Committees and the Subcommittee on Capital Budget. I am Polly Trottenberg, Commissioner of the New York City Department of Transportation. With me today are Elisabeth Franklin, Associate Commissioner for Budget and Capital Program Management, and Benjamin Smith, Director of City Legislative Affairs. I am pleased to be here on behalf of Mayor Bill de Blasio to testify on DOT's Fiscal Year 2019 \$1 billion Executive Expense Budget and 5-year \$13.8 billion Capital Plan.

Introduction

As I said back in March, this budget will support DOT in its mission to provide for the safe, efficient, and environmentally sustainable movement of people and goods in New York City at a time when we are responding to a number of major transportation challenges and opportunities. Those include our continued work on Vision Zero, preparing for the impending L Train closure, the BQE triple-cantilever project, addressing increasing congestion, and keeping our buses moving.

Today I will share updates on those topics and detail some other major DOT needs that are addressed in this Executive Budget.

Pedestrian ramps

First, I would like to start with the most significant new item in DOT's budget: a major commitment of resources and personnel to upgrade and install more pedestrian ramps. As you know, DOT already works to make streets safer, more accessible, and easier to cross for all users. With this enhanced commitment to ped ramps, our goal is to make accessible paths of travel a reality for more New Yorkers, every day.

This budget includes approximately \$20 million in new expense funds for the ped ramp program in FY19, rising to close to \$34 million in FY22 and provides 252 full time positions across the agency, in addition to 112 seasonal positions, for 24 new in-house construction crews, administration and management. Building on this administration's previous investments, in total the budget now proposes \$36 million and 332 positions in FY19 for ped ramps, rising to \$52 million and 488 positions in FY20 and then base-lined at that number of positions.

With these robust resources, we will assess over 300,000 ped ramp locations at our street corners as well as mid-block crossings and medians, and upgrade or install ped ramps at those locations

as needed. This long-term undertaking presents tremendous challenges that many other American cities are also grappling with, although none on the same scale that we face.

New York City has one of the largest and most complex street networks in the world with widely varying topography and conditions, and no two corners are alike. So in our ped ramp program we must design and construct around numerous obstacles, including utility lines, catch basins, hydrants, street lights, elevated and below ground transit structures, vaults under the sidewalk, distinctive materials in landmarked historic districts, and narrow sidewalks.

And to make it even more challenging, the city streetscape is also ever-changing, with private developers, utilities, and other agencies working on our streets and sidewalks every day and installing ped ramps as well.

So even getting a complete picture of the current condition of all our ped ramp locations has proven difficult, but we will do so by taking a big leap forward with our technology. Under a contract procured by the Department of Finance, DOT has engaged Cyclomedia Technology to conduct a survey that leverages up-to-date, high definition, street level imagery and LIDAR (Light Detection and Ranging) data to extract measurements of each ramp. We will supplement this data with visual inspections to further identify obstacles and site constraints.

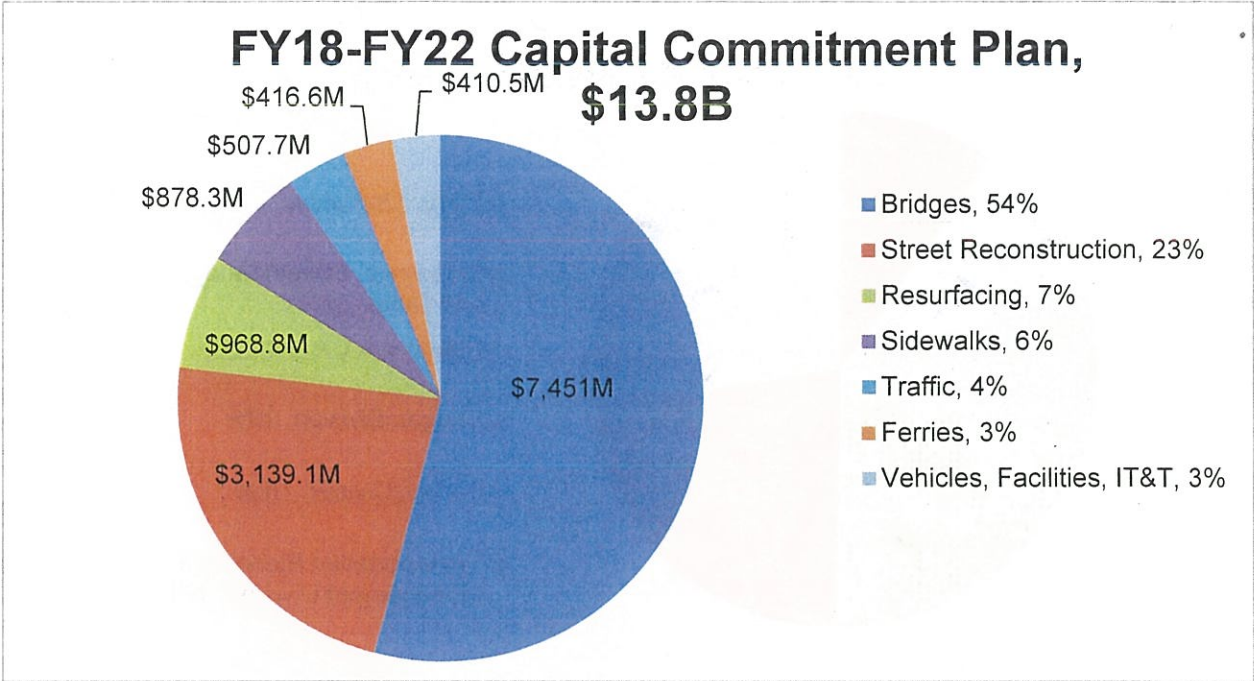
As part of our efforts, DOT will also launch a website that will provide the public with an accurate, transparent picture of data based on the most recent survey, inspection and construction updates for each ped ramp, and we will work to ensure that the site is clear, user-friendly, and accessible to all.

This major new effort will become a big part of what this agency does, even as we exercise heightened fiscal prudence and belt-tightening in our budget. This is because this Administration believes in full accessibility and I would like to acknowledge the Mayor's leadership on this effort.

Budget Overview

Now, before turning to some other highlights of this budget, an overview. DOT's proposed capital plan for FY18-FY22 is \$13.8 billion and includes:

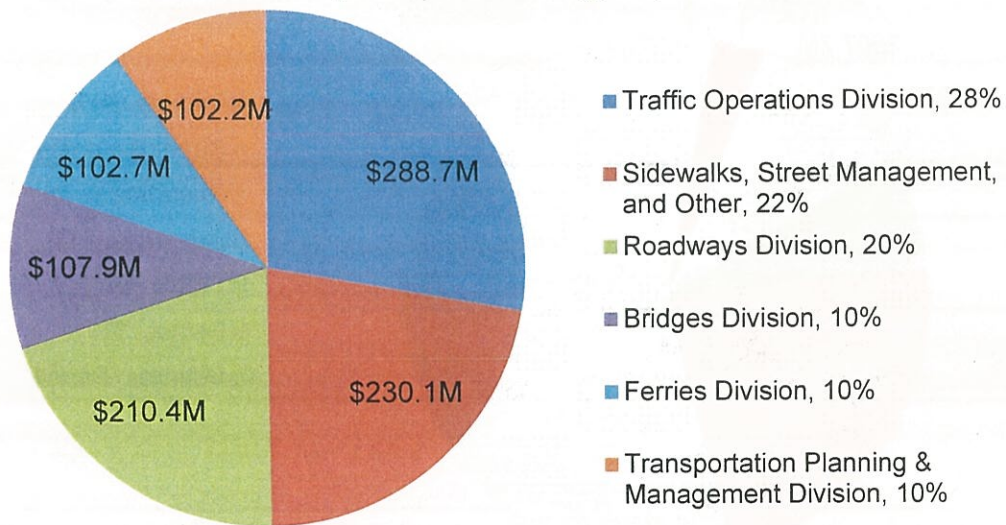
- \$7.5 billion for bridge reconstruction and rehabilitation;
- \$4.1 billion for street reconstruction and resurfacing;
- \$878 million for sidewalk and pedestrian ramp repair and reconstruction;
- \$417 million for the Staten Island Ferry;
- \$508 million for streetlights and signals; and
- \$411 million for the facilities and equipment needed to support DOT's operations.



For DOT's \$1.04 billion FY19 Executive Budget the Mayor proposes:

- \$289 million for traffic operations, including signals, streetlights, and parking;
- \$210 million for roadway maintenance;
- \$108 million for bridge maintenance and inspection;
- \$102 million for transportation planning and management, including installation of street signs and roadway markings;
- \$103 million for ferry operations and maintenance; and
- \$230 million for other DOT operations and administration, including sidewalk management and inspection.

DOT FY 19 Expense Budget, \$1.04B



Congestion

When it comes to addressing congestion, this Executive Budget provides funding for the Mayor's Congestion Action Plan, about which I testified a little over a month ago. Overall, the budget provides \$2.3 million in FY18 and \$7.2 million in FY19, with \$4.7 million added to our baseline budget.

Significantly, in addition to supporting aspects of the Clear Intersections and Clear Zones initiatives, this funding will strengthen DOT's ability to address congestion in several important ways.

First, it will allow us to expand our Midtown-in-Motion network of traffic cameras and sensors to Lower Manhattan.

Second, we will purchase INRIX GPS-based transportation data for the entire City and surrounding counties. With this tool, DOT will be able to produce faster and more accurate analyses of roadway use and congestion citywide.

Third, we will increase support for our Off-Hour Deliveries Program to offer technical assistance to businesses that opt to shift deliveries to less busy times.

Parking Rates

Parking policy can be another tool to manage congestion and this budget reflects parking rate changes. New York City's parking rates are low compared to other large U.S. or global cities, and we are now seeing cities like San Francisco move to more dynamic pricing models.

Currently, 60 percent of our 14,500 meters are set at \$1 an hour. The meters in heavily congested, transit-rich Downtown Brooklyn are priced the same as those in less dense East New York. We think modest rate increases will promote turnover in commercial areas and have a positive effect on congestion as well.

Our goal is to begin these rate changes later this year and we will be in touch with your offices with more detailed information in the coming months. The current system of three rate zones will evolve into a new system of more zones to more closely match land use and parking demand in both Manhattan and the outer boroughs. We will also introduce a new, progressively-priced second hour below 96th Street in Manhattan to give folks who need it a little extra time, while still encouraging curb availability.

And on the topic of parking, as we have been implementing the Mayor's Congestion Action Plan one thing we certainly heard was the need to reform the stipulated fine program, and I am proud to say we have been working closely with DOF on proposed changes. Since the program was implemented 15 years ago with a goal of reducing the administrative burden of the adjudication process on both the City and industry, the City's needs, priorities, and enforcement technologies have changed.

Reforms to these programs are now needed to manage congestion while addressing growing consumer delivery demands and as many of you may be aware, Commissioner Jiha testified last week about changes to this program which will reduce discounts for several violations that contribute to traffic congestion.

Vision Zero

When it comes to Vision Zero, this budget adds capital funding for several important street reconstruction projects:

- \$38 million for Vision Zero improvements to the East Midtown Rezoning area, including \$15 million for the capital construction of a plaza on Pershing Square East and an additional \$6.25 million for security infrastructure in the 43rd Street Shared Street capital build-out;
- \$8.2 million to the Long Island City-Hunter's Point project, funding, that will supplement \$38 million in existing funding for significant improvements to pedestrian safety and connectivity; and
- \$36.3 million in additional funding for the full reconstruction of Beach Channel Drive from Beach 145th Street to Beach 124th Street and from Beach 116th Street to Beach 108th Street, including a highly needed protected bike lane.

L Train

Moving to the L train tunnel closure, we are actively continuing our dialogue with affected communities about next year's plans. As you know, DOT, MTA, and NYPD had a spirited townhall with Manhattanites last week, and we will be having another one with Brooklynites tonight.

We are continuing to refine our plan, with a focus on buses, bikes and overall mobility during this unprecedented 15-month closure and we will be coming back to stakeholders and the affected Community Boards in June with another update.

Keeping Buses Moving

Another major priority for DOT continues to be improving bus speeds and we are looking forward to partnering with NYCT President Andy Byford on his Bus Action Plan. We are already meeting with the NYCT to discuss next steps. Here are some of the steps we have been taking at DOT.

First, we have quadrupled our pace of transit signal priority installation and will expand our network from 500 intersections currently to 1,000 by 2020. In addition, we are looking at key intersections where we might employ the use of signalized queue jumps or other bus priority signal systems.

This year we are excited to implement an off-set double bus lane serving 75,000 riders on 5th Avenue from 34th to 61st Streets, as well as an extension of peak hour bus lanes on Fulton Street in Brooklyn, serving 20,000 riders.

We are making dramatic changes to improve bus service by adding concrete bus boarding islands, curb-extended bus stops, and pedestrian connections as part of over 30 separate street improvement projects throughout the City. These changes not only improve bus speeds, they will make it safer for customers to get on and off the bus.

On the capital side this year, we will begin design on the M79, Bx6, and B52 SBS capital projects and will break ground on the Flushing-Jamaica-Main Street project.

And finally, when the L train tunnel shuts down in April, our improvements along Grand Street in Brooklyn and the approaches to the Williamsburg Bridge will provide better bus priority service for tens of thousands of riders. And of course, along 14th Street, we will make dramatic street-design changes to serve the new M14 SBS, which we anticipate will become America's busiest bus line during the closure.

Bollards and other physical security measures

Turning to bollards, unfortunately, the recent attacks in New York and Toronto underscore the continued need for additional physical security measures in our public spaces. This DOT budget includes \$70 million in new capital funding for perimeter security infrastructure, bringing the

Mayor's total proposed commitment across all agencies to approximately \$150 million. DOT will continue its ongoing partnership with NYPD Counterterrorism, and other sister agencies, to identify sites where bollards and other measures can best protect New Yorkers.

Authorized Parking

Our Authorized Parking unit issues approximately 160,000 parking permits each year, including New York City and New York State Disability parking permits. We currently manage this system with ePermits, a 10-year-old web-based system with limited workflow capabilities.

This budget provides funding to improve customer service and efficiency through the creation of a new, web-based New York City Authorized Parking Application that will promote transparency, accessibility and accountability. The expense budget provides \$4.5 million from FY19–FY22, which will supplement over \$5 million in capital funds previously received.

NYCWiN Replacement

And to replace NYCWiN, a vital but outdated system for traffic signals control, this budget adds \$75 million in capital funding, supplemented by \$35 million in expense funds in FY19 for build-out and startup costs, and \$15 million in FY20 and annually thereafter for cellular communication fees and system maintenance.

Over the last decade, we used NYCWiN to connect nearly all DOT's 13,000 traffic signals and 300 traffic management cameras but it is now past its useful life.

Efficiencies

Now I would like to turn to efficiencies. As we heard in the Mayor's budget address, although the City's economy is strong, new obligations from the State and continued uncertainty at the Federal level make it prudent for us to continue to find operational savings. As in the Preliminary and the November financial plans, DOT has worked closely with OMB to identify efficiencies in our operations while limiting impacts to programs that serve the public.

In this plan we were able to find savings of \$12.6 million in FY18 and \$9.2 million in FY19, including \$7.5 million in recurring annual savings. Together with initiatives from the November and January budgets, we have delivered \$48.4 million in City funds savings in our FY18 and FY19 budgets.

As a couple examples, we identified \$1.9 million in savings to our personal services budget in FY18 and FY19, including \$1.5 million in FY18 and FY19 from 20 vacant positions and \$342,000 in overtime savings in our administrative areas.

We will also realize additional revenues through reimbursements from the State Consolidated Highway Improvement Program (CHIPS) for new speed humps, saving slightly over \$1 million

in FY18 and FY19. And delays in the City's takeover of the Gowanus Expressway High Occupancy Vehicle Lane allow us to give back \$1.4 million in FY18 and \$700,000 in FY19.

Design-Build

And we recently had a major victory with big implications for savings in our budget and an important step for streamlining our procurement process. After years of rallies, letter writing, and trips to Albany to lobby legislators, we are happy to report that in late March, New York State granted New York City design-build authority for the BQE Atlantic to Sands reconstruction project.

We are grateful for the ability to use design-build for one of the largest and most complex bridge rehabilitation projects we have ever undertaken. Using design-build for the \$1.9 billion BQE project will save time and taxpayer dollars.

Along with the Mayor and my fellow commissioners who worked with us on this, I would like to say a big thank you to Speaker Johnson and the many Council Members who voiced their support. And we are so grateful to the bill's original sponsors—Assembly Members Benedetto and Rodriguez, Senators Golden and Lanza—and acknowledge the hard work of Senator Kavanagh and Assembly Member Simon.

We also thank our many business, labor, and industry partners and local advocates. We are eager to demonstrate how the City can successfully implement design-build.

Speed Cameras

Now that we have secured this victory, our next urgent priority in Albany is our speed camera program, which will expire on July 25th of this year. I was in Albany last week with NYPD Chief of Transportation Thomas Chan, Families for Safe Streets, and a broad coalition of advocates and elected officials to urgently lobby for the re-authorization and expansion of this vital, life-saving program.

Since the speed camera program began over four years ago, we have seen speeding violations reduced by an average of 63 percent where cameras are deployed. And at a time when roadway fatalities have increased 15 percent nationwide, here in New York City we have seen a 23 percent reduction under Vision Zero. We think speed cameras have played a key role in saving lives and we look forward to continuing to work with the Council to support this critical reauthorization and expansion.

Conclusion

In closing, DOT faces important challenges and opportunities as we work to keep New Yorkers moving safely, equitably, and sustainably while supporting our City's economic growth and prosperity. We look forward to working with the Council. Thank you for the opportunity to testify today and I will now be happy to answer any questions.

DEPARTMENT OF TRANSPORTATION

FINANCE DIVISION BUDGET UNIT – FISCAL 2019 EXECUTIVE BUDGET – MAY 2018

\$1.04 billion – Fiscal 2019 Executive Budget

1% of the City's

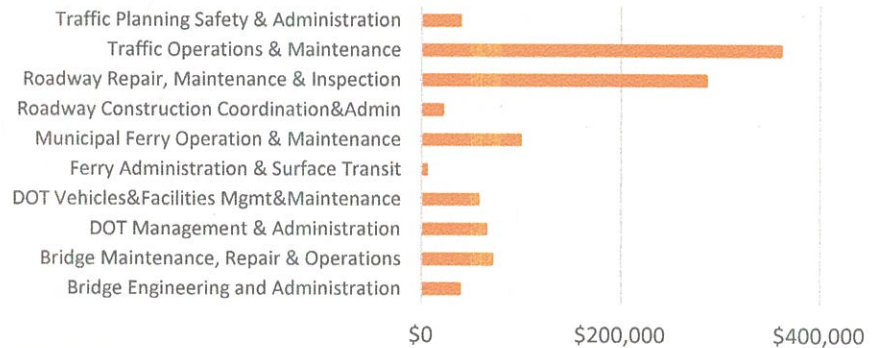
624.9 million City funds

5,384 headcount

\$386.3 million
Revenues

7.6% increase between 2018 Adopted Budget
and 2019 Executive Budget

2019 Executive Budget by Program Area
(\$ in thousands)



HIGHLIGHTS FROM EXECUTIVE EXPENSE BUDGET

- There were **\$267 million** in **New Needs** in Fiscal 2019 and the outyears.
- 7.6% increase in Fiscal 2019 Executive Budget primarily due to DOT's **pedestrian ramp** initiative, the Mayor's **initiative to reduce congestion** in the City, various costs associated with **increasing parking meter fees** in the City, and an **expense cost related to TRANSNET**.
- **Savings total \$31 million**

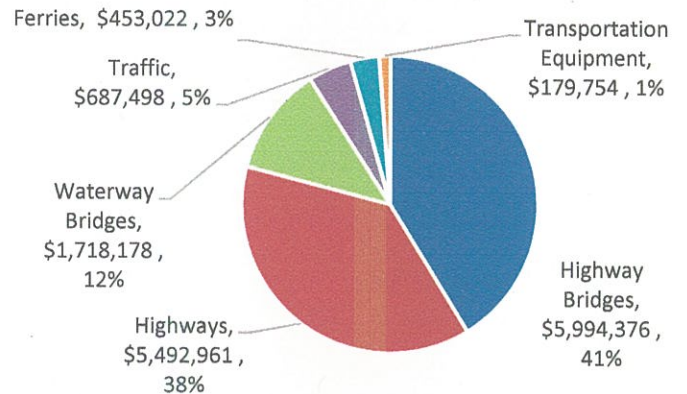
AGENCY ISSUES

- **Design-build for BQE Cantilever.** The State granted DOT permission to utilize design-build on the BQE Cantilever project. However, DOT is not authorization to use design-build on other projects.

CAPITAL COMMITMENT PLAN IS \$14.5 BILLION, NEW HIGHLIGHTS INCLUDE:

- **Pedestrian Ramp Project - \$110.5 million** to make sidewalk ramps ADA compliant
- **Street Reconstruction - \$77 million** (53 percent of funding will be spent on reconstruction of Beach Channel Drive in Queens, as part of Hurricane Sandy recovery)
- **TRANSNET - \$75 million** for DOT to replace NYCWIN broadband wireless infrastructure.
- **Traffic Safety Bollards - \$103 million** split between DOT (\$70 million) and DPR (\$53 million) to install 3,000 bollards.
- **East Midtown Rezoning - \$38 million** as part of the City's Plan to commit \$50 million to various capital and expense projects in neighborhood

2018-2022 Executive Capital Commitment Plan by DOT Category
(\$ in thousands)



CHIMA OBICHERE, UNIT HEAD
JOHN BASILE, FINANCIAL ANALYST

COBICHERE@COUNCIL.NYC.GOV
JBASILE@COUNCIL.NYC.GOV

**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: Cathy Pennington

Address: _____

I represent: EVP Operations, NYCHA

Address: _____

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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: Takisia Miller

Address: _____

I represent: EVP, Leased Housing, NYCHA

Address: _____

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THE CITY OF NEW YORK**

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in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Takisia Whilesom

Address: _____

I represent: EVP Development, NYCHA

Address: _____

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THE CITY OF NEW YORK**

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in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Sibeya Shermoun

Address: _____

I represent: EVP, CEP, NYCTA

Address: _____

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Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Kelly MacNeal

Address: _____

I represent: Acting General Counsel

Address: NYCTA

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in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Tricia Roberts

Address: _____

I represent: VP Finance,

Address: _____

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

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THE CITY OF NEW YORK**

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 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Deborah Goddard

Address: _____

I represent: EVP Capital, NYCHA

Address: _____

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 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Vito Mustaciuolo

Address: _____

I represent: GM, NYCHA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

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

Date: 5/16/18

(PLEASE PRINT)

Name: Ben Smith, Director of City

Address: Legislative Affairs

I represent: NYC DOT

Address: 55 Water St

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

**THE COUNCIL
THE CITY OF NEW YORK**

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

in favor in opposition

Date: 5/16/18

(PLEASE PRINT)

Name: Polly Trottenberg (DOT Commissioner)

Address: _____

I represent: NYC DOT

Address: 55 Water

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: 5/16/18

(PLEASE PRINT)

Name: Elisabeth Franklin, for Budget Associate Commissioner

Address: _____

I represent: NYC DOT

Address: 55 Water

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