

CITY COUNCIL  
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION

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February 10, 2015  
Start: 1:09 p.m.  
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HELD AT: Council Chambers - City Hall

B E F O R E: YDANIS RODRIGUEZ  
Chairperson

COUNCIL MEMBERS:

Daniel R. Garodnick  
James Vacca  
Margaret S. Chin  
Stephen T. Levin  
Deborah L. Rose  
James G. Van Bramer  
Mark S. Weprin  
David G. Greenfield  
Costa G. Constantinides  
Carlos Menchaca  
I. Daneek Miller  
Antonio Reynoso

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

Polly Trottenberg  
Commissioner  
New York City Department of Transportation

Eric Beaton  
Director of Transit Development  
New York City Department of Transportation

Peter Cafiero  
Chief of Operations Planning  
New York City Transit

Keith Kerman  
Deputy Commissioner of Citywide Fleet  
Department of Citywide Administrative Services (DCAS)

Veronica Vanderpool  
Executive Director  
Tri-State Transportation Campaign

Joan Byron  
Director of Policy  
Pratt Center for Community Development

Jess Nizar  
Senior Organizer  
Riders Alliance

Emily December  
Student and College Assistant  
Queens College

Anthonine Pierre,  
Member, Riders Alliance  
Lead Organizer, Brooklyn Movement Center

Eftihia Thomopoulos  
Program Director  
Association for a Better New York

Janel Quarless  
Legislative Manager  
New York Working Families

Anthony Fatone  
Regional General Manager  
Zipcar New York

Corey Bearak  
Policy and Political Director  
ATU's 1056 and 1179

2 [sound check, pause]

3 [gavel]

4 CHAIRPERSON RODRIGUEZ: Good afternoon,  
5 everyone, and welcome to today's hearing of the New  
6 York City Council Transportation Committee. I am  
7 Ydanis Rodriguez, Chair of the Committee, and I'm  
8 joined by my colleagues, Council Member Lander,  
9 Council Member Richards and Torres. Today's hearing  
10 will be--in today's hearing we will be--it will be an  
11 oversight examination of the planned and expansion of  
12 the Bus Rapid Transit in New York City. Today, we  
13 will also be voting on an important bill, Intro 615-  
14 A. This bill is designed for--to further protect our  
15 city's valuable and too often vulnerable taxi drivers  
16 from attacks. Intro 615, which I am proud to have  
17 sponsored, would all TOC to drastically the trouble  
18 lighting system that alerts police and others sharing  
19 the streets that a driver is in danger within the  
20 car. As well, we heard at a recent hearing on this  
21 bill the current system has proven ineffective at  
22 times and is in need of improvement. We will take  
23 the vote later on.

24 Now, we're going to be getting into our  
25 topic hearing, the expansion Bus Rapid Transit in New

2 York City. An issue many including myself have been  
3 eager to hear more about. Mayor de Blasio has  
4 championed his plan to build 20 additional Bus Rapid  
5 Transit or BRT. Across the five boroughs progressive  
6 transit advocates recognize that BRT system has  
7 proven to a tremendous benefit in cities across the  
8 world. And I know there is a strong potential for  
9 BRT in New York City. Originating--originating in  
10 South America, Comprehensive Bus Rapid System  
11 operates using several key components. Ultimately,  
12 creating what can be thought of as an above-ground  
13 subway system. Features of BRT including dedicated  
14 bus lanes, physically separated from other traffic,  
15 off-board fare collections, raised platforms for  
16 seamless boarding and accident--accident and traffic  
17 lights a priority to keep buses moving safely and  
18 efficiently.

19           While our city currently utilizes certain  
20 feature of the BRT system through the Select Bus  
21 Services option available on seven routes throughout  
22 the city, the comprehensive system used throughout  
23 the world has yet to reach our city. We on the  
24 committee are interested on hearing from the DOT, the  
25 MTA and DCAS about what your plans are for these 20

2 new routes. What methodology you will be using, and  
3 what New Yorkers can expect in relation to lower  
4 travel times, costs, infrastructure construction,  
5 safety, and thinking beyond these 20 routes.

6           In our constantly evolving city, we have  
7 a clear need to expand transportation options to  
8 areas that unfortunately remain under-serviced.  
9 Mayor de Blasio has set a lovely [sic] goal for a  
10 substantial increase in housing. I support this plan  
11 as most New Yorkers do, too. But we know it bring  
12 more people to communities across our city. The  
13 Mayor's Plan NYC Project nearly one million more New  
14 Yorkers by the year 2030. Meaning we must develop  
15 newer strategies to connect these communities. And  
16 BRT is an exciting tool that I and many others hope  
17 to see expanded. It is ultimately my hope that we  
18 can connect an existing transportation desert [sic]  
19 to our citywide network. Making public transit  
20 available for all. As many here are well aware,  
21 transportation stretches all aspects of our society.  
22 It bolsters our economic prospect. It can either  
23 contribute to or lower our impact on our environment  
24 and even create a tighter knit bond between our  
25 communities. As such, we must continue to innovate

2 and improve our transportation network in New York  
3 City. And with cost-effective, environmentally  
4 friendly ideas like BRT, we will certainly move in  
5 the right direction. It is about getting New Yorkers  
6 where they need to go in a safe and friendly manner.  
7 Expanding this amenity with understanding that it is  
8 a real need rather than a convenient luxury has been  
9 the goal of this committee, and we continue to be  
10 throughout maintaining. [sic]

11           Directly related to this topic, we will  
12 hear--we will be hearing a bill sponsored by my  
13 colleagues, Council Member Lander and Council Member  
14 Torres. Council Member Lander's Intro 211 requiring  
15 the City to work with the MTA on developing a full  
16 assessment and plan for bringing DOT to transit  
17 starved neighborhoods across the five boroughs. And  
18 Council Member Torres' Intro 597 related to car  
19 sharing within the city fleet. Each of these ideas  
20 are geared toward lowering the carbon footprint we as  
21 New Yorkers produce throughout our movement across  
22 the city. And we consider them to be a step towards  
23 our progress on multiple levels. I will now invite  
24 Council Member Lander to give an opening statement on  
25 Intro 211.

2 COUNCIL MEMBER LANDER: Thank you very  
3 much.

4 CHAIRPERSON RODRIGUEZ: If you want to,  
5 you may sit, yes.

6 COUNCIL MEMBER LANDER: Thank you very  
7 much Chair Rodriguez, and Commissioner it's wonderful  
8 to have you here as well, and to be joined by a great  
9 set of advocates for better transit in New York City.  
10 It's no secret that New Yorkers commute times are  
11 growing as housing prices push people further and  
12 further out, and as job centers develop further in  
13 the Outer Borough. And while plenty of people  
14 continue to commute into the core business districts,  
15 many more have to go to adjacent neighborhoods in the  
16 Outer Boroughs where it's more and more difficult to  
17 get to. The need, as the Chair said, is growing and  
18 growing dramatically. And we must do things to make  
19 it more possible for New Yorkers with extreme  
20 commutes--many have commutes of an hour or more each  
21 way--to have a faster way to get to their jobs. To  
22 get home, and to get to the places they need to go.

23 Fortunately, Bus Rapid Transit, which as  
24 the Chair said we've been learning from places around  
25 the world represents a great next step, and one we

2 can't afford. The costs here are truly staggering  
3 where the 3-Stop Phase 1 in the Second Avenue Subway  
4 will cost nearly \$4.5 billion. Each new Select Bus  
5 Service line has cost between \$7 and \$18 million.  
6 And even as we move it forward to be more robust and  
7 more fully featured, and more connected in with the  
8 network, what we can achieve through Bus Rapid  
9 Transit bringing a real mass transit option to so  
10 many New Yorkers who desperately need it can be done  
11 at a far more affordable cost. It has many other  
12 benefits as well being accessible to New Yorkers with  
13 disabilities, and opening up a whole new range of  
14 transit options. So, I'm so pleased that we're here  
15 both to have an oversight hearing, and to have a  
16 hearing on Intro 211. Let me make clear, and if you  
17 read this morning's paper in particular, that we're  
18 thrilled with the progress that we've made so far.  
19 It made sense to start in on Fordham Road with Select  
20 Bus Service to move quickly. And to get out there  
21 with something that could show New Yorkers, give them  
22 a taste of just what BRT could be. And I was pleased  
23 to see in the Committee Report that customer  
24 satisfaction on that route on Fordham Road rose from  
25 less than 70% to 98%. Just under the model we have

2 now. Now, that's in part because they haven't seen  
3 all we really could do. But it was the right first  
4 step. I want to give great credit to the de Blasio  
5 Administration, and to Commissioner Trottenberg for  
6 the steps forward that they've continued to take  
7 allocating new resources in last years budget.  
8 Moving forward on additional routs, and now  
9 committing to allocate new money in this year's  
10 budget as well. So, we've seen good steps, but I  
11 still believe that Intro 11, a comprehensive citywide  
12 plan that sets a ten-year agenda for a comprehensive  
13 and robust citywide network is really what we need to  
14 take us fully into the future around BRT. That's an  
15 opportunity to work with DOT so that a wider range of  
16 New Yorkers can come into the conversation. Can  
17 learn what neighborhoods need, and have real  
18 opportunities for Bus Rapid Transit. Think about  
19 additional routes, understand what it looks like, and  
20 how we pay for it. And also, to advocate for more  
21 fully featured BRT, as Council Member Richard's  
22 district has had the opportunity to do. To really  
23 imagine how we move forward to build on what we've  
24 done on the route so far. But also dream how we can  
25 achieve more fully separated lanes. Some of those on

2 center medians. Some of those with stations that  
3 people could go in and out of with growing new  
4 technologies that really get us to that vision of the  
5 Chair was speaking about. Where it's a real mass  
6 transit option, and where you can get where you're  
7 going maybe not quite as fast as the subway, but a  
8 lot faster than we are today. So I'm really grateful  
9 that we're having an opportunity to have a hearing on  
10 this bill to work with the Chair, all the members of  
11 the Council and the Department of Transportation to  
12 bring that dream closer to reality. Thank you.

13 [pause]

14 CHAIRPERSON RODRIGUEZ: Now, I welcome  
15 our DOT Commissioner Polly Trottenberg and  
16 representatives from MTA and DCAS. And now, I ask  
17 our Committee Counsel to administer the affirmative  
18 to the representatives of the--the representatives  
19 who are here. And then invite them to deliver their  
20 opening testimony.

21 COMMITTEE COUNSEL: Will representatives  
22 of the Administration please raise your right hand?  
23 Do you affirm to tell the truth, the whole truth, and  
24 nothing but the truth in your testimony before this  
25

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2 committee today, and to respond honestly to council  
3 member questions? Thank you.

4 CHAIRPERSON RODRIGUEZ: Can we also get  
5 the MTA?

6 COMMITTEE COUNSEL: Do you affirm to tell  
7 the truth, the whole truth, and nothing but the truth  
8 in your testimony before this committee today, and to  
9 respond honestly to Council Member questions?

10 PETER CAFIERO: Yes.

11 CHAIRPERSON RODRIGUEZ: Sorry, can you  
12 please raise your hand?

13 COMMITTEE COUNSEL: Do you affirm to tell  
14 the truth, the whole truth, and nothing but the truth  
15 in your testimony before this committee today, and to  
16 respond honestly to Council Member questions?

17 PETER CAFIERO: Yes.

18 CHAIRPERSON RODRIGUEZ: Thank you.

19 COMMISSIONER POLLY TROTTEBERG: Thank  
20 you, Mr. Chairman. Good afternoon, Chair Rodriguez,  
21 members of the Transportation Committee. My name is  
22 Polly Trottenberg, and I'm the Commissioner of the  
23 New York City Department of Transportation. Today,  
24 I'm joined by Eric Beaton, Director of Transit  
25 Development for DOT, and Peter Cafiero, Chief of

2 Operations Planning at New York City Transit. I'm  
3 also happy to be here with my colleague Keith Kerman  
4 from DCAS.

5           On behalf of Mayor de Blasio, we're glad  
6 to be here today to discuss Intro 211 and Select Bus  
7 Service in New York City. We agree this is a very  
8 timely and important topic that the Council is  
9 looking into. And I want to thank the Chairman and  
10 members of the Committee for your partnership in  
11 recent years in advocating for better bus service for  
12 New Yorkers. I particularly want to express  
13 gratitude to Council Member Lander the sponsor of  
14 Intro 211 for his vision of a fully realized bus  
15 rapid transit network. We support the concept of  
16 Intro 211, and want to work in good faith to make  
17 sure that the requirements and timeframes will match  
18 what we're looking for of the next phases of SBS.

19           During his State of the City Address,  
20 Mayor de Blasio discussed his vision for  
21 strengthening our neighborhoods and closing the  
22 inequality and opportunity gap by facilitating  
23 economic development and providing affordable housing  
24 throughout the five boroughs of New York City.  
25 Improving transportation options through our SBS

2 program plays an important part in achieving these  
3 goals. Furthermore, the Mayor reaffirmed his bold  
4 commitment to implement 20 SBS routes by end of 2017.  
5 As part of his preliminary budget, released  
6 yesterday, the City is allocating \$295 million  
7 towards the expansion of SBS including \$55 million in  
8 expense funding for fiscal year 2018. And \$240  
9 million in capital funding for fiscal year 2025. The  
10 capital funding includes an additional \$84 million in  
11 new funding.

12 I would like to briefly start with  
13 discussing what we've already accomplished with the  
14 SBS program. As some of the Council might recall, in  
15 2005 DOT and the New York City Transit commissioned a  
16 study to implement five SBS routes throughout the  
17 city. And in 2010, we released the BRT Phase 2  
18 Study, which identified an additional 16 corridors  
19 around the city appropriate for SBS improvements.  
20 Since the launch of the first SBS route in 2008, DOT  
21 and New York City Transit have successfully  
22 implemented seven SBS routes in the five boroughs,  
23 Fordham Road, Webster Ave., First and Second Avenues,  
24 34th Street, 125th Street to La Guardia Airport;  
25 Nostrand and Rogers Avenues, and Highland Boulevard.

2 These seven SBS corridors carry over 200,000  
3 passengers across the city daily providing riders  
4 with faster and more reliable service. We've seen an  
5 average of a 10% increase in corridor bus ridership,  
6 and a 15 to 23% improvement in travel times for all  
7 SBS riders. Simply put, this is a program with  
8 proven results.

9 But from here to reach the Mayor's very  
10 ambitious goal of adding 13 additional SBS routes by  
11 the end of 2017, we will need to more than triple our  
12 past pace of planning and implementation. And this  
13 is going to take a lot of work. We are going to need  
14 the Council's help, and leadership as we talk to and  
15 work with communities around the city. Right now,  
16 we're actively engaging communities throughout New  
17 York in our planning process and four more potential  
18 SBS routes, 86th Street in Manhattan; Utica Avenue in  
19 Brooklyn; Flushing-Jamaica; and Woodhaven and Cross-  
20 Bay Boulevards in Queens. To put our SBS outreach in  
21 perspective, by this summer, we will be doing  
22 outreach in nearly half of the community boards in  
23 the city on an SBS project. In addition to our  
24 continuing work with community boards all over the

2 city on our Vision Zero projects, on City Bike, and  
3 on other programs.

4           In planning for SBS, we know that no  
5 matter how much technical skill our two agencies  
6 bring to the table, we will need to work with local  
7 communities to find the best set of improvements on  
8 each route. That is why in each corridor, DOT and  
9 New York City Transit have engaged in an extensive  
10 community planning effort. That includes outreach to  
11 bus riders, residents, neighborhood routes, community  
12 boards, elected officials, merging groups, and other  
13 stakeholders.

14           I would like to now take a little time to  
15 talk in more specifics about the four projects we're  
16 currently working on. On 86th Street in Manhattan,  
17 outreach and design are underway to convert the M86  
18 into a SBS route. The M86 is the busiest route in  
19 New York City in terms of passengers per mile  
20 carrying nearly 25,000 passengers daily over its  
21 length. This is a classic example of a route that  
22 will be greatly improved by off-board fare  
23 collections. During rush hour, the lines to board  
24 the bus can extend an entire city block because so  
25 many people are waiting at each stop to get on the

2 bus and swipe their Metro Cards. On this route, fare  
3 collection accounts for nearly 40% of bus travel time  
4 and off-board fare collection will significantly  
5 reduce this. At the same time, we're working to  
6 enhance the bus rider experience on the M86 by  
7 building expanded stations at key stop to provide  
8 sitting and shelters without blocking the already  
9 busy sidewalks. We're working closely with the  
10 community and hope that these upgrades will be in  
11 place this spring.

12           Along Utica Avenue the B46 bus route  
13 extends eight miles Brooklyn. This route carries  
14 almost 50,000 passengers a day making it the second  
15 busiest bus route in New York City, while providing a  
16 crucial connection to four subway lines and 30 other  
17 bus routes. Currently, major sections of this route  
18 are outside the reach of the subway network, as  
19 planned subway extensions to the corridor were never  
20 constructed. Last year, DOT and New York City  
21 Transit installed a series of short-term improvements  
22 along the road, including bus bays, loading zones,  
23 traffic signal changes and left turn bays. This  
24 summer we will build upon that work and install off-  
25 board fare collection along the road. Extend the

2 existing bus lanes, and activate transit signal  
3 priority.

4           Additionally, Utica Avenue is an example  
5 of how SBS improvements can also help accomplish the  
6 goals of Vision Zero. This corridor has one of the  
7 highest rates of injury from motor vehicle crashes in  
8 Brooklyn. Speeding is a major contributor to this  
9 problem, and DOT has found that over 60% of vehicles  
10 on Utica Avenue are traveling above the speed limit,  
11 endanger other drivers, bikers, and pedestrians. By  
12 bringing SBS service to Utica Avenue, we will better  
13 organize traffic flow and improve safety for all  
14 users of the road. We expect full SBS service to  
15 begin by the end of the summer. We will also follow  
16 up with a capital project that will build enhanced  
17 stations and reorganize some of the complex  
18 intersections. Which will improve the customer  
19 experience and further enhance street safety.

20           The third project we're looking to  
21 implement this year is in Queens along the Q44 Route,  
22 which connects Flushing to Jamaica and provides  
23 immediate inter-borough connection to the Bronx. The  
24 Q44 Limited and Q20 local routes on this corridor  
25 have a daily ridership of 42,000 passengers. Making

2 this also one of the busiest corridors in the city.  
3 Flushing and Jamaica are two of our key commercial  
4 centers. But traveling between them by subway means  
5 going in towards Manhattan and doubling back let  
6 along making the trip to the Bronx on the subway.  
7 There are many destinations along this route not  
8 served by the subway system such as Queens College  
9 and other key locations in the Bronx. For this  
10 route, we plan to use off-board fare collection, and  
11 install bus lanes in the area where they are needed  
12 to help us travel. We will also use track--tran--  
13 excuse me. Transit signal priority, and a new  
14 congestion management system, Flushing in Motion,  
15 which can adjust signal timing patterns to address  
16 traffic conditions in real time. Again, we will then  
17 follow up with a capital project to build better bus  
18 stations, and make other street design upgrades.

19 Finally, I want to talk about one more  
20 project, which will take longer to implement, but  
21 which I think will have even more substantial  
22 benefits not just for bus riders, but for everyone in  
23 Central Queens. Because of the street geometry on  
24 Woodhaven and Cross-Bay Boulevards, DOT and MTA have  
25 the opportunity to create a more expansive SBS route

2 than the ones implemented today, more like  
3 traditional BRT. This corridor has three to five  
4 travel lanes in each direction, and in some locations  
5 has more than 150 feet of public right of way.  
6 Woodhaven Boulevard is served by several limited and  
7 express bus routes carrying over 30,000 people a day.  
8 There have been 24 traffic deaths along Woodhaven and  
9 Cross-Bay Boulevards since 2008. With high travel  
10 speeds, difficult turns, and long crossing distances  
11 for pedestrian all contributing to make this street a  
12 high crash corridor. The width of the street  
13 provides the opportunity to implement major  
14 enhancements to bus service through a bus route  
15 design that has yet to be used in New York City. The  
16 most important feature could be a dedicated bus lane  
17 physically separated from regular travel lanes, and  
18 designed to have minimal conflicts with other  
19 vehicles. This design will be more complex than many  
20 of our other SBS projects, and will require a major  
21 capital project to implement. So, we expect it to be  
22 completed by the end of 2017. We've already begun  
23 the robust outreach and design process so far with  
24 over a dozen meetings with local stakeholders, and we  
25 will have many more to come. Additionally, we've

2 asked the Federal Transit Administration to fund the  
3 first phase project development by submitting an  
4 application for the Federal New Starts Program. This  
5 would allow us to begin using \$3 million of federal  
6 funds as the first step in developing our more  
7 detailed design and identifying our construction  
8 funding needs. We're hoping to get an answer from  
9 the FTA by August.

10           Implementing quality SBS projects  
11 requires not only planning and funding, but as I  
12 mentioned before, a broad depth of political and  
13 community support. From early on, the Woodhaven  
14 Boulevard Corridor has been strongly supported by  
15 members of the Council and many members have  
16 supported out seven other SBS routes. However, to  
17 implement 20 routes by end of 2017 is going to require  
18 all hands on deck at DOT and New York City Transit.  
19 And we're also going to need the Council's help as we  
20 go out into communities to educate the public about  
21 the benefits of SBS and work through the planning and  
22 operational phases. Our current plan is a good  
23 beacon for where to expand SBS to reach our goal of  
24 20 routes. However, we need to make sure we are not  
25 just adding lines on a map, but also incorporating

2 new changes to the city. Things like the Mayor's new  
3 affordable housing plan, the expanded ferry system,  
4 and potentially better connections to our airports.  
5 These new developments will be an integral part of  
6 planning for the next phase of SBS that Intro 211  
7 calls for. I look forward to working with the  
8 Council to both complete 20 SBS routes by the end of  
9 2017, and to plan for future SBS expansion beyond  
10 2017 as required by Intro 211. Thank you, Mr.  
11 Chairman, and members of the committee. I'm happy to  
12 take your questions.

13 CHAIRPERSON RODRIGUEZ: Thank you, and we  
14 before we continue with the other members of the  
15 panel, I would like to take a pause and take care of  
16 some business related to the other bill that we will  
17 be voting. We will be voting on an important bill,  
18 as I said before Intro 615. This is designed to  
19 protect our city's valuable and often vulnerable taxi  
20 drivers from attack. Intro 215, which I am proud to  
21 have sponsored, will allow TOC to drastically improve  
22 the trouble lighting system that alerts police and  
23 other sharing the street that a driver is in danger  
24 within the car. As we heard at a recent hearing on  
25 this bill, the current system has proven ineffective

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2 at times, and is in need of improvement. I now call  
3 for the vote on Intro 615 and I recommend a yes vote,  
4 and I ask the clerk to please call the role.

5 CLERK: William Martin, Committee Clerk,  
6 roll call vote Committee on Transportation. Chair  
7 Rodriguez.

8 CHAIRPERSON RODRIGUEZ: Aye.

9 CLERK: Garodnick.

10 COUNCIL MEMBER GARODNICK: Aye.

11 [pause]

12 CLERK: Vacca.

13 COUNCIL MEMBER VACCA: [off mic] Aye.

14 CLERK: Chin.

15 COUNCIL MEMBER CHIN: Aye.

16 CLERK: Rose.

17 COUNCIL MEMBER ROSE: [off mic] Aye.

18 CLERK: Van Bramer.

19 COUNCIL MEMBER VAN BRAMER: Aye.

20 CLERK: Weprin.

21 COUNCIL MEMBER WEPRIN: Aye.

22 CLERK: Menchaca.

23 COUNCIL MEMBER MENCHACA: Aye.

24 CLERK: Miller.

25 COUNCIL MEMBER MILLER: Aye.

2 [pause, background comments]

3 CLERK: By a vote of 9 in the  
4 affirmative, 0 in the negative, and no abstentions,  
5 the item has been adopted.

6 [pause]

7 CLERK: Council Member Constantinides.

8 COUNCIL MEMBER CONSTANTINIDES: [off mic]

9 DEPUTY COMMISSIONER KERMAN: Thank you.

10 Good afternoon, Council Member Rodriguez, members of  
11 the Transportation Committee and other members of the  
12 City Council, I'm Keith Kerman, Deputy Commissioner  
13 of Citywide Fleet of Department of Citywide  
14 Administrative Services. I'm here today to discuss  
15 the city's efforts to implement a Car Share program  
16 and to discuss Intro 597. New York City operates  
17 27,000 owned and leased vehicles, the largest  
18 municipal fleet in the United States. New York City  
19 maintains fleet units of 37 dedicated fleet repair  
20 facilities, has over 400 in-house fueling locations.  
21 We utilize approximately 841 distinct locations  
22 throughout the city to park our fleet. More 1,600  
23 city employees work full time in fleet repair and  
24 garage operations across the ten largest fleet  
25 operating agencies. In total, over \$760 million is

2 spent annually on fleet related costs including  
3 vehicle acquisitions, repair, fueling, and auto  
4 parts.

5 DCAS leads efforts to share and improve  
6 services across the ten major fleet operating  
7 agencies, which were NYPD, FDNY, Correction,  
8 Sanitation, Environmental Protection, Parks,  
9 Transportation, Education, Health and DCAS. In  
10 addition to these large agencies, over 40 agencies  
11 with smaller fleets are managed and services through  
12 DCAS. One of the current focuses of DCAS' efforts is  
13 a series of safety and risk management projects that  
14 are part of Mayor de Blasio's Vision Zero initiative.  
15 And we work closely with the Department of  
16 Transportation and Commissioner Trottenberg on all of  
17 these. DCAS is training--DCAS is training vehicle  
18 operators and staff who operate vehicles in the  
19 subject areas of defensive driving, implementing new  
20 technology to monitor safety. And assessing ways to  
21 procure a safer fleet. DCAS also leads initiatives  
22 in sustainability, performance reporting, and  
23 emergency management. DCAS manages day-to-day  
24 services on a citywide basis including repair,

2 fueling, auction, parts supply, Car Share, and claims  
3 management.

4 Car Share. As you may be aware, in July  
5 2012, the City entered into a partnership with  
6 Zipcar--I know is here today--to implement a car  
7 sharing service for city agencies. There are two  
8 distinct components to the services that are offered  
9 through the city's agreement with Zipcar. The first,  
10 provides to all city agencies access to the vast  
11 inventory of privately owned Zipcar vehicles in New  
12 York City in the same manner that any private citizen  
13 can access these vehicles. In 2014, city agencies  
14 spent approximately \$50,000 per month on Zipcar  
15 vehicles. Agencies, which used Zipcar included DOT,  
16 Sanitation, Fire, Parks, Children's Services, DEP,  
17 DCAS, Landmarks, and the Mayor's Office. Secondly,  
18 in addition to accessing private shared cars, the  
19 agreement also affords us the opportunity to install  
20 Zipcar's sharing technology called Fast Fleet in  
21 city-owned vehicles. This technology allows city  
22 vehicle to be pooled and shared just like Zipcar  
23 using card keys instead of car keys for opening the  
24 cars. Employees go online to reserve the vehicles.  
25 The city began the installation process in July 2012,

2 and completed it mid-year in 2013. In total, Fast  
3 Fleet is now available in 580 non-emergency light  
4 duty sedans and SUVs, sport utility vehicles at  
5 Parks, DEP, Health, DCAS and DOT.

6           The use of Fast Fleet technology has  
7 allowed the city to implement one of the largest  
8 public fleet show initiatives in the United states.  
9 In doing this, we've learned a great deal about  
10 implementing this type of program. For example,  
11 effective Car Share requires easy and reliable access  
12 to the shared vehicles, whether private or city-  
13 owned. This sharing of city-owned cars works best  
14 where agencies have a large number of vehicles parked  
15 in dedicated agency lots. We have also found that  
16 effective sharing of private cars works best where  
17 there is easy and convenient access to the vehicles.  
18 Moreover, a major advantage of sharing city-owned  
19 cars is that these vehicle have official license  
20 plates and markings, which makes it much easier to  
21 perform official duties. Both components of the Car  
22 Share Initiative have been effective, enabling  
23 agencies to share city fleet units, as well as obtain  
24 cars for short-term needs.

2           Through Fast Fleet, the city has  
3 developed new types of reporting on the usage of  
4 fleet units that enable fleet managers to examine car  
5 use on a daily basis, and study usage trends in a way  
6 that we have never been able to do so before. Over,  
7 1,800 city-owned employees have enrolled to use  
8 either Zip or Fast Fleet vehicles.

9           Intro 597. The city has made great  
10 strides in the implementation of car sharing. We  
11 believe that it can be an effective tool in reducing  
12 the number of vehicles that are part of the city  
13 fleet while still meeting the transportation needs of  
14 city agencies. In fact, from 2012 to 2013 the city  
15 reduced its light duty non-emergency fleet by over  
16 450 vehicles as part of its car sharing efforts.  
17 Representing a reduction of 10% of non-emergency  
18 light duty vehicles. We agree with the Council that  
19 more can and should be done to build up and expand  
20 these efforts. And while we support the goal of the  
21 legislation, there are several issues we believe the  
22 City Council should consider in the context of the  
23 goals of Intro 597.

24           First, the city's current Car Share  
25 program is focused on general passenger vehicles,

2 mostly sedans and utility vehicles. In the fleet  
3 industry these are referred to as light duty class 1  
4 vehicles. The city currently uses approximately  
5 4,500 active, non-emergency light duty passenger  
6 units in this category. We believe that these  
7 vehicles are best suited to be included in any car  
8 sharing program that the city operates or that the  
9 City Council decided to implement through legislative  
10 action. We do not believe that private car sharing  
11 is at this point an alternative that can be used for  
12 most crew work vehicles like pickups or vans, which  
13 must be outfitted for their assignment for units like  
14 dump, rat trucks, or garbage trucks. As currently  
15 drafted, Intro 597 does not make a distinction  
16 between the different classes of vehicles being  
17 utilized. And we believe the bill should be revised  
18 to address this distinction. We would like to work  
19 with you on defining exactly which classes of  
20 vehicles would be subject to the legislation.

21 In addition, as discussed earlier, the  
22 city currently uses both private Car Share services,  
23 as well as Car Share technology for city-owned  
24 vehicles. We believe that the legislation should be  
25 drafted so recognize and credit both types of Car

2 Share for purposes of compliance. Car Share using  
3 in-house city-owned units offers many important  
4 advantages of private cars for performing public  
5 functions and accessing city facilities.

6           Finally, as mentioned above, the city has  
7 already implemented fleet reduction as part of its  
8 overall fleet management program. Parking,  
9 geographical and operational constraints limit the  
10 effectiveness of Car Share for some city functions  
11 and in some city agencies. We would like to further  
12 discuss the fleet reduction targets to ensure that  
13 they are targeted and limited to areas where Car  
14 Share can support, and do not negatively impact city  
15 operations. Thank you again for allowing us to  
16 testify about Car Share. We look forward to a  
17 continued dialogue with you and other members of the  
18 City Council. The Administration is excited about  
19 the opportunity work with you to explore avenues for  
20 enhancing the city's current Car Share efforts. And  
21 we share the goals of wanting to make the city's  
22 transportation needs more efficient. And having our  
23 program serve as a model for other cities. I'll be  
24 happy to answer any questions. Thank you.

2 CHAIRPERSON RODRIGUEZ: There is nobody  
3 else here to testify? Just to answer questions,  
4 right? Good. Definitely New York City, you know, we  
5 always work to be the number one in the world, and  
6 that's one of our challenges. We need to continually  
7 be working. And we should not be behind any other  
8 city in the nation or the world. When we look at  
9 BRT, which is the city. And we know that when it  
10 comes to BRT this is one of the areas with the  
11 current administration there is commitment to bring  
12 our city to be one of the top when it comes to using  
13 BRT to improve transportation. Which is the city  
14 that you have looked in the nation or in other part  
15 of the world where you can say this is role model.  
16 They're doing X or Y things in the BRT that we should  
17 also incorporate?

18 COMMISSIONER POLLY TROTTEBERG: I'm  
19 happy to say, you know, one thing is that it's hard  
20 to compare all cities. Because New York obviously is  
21 in an elite class of cities; New York, London, Tokyo,  
22 Moscow that have extraordinary far reaching subway  
23 systems. So those are in a different class than  
24 cities that really don't have a subways system. So

2 their BRT system is their major transportation  
3 system. In New York it is--

4 CHAIRPERSON RODRIGUEZ: [interposing]

5 But London is connected, right? I mean all trains--  
6 it is connected by trains, and our city--

7 COMMISSIONER POLLY TROTTEBERG:

8 [interposing] Yes.

9 CHAIRPERSON RODRIGUEZ: And our city is  
10 not connected with any trains.

11 COMMISSIONER POLLY TROTTEBERG: No, no,  
12 there's--there's no question that there are certainly  
13 parts of New York City that are not well connected to  
14 the subway system. And obviously if you look at what  
15 we're trying to do, if you look even at some of the  
16 routes we're considering for BRT, they hit on areas  
17 where you often have tremendously high bus ridership.  
18 But you don't have good subway connections. But it's  
19 just--I think you have to say you have to divide the  
20 cities into those that have big systems and are  
21 trying to build out to the parts of the city that  
22 aren't well connected. And, you know, if you look at  
23 some of the South American cities, for example, they  
24 don't have subway systems. So their BRT system like  
25 you would--you would have in Bogota that is their

2 main transit system. And look, here in New York,  
3 obviously we're trying to look at some of the best  
4 features from cities around the world. And as I  
5 think we've testified before in this committee one  
6 challenge we have in New York is we have crazy  
7 streets. We have streets that are-- As we've said,  
8 Woodhaven Boulevard is 150 feet wide in some places.  
9 We have streets that are tremendously narrow. And so  
10 New York City has not turned out to be-- As you  
11 know, New York City was once a bunch of different  
12 cities who all came together. So, it's been hard to  
13 have a one-size fits all. But I think one thing  
14 clearly we want to try and do with Woodhaven is pick  
15 up some of what are the most cutting edge things that  
16 we're seeing around the world both in South America  
17 and Europe as well.

18 [pause]

19 CHAIRPERSON RODRIGUEZ: [off mic] Can  
20 you explain the positive impact that-- [on mic] Can  
21 you explain the positive impact that you would see  
22 with the 20 new routes that New Yorkers will expect  
23 to see on transportation.

24 COMMISSIONER POLLY TROTTEBERG: I mean,  
25 you know, we've--we've give some of the statistics

2 we've had so far with just the seven routes, which is  
3 that it has saved people a tremendous amount of  
4 commuting time. And that has a monetary cost. Time  
5 is money, but, you know, to put a more human face on  
6 it, that's time people get to spend with their  
7 families, or get to--time they get to have at work.  
8 Obviously, we're hoping that the Select Bus Service  
9 has also encouraged a certain amount of folks to  
10 shift modes. Perhaps from driving to bus, which is  
11 obviously good on the environmental front. And one  
12 thing I think actually that was mentioned-- I think  
13 Council Member Lander mentioned it. One of the  
14 things we really love about Select Bus Service is to  
15 get the kind of time saving improvements and  
16 ridership improvements that we've seen on these bus  
17 routes are what are very actually quite modest costs.  
18 And very quick time tables. You average SBS route  
19 here in New York City costs about \$10 million.  
20 There's not that much you can do on the  
21 transportation front in New York City at that kind of  
22 a price tag that has such terrific results.

23 CHAIRPERSON RODRIGUEZ: [off mic] Well,  
24 when looking at the [on mic] SBS performance [sic],  
25 and I know that when the previous Chairman of this

2 Transportation I know that there were hearings on  
3 SBS. What has DOT and the--and the MTA learned from  
4 the beginning of installing the SBS Escorter [sic]  
5 that we can say years after we were able to correct  
6 some negative aspects of the SBS. But now with the  
7 20 new routes that we will be incorporating they will  
8 be completely different that we did in the beginning  
9 with SBS side.

10 COMMISSIONER POLLY TROTTEBERG: Well,  
11 I'm going to give a quick answer, and this one  
12 actually I really do want to turn over to Eric Beaton  
13 who has been on the ground with the planning, the  
14 operations of all these routes and has been really--  
15 One thing that I just want to say that DOT really  
16 tries to do. We do try and learn from each of these  
17 routes, and that's part of the reason I think we're  
18 hoping we're really going to be able to accelerate  
19 the program. We've learned from all the things we  
20 did well, and all the things we could have done a  
21 better job at. And I think we have continually  
22 refined our operational approaches, or community  
23 outreach. But I do think I want to let Eric talk a  
24 bit about his experience.

2 ERIC BEATON: Chair and thanks

3 Commissioner Trottenberg. I want to highlight just a  
4 couple of things that I feel like we're--we've really  
5 learned and that we're really doing better. The  
6 first thing is we--I think we've come such an  
7 incredibly long way in our community outreach  
8 process. I think when you look back on what we did  
9 in 2007 and 2008, it was the best we'd ever done at  
10 the agency at the time. But, you know, were a couple  
11 of meetings here and there talking to the Business  
12 Improvement District and so forth. And I think one  
13 things we found out is after we implemented it, we  
14 hadn't reached everyone that we should have reached  
15 beforehand. So even as we were seeing these great  
16 benefits to the bus service, people had felt a little  
17 bit left out of the planning process. And I think  
18 we've really taken that to heart, and put a  
19 tremendous effort into making sure that we identify  
20 needs along the corridor. And talk with the people  
21 that, you know, we need to get input from in the  
22 planning process. We also just learned so much.  
23 Everything from, you know, the kinds of materials we  
24 put on the street. As you know, Councilman, the red  
25 paint that we used at the time was not working so

2 well. And we've put a lot of thought into materials  
3 and how they work better. We've thought a lot about  
4 street design, and how we can work with businesses to  
5 incorporate loading zones and other things that are  
6 really needed. Probably the most important thing is  
7 just that each street is completely unique. And I  
8 think when we started to do the second route, the  
9 first thing we did was just well let's just take  
10 exactly what we learned from Fordham Road and start  
11 applying it. And we quickly learned that that wasn't  
12 the right thing either. So that each street needs to  
13 be looked at with fresh eyes, and make sure that  
14 we're putting the right mix of treatments on that  
15 street.

16 PETER CAFIERO: Thank you, Commissioner.  
17 Actually, I think Eric summed up a lot of what I  
18 would add to that. I think one of the things that  
19 we-- the Fordham Corridor, we really didn't know what  
20 would be effective, and we threw a lot of things at  
21 not really know what would be most noticed. I think  
22 what we were surprised about was the off-board fare  
23 collection being such a huge actual benefit as well  
24 as perceived benefit for our riders. So that's  
25 something that we've continued. I think the

2 evolution of the bus lanes, and as we-- I'm not sure  
3 we could have done them differently on Fordham given  
4 the configuration. But certainly going to the offset  
5 bus lanes that we have where we have the room to--to  
6 accommodate curbside uses, but still have the bus  
7 lane. It's been a very effective thing on the later  
8 routes.

9 CHAIRPERSON RODRIGUEZ: I'm going to be  
10 calling my other colleagues who--for them to ask  
11 questions so that my recommendation is also to  
12 continue improving the system of how people pay the  
13 fare. Because I know that with the SBS it was  
14 something MTA was able to work. But I think that  
15 even today it's a challenge. We cannot guarantee  
16 that 100% of the New Yorkers that get into the bus  
17 that they pay the fare. Because there are some loops  
18 on how people pay the fare, and the number of men and  
19 women power that we have on the enforcements. That's  
20 what I have seen. That's what I've been told that  
21 thing is accurate. But still today with the SBS in  
22 the Bronx there's some areas to improve to be sure  
23 that everyone who get into the SBS pay their fare.

24 PETER CAFIERO: Well, I think that's--  
25 that's certainly something we want to make sure that

2 we don't lose control of any of these routes. What  
3 we've found and, in fact, the largest ongoing cost at  
4 MTA is enforcement. And what we call the Eagle Team,  
5 which are New York City Transit Enforcement Agents  
6 out on the routes. What we've found in all the  
7 routes is that fare evasion was actually reduced with  
8 SBS because there isn't a means of checking whether  
9 people pay their fare. So, in all the cases so far  
10 we've actually seen fare compliance improve. And I  
11 think what brought it home to me was when I was--when  
12 we introduced SBS on Webster Avenue we heard comments  
13 from riders at the stops the first day saying, thank  
14 you for doing this because this will be an  
15 improvement in that sense of enforcement of fair  
16 payment. So I think the riders perceive that as  
17 being the case, and our own statistics show that to  
18 be the case.

19 COMMISSIONER POLLY TROTTEBERG: And just  
20 to--I have to just add one other benefit that we've  
21 found. We've heard obviously from a lot of bus  
22 drivers that they actually like it as well. Because  
23 they're--they're no longer dealing with collecting  
24 cash on the bus and the, you know, the conflicts and  
25 the potential crimes that happen there. So the off-

2 board fare collection has been an added benefit for  
3 them as well.

4 CHAIRPERSON RODRIGUEZ: It's a great  
5 system, but I believe that still today there are  
6 areas to improve. You can require to have more law  
7 enforcement to be vigilant. But I believe that still  
8 while you're hear, that there's still-- And I don't  
9 know if you have those numbers. Like if we look  
10 let's say for 2014, like how many fines were given to  
11 people who tried to get into the bus without paying  
12 the fare.

13 PETER CAFIERO: I don't have with me the  
14 dollar numbers and fines, but I know that when we do  
15 switch to the bus it's a very low number of people  
16 who don't have a valid ticket. And it's something  
17 that we continue re-evaluate and look at ways to do  
18 better. But we believe that it's a system so far  
19 that is actually as good or better than the routes  
20 that are replacing.

21 CHAIRPERSON RODRIGUEZ: Right, and I  
22 applaud and thank the MTA to be working with those,  
23 with the DOT and I know that with the new 20 rule we  
24 will be making important changes. My thing is how  
25 can we learn from the previous SBS especially since

2 the one on Fordham was the first one that we were  
3 able to bring to the city. Council Member Lander.

4 COUNCIL MEMBER LANDER: Thanks very much,  
5 Mr. Chair. Thank all of you for being here both DOT,  
6 and I didn't in my opening statement thank MTA. So I  
7 apologize for that. I want to just make sure that I  
8 heard that right before I dive into my questions.  
9 So, on the routes that you've done so far with the  
10 testing you've been able to see that fare compliance  
11 actually goes up from what it was on the local bus  
12 rides, the traditional bus routes that were on those  
13 same places prior to Select Bus Service.

14 PETER CAFIERO: That's correct. That was  
15 what was being seen, yes.

16 COUNCIL MEMBER LANDER: That's  
17 counterintuitive and also very good. I would take  
18 one step back, and I thought what you had to say  
19 about thinking about the BRT differently cities with  
20 subway networks was thoughtful and interesting. So,  
21 as we think about long-term planning, I just want to  
22 start with a very general question of sort of what  
23 makes a good route? What are you looking for? How  
24 do, you know, how do we think about what we're trying

2 to accomplish with BRT routes as we think about where  
3 they should be in the future.

4                   COMMISSIONER POLLY TROTTEBERG: Yeah,  
5 and actually I'll hold it up. This was the--sort of  
6 a summary of the Phase 2 Study we did and I'll talk a  
7 little bit, and Eric really headed it up. So I want  
8 him to jump in as well. I mean I think some of the  
9 things we're looking--that go into route planning is  
10 first of all looking at routes where you have  
11 tremendous ridership, and you've heard some of the  
12 ones that we've both done and we're looking at that  
13 have some of the highest ridership in the city. In  
14 fact, some of New York City's busiest bus routes  
15 have ridership than whole transit systems in other  
16 cities. So remarkable volume. And that often in our  
17 system probably means that the bus may--is  
18 experiencing pretty slow speed because that many  
19 people getting on with their Metro Cards takes time.  
20 Also looking exactly--I know this is the interest of  
21 so many members and the Council--where are key areas  
22 where we need to make better connections? Where the  
23 communities are not well served by the existing  
24 transit system or we can connect the community to a  
25 key employment center like La Guardia Airport. So

2 that's another set of criteria we've looked at. I  
3 don't know, Eric, if you want to add a little more on  
4 that.

5           ERIC BEATON: Sure, and at a very basic  
6 level the types of things we want to look at are  
7 where will a lot of people benefit? So looking at  
8 high ridership groups in places where we can really  
9 bring, you know, a benefit that will help people.  
10 And we also try to look at where we can make changes  
11 that will actually provide benefits? Not things that  
12 will, you know, have to destroy a neighborhood or  
13 something to make things better. But places where we  
14 can use our streets to actually deliver better bus  
15 service in a reasonable way. So I think the types of  
16 things that were identified in the Phase 2 Study, and  
17 which we've been working on, are really trying to hit  
18 those notes. And in the Phase 2 Study, we looked at  
19 things, you know, you can use terrific data from  
20 Metro Cards. Like things like where people are  
21 taking very long trips or their trip is very slow and  
22 where the city has been growing, but it's not well  
23 served by the subway system. And so, we try to use  
24 that data and try to look at our street network in

2 ways to find out where we can actually deliver good  
3 benefits to city residents.

4 COUNCIL MEMBER LANDER: And just for  
5 planning purposes give me a little-- I mean I think  
6 we all have a sense that given growth patterns where,  
7 you know, where a housing development is taking  
8 place, where the new business centers are growing  
9 there are the unmet needs. So tell me a little bit  
10 more about what you look at to find those routes  
11 essentially?

12 ERIC BEATON: Sure. So the easiest place  
13 to start--and this is certainly not the only thing we  
14 look at--but you look at where there are a lot of bus  
15 riders now. What bus routes have very heavy  
16 ridership? Where do you have stops that have a lot  
17 of passengers boarding. And, you know, we then look  
18 at how slow is the bus service in that corridor? We  
19 look at the street to see where the-- You know, how  
20 wide is the street? How much other traffic is there?  
21 Are there things we can reasonably do to make the bus  
22 service better? And, you know, we do this all in  
23 very close partnership with Peter and his team at the  
24 MTA. You know, trying to figure out sort of on a  
25 corridor by corridor basis, what we can do. And then

2 we apply the overlay of where is the city growing?

3 And we talk to our colleges at the Department of City  
4 Planning. We look at census data and see where  
5 things are changing. Where--are things different  
6 than they were ten years ago, and try to use the  
7 city's best estimate of where they might be different  
8 ten years again in the future.

9 COUNCIL MEMBER LANDER: And what about  
10 the sort of you can't get there from her places? I  
11 mean the subway obviously was built largely to carry  
12 people, you know, into the core and out. And  
13 increasingly you have people that I think would like  
14 to get from one place in the Outer Boroughs to  
15 another. You know, and the best way to do that might  
16 be taking a subway into Manhattan and coming back  
17 out. But, of course, we want to know there's enough  
18 potential commuters on those, in those potential  
19 routes to make it worth it.

20 PETER CAFIERO: Right, I think one thing  
21 I would add to what Eric said is we're trying to make  
22 an integrated system with the subway network. The  
23 subway is in many of these trips going to be the best  
24 way to get from point A to point B. But in other  
25 trips, as we've talked about, and if you look at this

2 map a lot of the--for lack of a better term--the  
3 cross-towns kinds of routes that are coming across  
4 the network. Or going in this case from Queens up  
5 the Bronx where the subway doesn't run. Are  
6 candidates we--that rose to the top of the list  
7 pretty quickly. Also extensions of the subway where  
8 it stops, you know, moving further out particularly  
9 into Eastern Queens or Southeastern Brooklyn or other  
10 ones that rose to the top of the list. They also  
11 tend to be ones where there is heavy bus ridership  
12 today.

13 COUNCIL MEMBER LANDER: Great. Thank  
14 you. You know, part of the goal in the plan is to  
15 think about what an integrated network means. And  
16 that, of course, just doesn't mean an integrated  
17 network of the BRT routes. That means with local bus  
18 routes, and with the subways where, you know, in the  
19 subways. So, you now have a few examples of some  
20 different features, and you're looking on Woodhaven  
21 at expanding out even a more robust set of features.  
22 And I wonder as you're thinking about the future, how  
23 are you thinking about it? What are the conditions  
24 under which you're going to try to do more robust

2 routes. Where link separation makes sense? You  
3 know, yeah, let's start with that.

4 COMMISSIONER POLLY TROTTEBERG: Again,  
5 and I--I come back [off mic] to Woodhaven because I  
6 do think-- It seems like my mic just kicked out on  
7 me here. [on mic] I come back to Woodhaven I think  
8 as the real opportunity for us to do something I  
9 think--as probably the folks are craving--something  
10 bigger and bolder than what we've done in the past.  
11 But again, I--I want to emphasize I think one of the  
12 great features and remarkable outcomes of the  
13 projects we've done so far is we have been able to do  
14 them quickly. And for a pretty modest cost, and  
15 bring-- You know, when you look at the benefit cost  
16 analysis tremendous benefits at a very reasonable  
17 price. And obviously, to do something like a  
18 Woodhaven we're going to need a much larger capital  
19 investment. I think we'll have much larger benefits  
20 when we get the project done. But I think it's  
21 always going to have to be a balance. I think we all  
22 know these are difficult fiscal times. The MTA is  
23 facing a \$15.2 billion shortfall in its capital plan.  
24 In the city we're working through our ten-year  
25 capital plan that you know well here on the Council.

2 We have our own challenges with all the capital needs  
3 here in the city. So I think we're always going to  
4 want to balance places where we can do things that  
5 are nimble and for, you know, a pretty modest  
6 investments have been benefits. And then looking to  
7 do some really big signature projects. But there is  
8 always going to be working through the resource  
9 issue. And frankly, another thing just for us. As I  
10 mentioned in the testimony, to some degree the  
11 bandwidth issues. As I said, by the time we're  
12 working on the four routes I'm mentioning, the next  
13 set we're going to be looking and all the other  
14 things DOT has. We will be up, you know, pretty  
15 regularly in front of most of the community boards of  
16 the city. And that is a lot of work for our team,  
17 which is not that big. And obviously a lot to bring  
18 in front of the community boards who are hearing  
19 from, you know, many city agencies on housing and you  
20 name it. So, at some point we also have to make sure  
21 that we can manage the level of outreach engagement.  
22 But I think as Eric has said, we realize we realize  
23 we really need to do to do this right.

24 COUNCIL MEMBER LANDER: Which we all  
25 appreciate. I know that the--doing the community

2 outreach in the right way and listening to people,  
3 listening to the anxieties of businesses who are  
4 afraid of losing the parking. Helping people to  
5 understand the benefits are essential so--

6 COMMISSIONER POLLY TROTTEBERG:

7 [interposing] Right.

8 COUNCIL MEMBER LANDER: --it's very  
9 important.

10 COMMISSIONER POLLY TROTTEBERG: But I--I  
11 just--I do want to emphasize that is labor intensive.

12 COUNCIL MEMBER LANDER: [interposing]  
13 Yeah.

14 COMMISSIONER POLLY TROTTEBERG: --and  
15 doing it right, having folks who really have the  
16 technical expertise and the knowledge and the  
17 relationships in the community. I wish that I could  
18 just grow those people on trees, and have hundreds of  
19 them at my disposal, but it's a-- I don't  
20 unfortunately.

21 COUNCIL MEMBER LANDER: Say a little more  
22 about the cost and what the difference will be on  
23 Woodhaven. So, do you have some way of, you know,  
24 thinking about, you know, per route or per mile? You  
25 know, what has it cost to do the ones that weren't

2 capital intensive? What are you imagining that it  
3 will cost to do Woodhaven?

4 COMMISSIONER POLLY TROTTEBERG: Yeah,  
5 the ones that weren't capital intensive--and Eric can  
6 correct me--I think you mentioned a range of around 8  
7 to 17. I think we found the average to be around \$10  
8 million, which is again pretty modest for I think the  
9 benefits you're getting out of these projects.  
10 Woodhaven, and again, we're still finalizing, you  
11 know, again in my meetings with the communities and  
12 elected officials what exactly that would look like  
13 and-- So, I can't give you a, you know, a perfect  
14 estimate on the price tag. I think we're talking  
15 more in the--the order of magnitude of \$200 million.  
16 SO that is significant, and that is why again we've  
17 put in an application to the Federal Transit  
18 Administration. Because I think that's one where we  
19 would need federal assistance to really realize what  
20 everyone wants in terms of a bigger, bolder vision.  
21 And look, it's no secret I think to the experts in  
22 this room. The Federal Transit Administration at the  
23 federal level they have their own fiscal challenges  
24 as well. So, you know, they don't have endless funds  
25 to share with New York unfortunately.

2 COUNCIL MEMBER LANDER: All right. Thank  
3 you and that's one of the things we'll have a chance  
4 to watch on Woodhaven is then what the benefits are,  
5 and how to think about the benefits against cost.  
6 That is still an awful lot less than it would cost to  
7 build a subway out over that.

8 COMMISSIONER POLLY TROTTEBERG: Right,  
9 and I think, you know, again having--having heard  
10 just actually from the Progressive Caucus I think one  
11 thing we love about Woodhaven it hits so many of the  
12 themes that I know so many of you are interested in.  
13 Connecting under-served communities, particularly  
14 low-income communities that need better access to  
15 jobs and opportunity. Including, you know, going all  
16 the way out to the Rockaways, speeding up travel  
17 times. I do think it's going to have a tremendous  
18 set of benefits that will really hit all the notes  
19 that I think we all want to achieve on SBS.

20 COUNCIL MEMBER LANDER: I'm going to--  
21 there's a lot of colleagues here so I may ask some  
22 questions at the end. But I think there's a lot of  
23 people, which I take as a good sign that there's a  
24 lot of enthusiasm about Bus Rapid Transit in the  
25 council.

1 COMMITTEE ON TRANSPORTATION

52

2 COMMISSIONER POLLY TROTTEBERG: Here's  
3 hoping.

4 CHAIRPERSON RODRIGUEZ: Before we call  
5 the other colleagues to ask questions, let's finish  
6 the vote on our bill.

7 CLERK: Continuation of roll call on  
8 Introduction 615-A. Council Member Levin.

9 COUNCIL MEMBER LEVIN: [off mic] I vote  
10 aye.

11 CLERK: Greenfield.

12 COUNCIL MEMBER GREENFIELD: Aye.

13 CLERK: Constantinides.

14 COUNCIL MEMBER CONSTANTINIDES: Aye.

15 CLERK: The vote now stands at 12 in the  
16 affirmative.

17 [pause]

18 CHAIRPERSON RODRIGUEZ: Council Member  
19 Richards.

20 COUNCIL MEMBER RICHARDS: Good afternoon.  
21 Thank you, Chairman and thank you Commissioner  
22 Trottenberg, and it's been an honor and pleasure to  
23 work with your organization on the Woodhaven project  
24 in particular. Community outreach is really going  
25 really well. And I have not heard one person who

2 disagreed with doing it in my district. So we are  
3 certainly appreciative. And not only that, just  
4 about every Queens council member has signed on in  
5 support of BRT for Woodhaven as well as the  
6 Progressive Caucus and some other members. So, we're  
7 very grateful for the support. And I would be remiss  
8 if I didn't mention the work that the Riders Alliance  
9 certainly has done on this particular issue. And I  
10 think we got around 5,000 people to sign petitions in  
11 support of this particular project, which is great.

12 I just wanted to I guess raise a few  
13 questions I guess on the Woodhaven route in  
14 particular, and I wanted know--I know we're still in  
15 the planning stages, but for residents in my  
16 district, you can almost--you can get to Florida by  
17 plane just as quick as you can get to Manhattan by  
18 train or bus on some days. And I wanted to make sure  
19 that as we move forward that the route that's being  
20 decided on is going to extend eastern much more  
21 eastern into the eastern part of the Rockaways. And  
22 I wanted to hear if you guys have been having  
23 conversations on that, or what are your thoughts  
24 right now?

2                   COMMISSIONER POLLY TROTTEBERG: And  
3 first of all, let me say, Council Member, thank you  
4 so much for your leadership and hosting a meeting and  
5 being a great partner with us. And, you know, I'm  
6 happy to say on behalf of the de Blasio  
7 Administration we're going to be talking ferries and  
8 Select Bus Service. So I'm really hoping in the  
9 Rockaways we're going to really make some great  
10 connections there. And I know Eric has been actually  
11 pondering the deep intricacies of the route so do you  
12 [off mic] Wow, this mic is crazy.

13                   ERIC BEATON: Sure and obviously we've  
14 been working closely with our colleagues at the MTA  
15 Bus Company who actually run the routes out to the  
16 Rockaways. And we've heard loud and clear that  
17 particularly sort of at the eastern end of peninsula  
18 the route taken by the Q52 may not be getting as far  
19 as it needs to, to help everyone. So just as we're  
20 taking our time to make sure we get the street design  
21 right along the route, we are also looking at the  
22 transit service in parallel with that. So, we don't  
23 know exactly what the answer is yet, but we've  
24 definitely heard that that's an issue. I think we  
25 agree that it's something that we want to expand, but

2 we need to figure out exactly how far it goes. And  
3 that's--that's part of the study we're looking at.

4 COUNCIL MEMBER RICHARDS: And I just want  
5 to put on the record that I represent over 60% of the  
6 Rockaways. So it would be a disservice if we didn't  
7 ensure that all parts of the Rockaways had access to  
8 this particular service. Because in particular many  
9 of the residents on my side they don't have access to  
10 cars. I know the A-Train is--the A-Train I won't--  
11 I'll be kind today. And so this service would reach  
12 the neediest of the population. And I think this is  
13 obviously an environmental justice issue. It's an  
14 environment-- Well, an inequality issue, and we want  
15 to make sure that, you know, we're not leaving the  
16 people who get the most out.

17 I also wanted to know what is your plan  
18 to work with in particular bus drivers on  
19 implementation and outreach. So have you got  
20 feedback from them, and what are their thoughts?

21 COMMISSIONER POLLY TROTTEBERG: Yeah,  
22 and I'm also going to let Peter speak to that topic,  
23 [off mic] as well. We've actually had a [on mic]--  
24 The mic went out again?--a series of meetings with  
25 representatives from the bus drivers unions, and

2 we're talking through some of those issues. But  
3 again, I think here this is really MTA's bailiwick.  
4 So, if you will, Peter.

5 PETER CAFIERO: Right, and I mean I think  
6 we in ongoing, well, with some dialogue with our  
7 representative employees, and are continuing on this.  
8 As I think was mentioned before, our feedback  
9 particularly with the Fordham Road route there was a  
10 lot of uncertainty before it went in about what it  
11 be. But I think post-implementation these routes  
12 have become very popular to drivers because they're  
13 easier to operate, and more effective. And drivers  
14 don't like being caught up in traffic either so--

15 COUNCIL MEMBER RICHARDS: Okay, and I  
16 guess you guys have presented three options in  
17 particular for Woodhaven. And I'll just out there  
18 that I love Option 2. Not that, you know, I should  
19 be endorsing it in our public hearing. But we've  
20 heard from our community. We've heard from in  
21 particular many of the organizations we've been  
22 working with, and Option 2 certainly looks like a  
23 great one. I'm just putting that out there, and I  
24 just want to commend you once again on the work that  
25 you're doing. I'm going to turn this mic off in a

2 second, and just say that we look forward to bringing  
3 a bold BRT system to the Woodhaven Rockaway route,  
4 and we looking to continuing to work with you. Thank  
5 you for your vision. Thank you.

6 COUNCIL MEMBER LANDER: Thank you Council  
7 Richards for your questions, and for your leadership  
8 and recognizing the good work of the advocates as  
9 well. Next up is Council Member Chin who will be  
10 followed by Council Member Miller.

11 COUNCIL MEMBER CHIN: Thank you. My  
12 question is that I have BRT service on--for Second  
13 Avenue, part of Lower Manhattan, and it's been great.  
14 And I think that there were some issues with local  
15 services early on. And my question is have you done  
16 any kind of study that shows, you know, maybe at a  
17 certain time of the day that you can increase more  
18 local services so that it can, you know, improve the  
19 service for seniors, people who don't travel let's  
20 say during rush hour time. And during rush hour is  
21 fantastic, but during the day, and weekend we see  
22 people waiting a long time for local services. And  
23 especially in parts of Lower Manhattan some of the  
24 stops-- Like for example, on Delancey there is no  
25 BRT stop, and that is a major stop because it connect

2 to the subway. And so, we want to see going forward  
3 because there is going to be development along  
4 Delancey at 6th Street. So that that could be an  
5 added BRT stop in the future, but to really analyze  
6 whether we can increase more local services  
7 especially now that you can use your BRT ticket to  
8 get on the local bus. I mean the drivers are  
9 fantastic. They set up their little paper bag, you  
10 know, to collect the tickets. It makes it easier for  
11 riders to have a choice. So I think--so are you  
12 doing some analysis in terms of--

13 PETER CAFIERO: Well, we continue to  
14 monitor all of the routes, and we have a series of  
15 guidelines that we follow on any route in the city in  
16 terms of adding or adjusting service based on  
17 ridership. So we continue to do that. However, one  
18 of the thing I think that may be a factor in what  
19 you're seeing is just reliability in general. So  
20 there is what we schedule on paper, and then there's  
21 what is actually achieved out in the city. And we  
22 have congestion, and we have other issues that are  
23 continuing challenges for us. First of all, the SBS  
24 program helps the local routes. In addition to the  
25 SBS route if there are bus lanes, for example, in an

2 area the local routes are aided by that as well. The  
3 First and Second Avenue and 15 Corridor has been  
4 challenged because of the construction particularly  
5 in the Second Avenue Subway on the Upper East Side on  
6 Second Avenue. So that's a long-term benefit  
7 obviously, but it's made it challenging. One tool  
8 that we've gotten recently, that we and our customers  
9 have gotten recently is Bus Time. From the  
10 customer's perspective, it allows you to see where  
11 the next bus is. But from our perspective, it allows  
12 us to better manage the service, and we are-- We've  
13 particularly seen good benefits from that. And in  
14 the initial two boroughs that were rolled out in the  
15 Bronx and Staten Island, we are working. Our road  
16 operations people continue to work in Manhattan,  
17 Queens and Brooklyn as we get more data from that  
18 system to work to try to address some of these  
19 challenges with operations.

20 COUNCIL MEMBER CHIN: Yeah, I think we  
21 should really localize it a little bit, and see. I  
22 mean there are certain parts of Lower Manhattan  
23 because of, you know, lack of subway lines. In some  
24 of the East Side that the buses are an important way  
25 for people to travel especially a lot of the seniors.

2 So to look at, you know, local services and also the  
3 stop on the Delancey I think is something that I  
4 would urge you to really seriously take a look at  
5 that.

6           The other point is with DOT the countdown  
7 clocks. [laughs] I know that there is something  
8 that the Council has put money in and support. It is  
9 so--I mean the MTA But Time app or the website is  
10 fantastic. At least you know the bus is coming  
11 [laughs] and how many stops away. But not every  
12 senior and not everybody has that. So I think that  
13 is something that is really important especially  
14 along these routes. Just to let people know the  
15 local service is going to be there. I know because  
16 often times I' the one to tell people the bus is like  
17 one stop away. They're going to be here soon. So  
18 that's something that I think we want DOT to really  
19 work with us to get those countdown clocks.

20           And my final question to DCAS is that do  
21 you have any analysis in terms of when cars are  
22 necessary, especially in Manhattan and in Lower  
23 Manhattan to see where people can actually accomplish  
24 their task by public transportation. That they don't  
25 really need cars because, for example, the Department

2 of Transportation is in my district, and they park  
3 their vehicles all along Williams Street, and the  
4 street is crowded. And it makes the delivery trucks,  
5 they have to get on the sidewalk. So it blocks  
6 pedestrians, and the cars in the morning that just  
7 sit there for a couple of-- I don't know for how  
8 long, but even like 9:30 in the morning the cars are  
9 still sitting there. So it's not being used in a  
10 way, but at the same time it just creates traffic  
11 congestion. So is DCAS doing some analysis maybe in  
12 some part of--places where there is accessible public  
13 transportation that employees should not be using  
14 their cars?

15 DEPUTY COMMISSIONER KERMAN: Sure.  
16 Thank you. As part of the Fast Fleet technology that  
17 I mentioned earlier that got us through our Zipcar  
18 contract, we can look at every single trip. Who  
19 makes it, where they go, and do analysis on that. So  
20 that is part of what we're doing through the Car  
21 Share technology. It gives us, you know, full  
22 automatic vehicle location, and an ability to really  
23 look at exactly how employees use the vehicles and  
24 where they go. So we can do that kind of analysis,  
25 as well as look at do we have it. You know, getting

2 away from the model of getting agencies cars. You  
3 know, this agency or this unit needs a car. Two,  
4 what are the transport needs that we need to fill,  
5 and how can we most optimally do that? So, yes,  
6 that's actually part of the technology that we've  
7 been implementing.

8 COUNCIL MEMBER CHIN: So, can we ask for  
9 that analysis to really look at? And also, in terms  
10 of when you're doing analysis see what can be covered  
11 by public transportation or by walking. Because I'm  
12 looking at-- I mean it's a huge budget to support the  
13 fleets in the city. I mean you're talking about \$760  
14 million. So I think it's important to really look at  
15 how can we help the environment, and at the same time  
16 help the city budget?

17 DEPUTY COMMISSIONER KERMAN: Sure. I  
18 mean a majority of that cost goes to the trucking and  
19 heavy duty side of the fleet. So there is a  
20 difference between the light duty side, and then the  
21 garbage trucks, the DOT street paving trucks. But  
22 sure, we can work with you to try and share some  
23 reporting that might be helpful.

24 COUNCIL MEMBER CHIN: Thank you. Thank  
25 you, Chair.

2 [pause]

3 CHAIRPERSON RODRIGUEZ: I'm sorry.

4 Councilman Miller. I'm sorry.

5 COUNCIL MEMBER MILLER: Thank you, Mr.  
6 Chairman. Let me preface it by saying that I've  
7 spent-- [coughs] Excuse me. --the greater part of  
8 three decades in operations and planning of buses  
9 between the MTA and the DOT and so forth. And I'm  
10 excited about the DOT and its possibilities and SBS.  
11 Obviously, it's been a long time coming. And let me  
12 also say that I have traveled abroad, and I've looked  
13 at other systems. And I think we know why some of  
14 the things were at a much higher level than we would  
15 expect here in the City of New York. For those  
16 reasons, I would say that I continue to fully endorse  
17 the Woodhaven Boulevard project. And I am far less  
18 enthusiastic about the Jamaica-Flushing Project for a  
19 plethora of reasons. One, beginning with the  
20 planning, and I think Council Member Lander asked a  
21 very good question in what goes into the planning and  
22 determining the success of a route. And some of the  
23 answers that were given I just don't think correlate  
24 to what we have in Jamaica. The fact of the matter

25

2 is that we have less than eight percent of the  
3 ridership travel from Jamaica to Flushing.

4 I listened attentively when the Mayor  
5 spoke last week in his State of the City. And he  
6 mentioned that some riders during their daily commute  
7 travel an hour into the city. The fact of the matter  
8 is that 75% of my district travel an hour and a half  
9 to get here, including myself. And this plan as  
10 currently constituted does absolutely nothing to  
11 address that issue. I would hate to see any  
12 resources that could be more efficiently used being  
13 used somewhere where it is not the most efficient use  
14 of our resources. So with that being said, I do have  
15 a couple of questions probably on the MTA side, and  
16 that would be about the equipment necessary to  
17 facilitate these current routes, and any anticipated  
18 of the 20. How would that impact the current  
19 equipment that we have?

20 PETER CAFIERO: Well, we have--we have  
21 buses on order. Right now, the ones we're focusing  
22 on doing this year are ones that we can do with the  
23 existing fleet that we have. So each of these varies  
24 by route. Many of these are very corridors today.  
25 So they have a number of buses in service. When we

2 implement SBS what we find is the buses get through  
3 faster, and so we can cycle them more often and make  
4 more efficient use of those vehicles. So we end up  
5 adding service to the same number of vehicles. Some  
6 of the corridors do require additional vehicles if  
7 the route is being extended, or it's essentially a  
8 totally new route. So those would be looking at  
9 doing more in the out years. Right now, we're  
10 concentrating on the ones with the fleet that we  
11 have.

12 COUNCIL MEMBER MILLER: So knowing as a  
13 matter of fact that the fleet citywide is woefully  
14 insufficient, and that buses are being moved from  
15 borough to borough on a daily basis in order to  
16 facilitate regular transit transportation for the  
17 ridership. Again, and I understand that the process  
18 is being able to cover buses. But have we taken  
19 buses from another route to do this?

20 PETER CAFIERO: No, we're--we're working  
21 with the existing fleet that we have.

22 COUNCIL MEMBER MILLER: And on the  
23 proposed Jamaica to Flushing?

24 PETER CAFIERO: Well, specifically on the  
25 buses, again we--we're still early in the planning

2 stages on that route. So we haven't totally flushed  
3 it out. But we--we'll certainly initially work with  
4 the vehicles, the number of vehicles we have. I  
5 think in answer to your initial statement about that,  
6 I think it is a key connector of a number of  
7 destinations that are not well connected by the  
8 subway network. So I certainly agree with you that  
9 there are many corridors in Queens beyond the subway  
10 that are potentially routes that we should be looking  
11 at. As shown on the map, many of those would be  
12 designed to make it shorter for riders to get to  
13 Manhattan. This particular one is really targeted  
14 not obviously for Manhattan commuters. But those  
15 going to many of the destinations along that route  
16 including a major college and a number hospitals and  
17 other destinations in both those corridors. And in  
18 the case of the Q44 route it goes across to the  
19 Bronx. So that's one of the few intra-borough--  
20 inter-borough routes that we have. And it carries  
21 particularly to Port Chester significant ridership.

22 COUNCIL MEMBER MILLER: So, along that  
23 route going from Jamaica to Flushing we currently  
24 have about eight bus routes that travel somewhere

2 along that route. What would be the impact to those  
3 other bus routes there?

4 PETER CAFIERO: Well, there are basically  
5 three corridors. There are a number of routes, but  
6 they basically fall into three corridors. Each of  
7 which, or particularly two of them are significant  
8 ridership. And they serve either side of Queens  
9 College on the way. What we would anticipate is the  
10 corridor that we're advancing, which is the Q44  
11 Corridor along Main Street. Whatever improvements we  
12 can work with in the city and community on travel  
13 will help all of the bus routes in that corridor.  
14 And otherwise, we don't really see changes in the  
15 other corridors. Now, to the extent ridership  
16 changes and shifts, when we improve one corridor we  
17 may have to make adjustments down the road. But our  
18 goal really is not-- This is really not meant to be  
19 a negative to the other corridors that we have. It's  
20 to actually be a positive for as many routes and as  
21 many riders as we can achieve.

22 COUNCIL MEMBER MILLER: Isn't it the 217  
23 Express, which is a fairly new route go directly from  
24 Jamaica to Queens College?

2           PETER CAFIERO: As I said, there are  
3 several corridors. There's different sides of Queens  
4 College, and there are others. There are high  
5 schools, there are hospitals, and this is a key  
6 route, and there are-- As you know, these are major  
7 routes, major important routes. And we certainly  
8 continue to invest in all of them.

9           COUNCIL MEMBER MILLER: So I'm glad that  
10 you said that you are willing to invest in all of  
11 them. I would love that we started investing in the  
12 ones that really impact the Jamaica residents as  
13 opposed to what we're doing now. I think that his is  
14 clearly a duplication of services. But, you know, I  
15 have one more question, and I'll just back later, and  
16 that is about the planning portion. When we get to  
17 Casino Boulevard, we're going towards Main Street,  
18 Flushing, which is about the busiest transportation  
19 hub in the City of New York. And you probably have  
20 about 15 minutes to go two or three blocks or  
21 whatever because you have so many bus routes running  
22 along that corridor, as well as the car traffic, the  
23 car and truck traffic. How is this going to impact  
24 that, and the fact that those local buses are going

2 to continue to make those stops? How is that going  
3 to impact this new service.

4 COMMISSIONER POLLY TROTTEBERG: I mean,  
5 you are certainly correct. That is one of the most  
6 busy congested high traffic areas in the city. And  
7 as I mentioned in my testimony--and I'll have Eric  
8 jump in, in a little more detail--I think we're  
9 looking at a bunch of different techniques, signaling  
10 time, Flushing in Motion. Different ways we can  
11 really do something to improve the traffic flow for  
12 all the vehicles there. Knowing exactly as you say  
13 that obviously traffic is moving pretty slowly in  
14 that area.

15 ERIC BEATON: Sure, and you're touching  
16 on a route that we haven't started the planning for  
17 yet, which is looking at Casino Boulevard. But as  
18 you know, there are a number of bus routes that come  
19 together there, and sort of come into Downtown  
20 Flushing. There's 25,000 people a day that transfer  
21 between the bus and the subway there. It's an  
22 incredibly important location for the bus riders and  
23 for the buses. But, also for all the businesses and  
24 all of the other activities that happen on the  
25 Corridor. So as we do on every route, we try to find

2 the right balance between making the service better  
3 without causing negative issues along the corridor.  
4 So haven't gotten to Casino yet. So I don't know  
5 what the solution is. But I think in parts of--other  
6 congested parts of the city including in parts of  
7 Downtown Jamaica, we've successfully been able to  
8 balance what we can do for buses with what the  
9 businesses really need to operate?

10 COUNCIL MEMBER MILLER: Okay, thank you.

11 I disagree that we have relieved the congestion in  
12 Downtown Jamaica. I wish we would put such emphasis  
13 on doing so there before we took our resources  
14 somewhere else. And hopefully, we can do a better  
15 job at Main Street and Roosevelt than we have done  
16 for the past five years. And I am a little concerned  
17 about the coordination between the agencies, and  
18 doing so considering the lack of success that we've  
19 had thus far in that particular are there. Thank  
20 you.

21 CHAIRPERSON RODRIGUEZ: Commissioner, has  
22 all of the new routes been identified?

23 COMMISSIONER POLLY TROTTENBERG: Not yet.  
24 We're going based on as I showed you the Phase 2  
25 Study that was completed in 2010. And it identified

2 16 different corridors out of which you could even  
3 have potentially a larger number of routes. And we  
4 have a map up here that has sort of a notional look  
5 at those routes. But we're still--we're still  
6 working through it. As you can hear in the  
7 discussion of Flushing-Jamaica through the routes,  
8 through the planning of the routes, we want to do  
9 this year. And then we will be starting in the  
10 spring to look at the next round. And so, obviously  
11 we want to key off what was in the study. But we do  
12 want to obviously take input from the community and  
13 from elected officials. And now form some of the new  
14 plans the Mayor has for new housing development, and  
15 the new ferry routes.

16 CHAIRPERSON RODRIGUEZ: Great. I just  
17 hope that we can continue in conversation with  
18 Council Member Miller--

19 COMMISSIONER POLLY TROTTEBERG:  
20 [interposing] Absolutely.

21 CHAIRPERSON RODRIGUEZ: --because what he  
22 described like for himself and his constituents it  
23 takes an hour and a half. So I think that those are--  
24 --those are the communities that I know the  
25 Administration and also is looking to improve

2 transportation. So I just hope that we can continue  
3 working on that.

4 COMMISSIONER POLLY TROTTEBERG: And I  
5 think we can safely say we have Council Member  
6 Lancman here, too. That route is one that has  
7 certainly sparked a lot of community input, a lot of  
8 input from elected officials. And we're taking in  
9 all the input. And I think this is one where we're  
10 going to have a long period of engagement and  
11 planning and really make sure we get something that  
12 works for everybody.

13 CHAIRPERSON RODRIGUEZ: Yes, Council  
14 Member Rose followed by Council Member Lancman.

15 COUNCIL MEMBER ROSE: Thank you, Chair  
16 Rodriguez. Hi, Commissioner. I want to start by  
17 saying thank you so much for the Smart Lights. It  
18 was a conversation that we had, and you painted a  
19 pretty grim picture for me. But it seems like some  
20 of it has come to light, and no pun intended. But I  
21 thank you so much for the Smart Lights. But, could  
22 you tell me if--What's the difference between BRT and  
23 SBS or are they interchangeable?

24 COMMISSIONER POLLY TROTTEBERG: It's a  
25 good question, and I think there's a little bit of a

2 continuum there. I will admit that, and so we-- I  
3 think Select Bus Service is really a term we've  
4 coined here in New York City. And it's--it's again I  
5 think it's for the projects we've been discussing  
6 where you have features like off-board fare  
7 collection, dedicated bus lanes, perhaps bus camera  
8 enforcement, building out the bus bulbs, having real  
9 time information. When you morph into what's known  
10 as Bus Rapid Transit, what you're often talking about  
11 there is like you would see, you know, for example in  
12 Bogota is a completely separated, physically  
13 separated bus lane. Where you would actually  
14 potentially build out real transit stations. And you  
15 would not have it in anyway mixing with ordinary  
16 street traffic. And, you can create something that  
17 is almost akin to a light rail system on the street  
18 except you're using buses. But as we've mentioned  
19 here as you get into what we would call Bus Rapid  
20 Transit, the capital investment gets to be much  
21 bigger. And you are really taking out, you know, a  
22 couple of full city lanes of traffic, which there are  
23 some roadways in the city where we think we could do  
24 that. But a lot of them we just don't have the  
25 physical spaces to do it.

2 COUNCIL MEMBER ROSE: But the goal of Bus  
3 Rapid Transit and SBS are pretty much the same,  
4 right?

5 COMMISSIONER POLLY TROTTENBERG:  
6 Absolutely. The goal is the same, which is to  
7 improve bus service for a large number of bus riders  
8 to make the ride faster, more reliable and reaching  
9 more destinations. Particularly for those  
10 communities that are not well served by the existing  
11 transit system.

12 COUNCIL MEMBER ROSE: So, you know, in  
13 Staten Island despite the fact that our North Shore  
14 Alternative Analysis Report and the Rockefeller  
15 Foundation's classification of the North Shore as one  
16 of the most promising areas for BRT expansion. And  
17 that was in the 2013 report entitled *Mobility and*  
18 *Equity for New York's Transit Starved Neighborhoods*.  
19 Staten Island has been identified as--the North Shore  
20 as a prime BRT location. And the fact that we're  
21 anticipating 65,000 new residents by 2013 or 2030,  
22 and we have the largest travel growth rates. And,  
23 you know, we have the newer economic development, and  
24 Stapleton has now learned to become the affordable  
25 housing, you know, hub. So, why then would DOT not

2 consider the North Shore, especially this already  
3 identified, you know, route as a potential SBS?

4 COMMISSIONER POLLY TROTTEBERG: Yeah,  
5 well and thank you Council Member Rose. I know  
6 you've had a lot of leadership on this issue, and  
7 obviously we've heard from a lot of folks in Staten  
8 Island, a lot of elects there in the Chamber. And we  
9 know that's a route that everyone is interested in.  
10 It was not in the original study that was done in  
11 2010. It is again one of the challenges we have  
12 there. It is a route that is sort of in a higher  
13 order of magnitude that the MTA did a study--and  
14 maybe Peter can talk to it a bit--that you're  
15 familiar with. That the price tag was well over \$300  
16 million. And that was actually even a pre-Hurricane  
17 Sandy figure. As you know, part of that right-of-way  
18 was unfortunately under water during Sandy. And now,  
19 the new, you know, *Federal Transit Administration*  
20 *Guidelines for Construction in Post-Sandy Flood Zones*  
21 are going to--would require elevating--require  
22 elevating the right-of-way. So, look, I think we see  
23 the tremendous potential of that route. You know,  
24 there are some real resource questions that we need  
25 to tackle. But obviously we hear loud and clear what

2 interest there is to do something on the North Shore.  
3 And obviously, at DOT we're talking to MTA. You have  
4 so many things that are going to be coming to that  
5 area, and we are going to need to make some more  
6 robust transportation plans there.

7 COUNCIL MEMBER ROSE: And, I just want to  
8 say, you know, that part of that route, well, a good  
9 part of it was along the shoreline. There was a  
10 dedicated route that was up on the upland side that,  
11 you know, the infrastructure is still there.

12 COMMISSIONER POLLY TROTTEBERG: Yes,  
13 that's true.

14 PETER CAFIERO: Correct. And as you  
15 know, MTA was actually--led that study that  
16 recommended the bus way on the North Shore. But  
17 again, it was subject to resources being found to do  
18 it. And as was mentioned before, we have a very  
19 large hole in our existing capital program. So  
20 that's where we stand on that--that issue at this  
21 point.

22 COUNCIL MEMBER ROSE: So not to beat a  
23 dead horse, but you said that there's a large hole in  
24 the capital budget. So, at what point does the North  
25 Shore Corridor--transportation corridor, since we

2 have no subway. We have all of this development, and  
3 the population is going to increase exponentially.  
4 When do we have the conversation about that. You  
5 know, for me I haven't taken light rail off the  
6 table. I'm still fighting with MTA for BRT. But when  
7 do we get, since SBS is more cost-effective and  
8 something that requires less infrastructure, and it's  
9 more doable, when do we have that conversation?

10 COMMISSIONER POLLY TROTTEBERG: Well, I  
11 think Council Member Rose, and we are--we started it.  
12 And if you've followed for example now I'm on the MTA  
13 board. And when we voted on the Capital Plan, one of  
14 your Staten Island colleagues, Allen Capelli,  
15 actually voted against the Capital Plan. Because he  
16 objected to the fact that there were not funds in  
17 there for this project And I think as Peter said the  
18 dilemma was the MTA was looking at a capital plan  
19 that for the next five years was half funded.

20 COUNCIL MEMBER ROSE: [interposing] Uh-  
21 huh.

22 COMMISSIONER POLLY TROTTEBERG: And, you  
23 know, they're trying to strike that balance. I think  
24 all of us can think of many projects we would love to  
25 see on that list. But I think Peter can jump in.

2 They were trying to strike a balance that was  
3 realistic. Now, that said, as you probably know, the  
4 Capital Plan went up to Albany. It was vetoed by the  
5 Capital Plan Review Board, and right now obviously  
6 we're in a debate up in Albany about what other  
7 revenue sources might be identified? What the  
8 ultimate mix of projects in the Capital Plan is going  
9 to look like. We're doing the same thing on the city  
10 side. As you know, the city is putting together its  
11 Ten-Year Capital Plan. So, I think those debates are  
12 under way at both the city and the state level. But  
13 the resource challenges unfortunately, they're  
14 profound at both levels of government.

15 COUNCIL MEMBER ROSE: Okay. To be  
16 continued.

17 COMMISSIONER POLLY TROTTEBERG: For  
18 sure.

19 COUNCIL MEMBER ROSE: Thanks.

20 [pause]

21 CHAIRPERSON RODRIGUEZ: Council Member  
22 Lancman.

23 COUNCIL MEMBER LANCMAN: Yeah. Good  
24 afternoon. As you know, I represent much of the  
25 proposed or potential Flushing-Jamaica Corridor for

2 the Q44. And you may not know based on our  
3 conversations to date that I am a co-sponsor of Intro  
4 211. And in theory and in concept, a big supporter  
5 of Bus Rapid Transit Select Bus Service as long as it  
6 it is done the right way. And each community, each  
7 district, each corridor is crafted based on the needs  
8 of that particular community. I also want to before  
9 I get into my question, I want to thank you and your  
10 team for once we engaged you in a conversation on the  
11 impact of the proposed plan or the potential plan in  
12 our corridor. For coming out to Queens, and  
13 participating in and during a somewhat raucous  
14 meeting with community residents, where you certainly  
15 got to hear their point of view. And I do appreciate  
16 that very much. And it wasn't lost on them that the  
17 Commissioner herself came out there. Not to the  
18 acting Borough Commissioner isn't, you know, a thrill  
19 to meet with. But still, the Commissioner herself.  
20 That was pretty good.

21           So as I understand Bus Rapid Transit  
22 Select Bus Service, it's composed of many, many  
23 potential different components. Just to enumerate a  
24 few: Dedicated bus lanes; less frequent stops; off-  
25 board fare payment; avoiding traffic signal priority;

2 left turn bays; more express buses; improve street  
3 amenities-- Excuse me. Improve stop station  
4 amenities; and real time passenger info. Am I  
5 correct that not every block of an SBS route needs to  
6 have each of these possible components in order for  
7 it to be successful?

8 COMMISSIONER POLLY TROTTEBERG: Council  
9 Member Lancman, you are absolutely correct, and one  
10 thing I think we were trying to explain at the  
11 meeting. And I will just say that is not the  
12 toughest meeting I had that week, which gives you a  
13 flavor of that week. Absolutely not, and one thing I  
14 want Eric to speak to, too, because he has such deep  
15 expertise. I mean part of why in sort of talking  
16 about doing citywide comprehensive planning, I'll  
17 kind of give you the counterpoint, which is we go  
18 block by block. We almost go parking space by  
19 parking space in trying to come up with a  
20 configuration that's going to work. And in places  
21 where we don't need to do I think the dedicated bus  
22 lane that had folks so concerned in Kew Gardens  
23 Hills, we're not going to do it. So absolutely, you  
24 know, that's sort of the contrast between going  
25 Bogota and I think going New York City SBS. New York

2 City SBS has actually been more tailored. Tailored  
3 absolute to the needs again of even a particular  
4 block let alone a neighborhood. And, you know, just  
5 to reassure you. Look, there was a meeting, and I'm  
6 glad we got to talk to you all. You know, we  
7 absolutely want to come up with something that's  
8 going to work for every piece of the neighborhood.  
9 It wouldn't make sense otherwise if--

10 COUNCIL MEMBER LANCMAN: [interposing]  
11 And it's my understanding that--that there's seven  
12 SBS routes currently, right?

13 COMMISSIONER POLLY TROTTEBERG: Yes.

14 COUNCIL MEMBER LANCMAN: The percentage  
15 of--in those routes of dedicated bus lanes like what  
16 percentage of the route has a dedicated bus lane. It  
17 is very significant really. Some or mostly or all  
18 and others have a lot fewer of the route being a  
19 dedicated bus lane.

20 COMMISSIONER POLLY TROTTEBERG: Correct  
21 and we also--and Eric can jump into the details--but  
22 even also very--even for some of them what hours of  
23 the day they're a bus only. And some can just be  
24 rush hour. Some the rush hour period is longer. So,  
25 of course, we would be the first to say that Highland

2 Boulevard and First Avenue and Main Street in Queens  
3 are all very different. And, you know, we are very  
4 much not believers in the one sizes fits all. We  
5 feel very keenly we have to make it work in each  
6 neighborhood, and on each roadway that we're doing  
7 work on. I don't know Eric, if you want to talk a  
8 little bit more about the tailoring?

9           ERIC BEATON: Sure. In the outreach that  
10 we do, one of the things that we learned, as the  
11 Chairman sort of asked at the beginning, is that it  
12 doesn't help that much to show up and just say here's  
13 our plan. You have to love it, and we're  
14 implementing it tomorrow. You know, you can think  
15 whatever you want to of the intelligence of  
16 government bureaucrats. But we've learned a lesson  
17 or two that that's not always the best way to go.  
18 And so, we try to take this process where we first  
19 start by just talking about the types of things we  
20 can do. And the toolbox that you talked about is  
21 just that. It's a toolbox. It's sort of a bag of  
22 things that can get applied some places. So they  
23 don't have to be applied elsewhere. And, you know,  
24 even if perhaps the back and forth wasn't as great as  
25 we would always like, we think that we're actually--

2 COUNCIL MEMBER LANCMAN: [interposing]

3 There is more back than forth.

4 ERIC BEATON: It was the right kind of  
5 conversation, though, where we say here are the types  
6 of conversations we can do. And we can learn from  
7 the community about what might be appropriate certain  
8 places, and what might not be elsewhere. So to us,  
9 you know, we don't worry about, you know, exactly  
10 what the tone was of every meeting. We worry about  
11 are we hearing what we need to hear? And I think the  
12 answer to that on this corridor is yes we that, you  
13 know, Downtown Flushing and Downtown Jamaica are  
14 different from some of the parts in between. And  
15 that we always want to do what makes sense in each  
16 part of the route. So we've taken all that back, and  
17 we're working on coming back with a plan. And the  
18 next step is that we will present a draft plan. And  
19 one of the things again that we've learned is that  
20 we'll get feedback and we'll make adjustments based  
21 on that, too. So we really see this as a continuing  
22 back and forth process.

23 COUNCIL MEMBER LANCMAN: Well, I  
24 appreciate that approach very much. As has been  
25 mentioned earlier, that was always the approach of

2 DOT in previous administrations. I hope that the MTA  
3 is on board also with this approach, and with really  
4 trying to make the right fit for some very, very  
5 different neighborhoods. Downtown Flushing is very  
6 different from Kew Gardens Hills, Briarwood which is  
7 very different from Downtown Jamaica, which I  
8 represent a good chunk of it. So I think that, you  
9 know, if you can come up with a plan that is  
10 sensitive to each community's concerns, you'll find  
11 that the people along the route, at least in the  
12 district that I represent, will be very enthusiastic  
13 about bring a Select Bus Service as long as we do it  
14 the right way. Thanks very much.

15 CHAIRPERSON RODRIGUEZ: Council Member  
16 Levine.

17 COUNCIL MEMBER LEVINE: Thank you, Mr.  
18 Chairman, and Commissioner, Commissioners. It's  
19 great to see you all. Thank you. I represent Upper  
20 Manhattan. Part of my district covers the western  
21 portion of 125th Street, which is one of the city's  
22 busiest and most congested throughways, and a  
23 critically important spine for transportation for  
24 everyone Uptown. And I'm happy to say that SBS, the  
25 M60 Line has improved transportation speeds not only

2 for the M60, but actually for all lines because of  
3 the portion of the street that's covered by the bus  
4 only lanes. Because of some funky community mix this  
5 was implemented in an unusual way in which we have a  
6 bus only lane east of Lenox Avenue, but not west of  
7 Lenox Avenue. Now, I don't think that anyone would  
8 have designed it that way, but it has created kind of  
9 an interesting experiment where we can now see an  
10 implementation on one street with a little bit of  
11 both. And, the difference is pretty dramatic  
12 actually. If you hop on a bus on the western part of  
13 the street, you'll creep along. I think the average  
14 bus speed is 3-1/2 miles an hour. It's not much  
15 better than walking speed. And then you get to  
16 Lenox, and all of a sudden the pace picks up because  
17 of the bus only lane. And with all respect to the  
18 difference in every community in the city,  
19 understanding Council Member Lancman's different  
20 needs in his district of Northern Manhattan, I think  
21 the rate of car ownership is 20% or lower. It's  
22 overwhelmingly mastering the district. So we do live  
23 and die by mass transit and creating bus lanes. And  
24 I was particularly struck by one piece of data that I  
25 heard come back from your analysis, which is now that

2 we have GPS in the taxi fleet, we can actually  
3 monitor car speed. And it looks like at least going  
4 eastbound, east of Lenox, the car speeds even  
5 increased on that portion of the street, which had a  
6 bus only lane. So I'm curious if you could explain  
7 in a common sense way, and I welcome this, but how  
8 could it be that car speeds increase? And next, if  
9 you can in some way quantify that portion of the  
10 benefits of like bus service, which is attributed to  
11 the bus only lane. Which, by the way on 125th Street  
12 that lane is used by five different bus lines, which  
13 all touch some portion of that street. So it's  
14 really--it's the M101, the M100. These are all very  
15 heavily used lines, but maybe you could tell us what  
16 kind of benefit all of the lines would see with the  
17 addition of an expanded bus only lane?

18 COMMISSIONER POLLY TROTTEBERG: Yeah,  
19 and I'm happy to say first of all, as you know, we  
20 are now talking to the community about continuing the  
21 service westward. So I think funky was the word you  
22 used to describe where we found ourselves, but I  
23 think we're-- You know, one thing I think we've  
24 discovered, and it's interesting. After we had our  
25 meeting in Kew Gardens Hills, one thing Eric observed

2 is when we first started in the Bronx with this,  
3 there was a lot of concern because it was something  
4 brand new. And people had to kind of wrap their  
5 minds around how it worked and see the benefits. And  
6 I think that's still true. We have routes around the  
7 city, but obviously there are still many communities  
8 in many parts of the city that aren't really familiar  
9 with it. And understandably have questions about how  
10 it's going to work, and affect traffic and affect  
11 parking, and affect the merchants. So, there is  
12 nothing like seeing is believing. And, you know,  
13 it's an interesting phenomenon, and I want Eric to  
14 talk a little bit about the operational side of it.  
15 But yes, actually when you--when you put in bus  
16 lanes, you can actually organize the traffic better  
17 on a roadway. And see improvements in travel times  
18 not just for the buses but also for the regular  
19 vehicles.

20 ERIC BEATON: Sure and, of course, with  
21 the caveat that streets are different. So the same  
22 thing that works on street A doesn't always work on  
23 street B. But what we found is that on a lot of busy  
24 streets putting in bus lanes can really help organize  
25 the street in a better way. And it can sort of be a

2 net benefit for everyone. It's not about dividing up  
3 the pie. You can actually sort of make things better  
4 for everyone. On a street like 125th Street, as  
5 you've said, you not only have the M60 Select Bus,  
6 but you have all of these other buses. So whether or  
7 not you do a bus lane, buses are taking up a very  
8 large portion of the real estate on the street to  
9 begin with. So the bus lane even if there isn't  
10 always a bus in it at every moment, it is moving a  
11 lot of the traffic, the vehicular traffic on the  
12 street through it. We also find that on these  
13 streets there is so much else going on. You have  
14 double parking. You have buses, you know, pulling  
15 around trucks. You have people parking, people  
16 making right turns, left turns. Then when you look  
17 at all the things that happen on the street, you can  
18 use the bus lane to keep everyone in their own place.  
19 So you have a bus lane that's used by buses and by  
20 right turning vehicles. That means that the other  
21 lane of traffic that's on 125th Street can really be  
22 used for just going straight ahead. Had a number of  
23 places being restricted left turns, which not only  
24 helps traffic flow better, but provides safety  
25 benefits to the streets. And we work with the

2 community to implement things like loading zones. So  
3 that means instead of having trucks double parking on  
4 the street, and blocking traffic, they can actually  
5 get to the curb and make deliveries to the businesses  
6 that they need to get to. So I think, you know, it's  
7 sort of a natural piece of it that the red bus lane  
8 is the easy thing to focus on. And it is incredibly  
9 visible, and we like that it's so visible. At the  
10 same time, I think that there's a very rich set of  
11 street improvements that we can bring that can make  
12 the street work better for everyone. And when we  
13 look at a street, it's not just about is there a bus  
14 lane or is there not a bus lane. It's can we bring  
15 this whole package to make the street function  
16 better.

17 COUNCIL MEMBER LEVINE: Can you quantify  
18 the benefit that lines that aren't SBS might enjoy  
19 from the presence of a bus only lane like the M101 or  
20 the M100, which are incredibly heavily used? They  
21 are all going to see some bump up in speed, right?  
22 Do you know how much that would be?

23 ERIC BEATON: We can look at that, and  
24 get you that information. But yes, you're correct in  
25 the general assumption that all of the buses on--

2 When we have a bus line, all of them should improve.  
3 And now the bus--our bus time day we can--we can get  
4 at that. I don't know that we've--I'm not aware of  
5 whether we've looked at that, but we certainly can.

6 COUNCIL MEMBER LEVINE: Lastly, a  
7 question on another line, the M86. I'm really happy  
8 to see in your opening comments talking about the  
9 possibility of that being an SBS. As you remarked,  
10 it's crying out for some sort of pre-boarding  
11 payment. The lines are out of control, I'm wondering  
12 whether you also envision fewer stops. So it's more  
13 of an express stop setup. It's not as clear to me  
14 the way it works because right now the stops are kind  
15 of far apart on the avenues. But I'd love to hear  
16 your thoughts on that component.

17 COMMISSIONER POLLY TROTTEBERG: [off  
18 mic] Yeah, Eric, you can speak to that.

19 ERIC BEATON: Well, people say the same  
20 thing so that's okay. The plan that we've been  
21 looking at is really about upgrading the existing M86  
22 route. You know, there's a huge number of people  
23 that board at every stop along 86th Street. So that  
24 the Select Bus Service plan we're looking is not  
25 planning to remove any stops on 86th Street. I think

2 there are a couple of places sort at the end of the  
3 route where we think two stops might be combined into  
4 one in some very small kinds of ways. But  
5 functionally we think that for these cross-town  
6 routes, it makes sense for them to stop where they  
7 stop today. Cross-town routes by definition are  
8 somewhat limited stops compared to a north/south  
9 route because the avenues are that much further  
10 apart. And there are connections to, you know,  
11 transfers to north/south routes. So we do look at  
12 all the stops when we go into this process. But on  
13 this one there's a few that we're working with the  
14 community on, and talking about. But by and large,  
15 this will be relatively speaking on the existing  
16 route.

17 COUNCIL MEMBER LEVINE: And lastly, sorry  
18 if I mentioned this before, but do you have a  
19 timeline on implementation on the 86th Street line?

20 ERIC BEATON: That's actually the first  
21 one because it's--because it's relative  
22 straightforward. It's one that we're looking to do  
23 in the later part of the spring. You know, we have  
24 to wait for the construction season to get in--to  
25 allow us to be out there. But we're looking at sort

2 of the end of the--the end of the spring I think,  
3 right?

4 COMMISSIONER POLLY TROTTENBERG: Yes.

5 COUNCIL MEMBER LEVINE: Will it include a  
6 bus only lane?

7 ERIC BEATON: Um, it didn't--not along  
8 the majority of the route. Again, as we look at each  
9 street separately, we don't think that the--that the  
10 vast majority of 86th Street would do much for the  
11 bus speeds. At the same time, I think there are a  
12 couple of very targeted places where the bus has  
13 trouble getting into a stop. Where we think that  
14 some very targeted bus lanes can really make a big  
15 difference.

16 COUNCIL MEMBER LEVINE: I look forward to  
17 hearing more about that. Thank you all.

18 CHAIRPERSON RODRIGUEZ: Commissioner, can  
19 you-- I had a question about the money, the  
20 capitalized budget [sic] on page--page 1 of your  
21 testimony. When you were mentioning that there's  
22 going to be a mere \$240 million in capital funding to  
23 the fiscal year 2025. How does it work? Like  
24 because my confusion is that the plan to get the 20  
25 new routes is scheduled to be done by 2017. However,

2 then here there is like when you look at the  
3 financial that you mentioned about the \$200 million  
4 capital for the fiscal year 2025.

5 COMMISSIONER POLLY TROTTEBERG: Yeah,  
6 that's a good question, Sir Chairman. As I  
7 mentioned in my testimony, we often do these projects  
8 in two or even three phases. But for a lot of these,  
9 we'll go in first and do some of the things, which  
10 are less capital intensive. Particularly, off-board  
11 fare collection, perhaps painting in a bus lane. And  
12 then, we'll go back later when the capital funds are  
13 available and do a more robust capital treatment  
14 where we may build out the curbs and do other things.  
15 So that's what's happening. The Capital projects  
16 admitted follow on a slower time table than the--that  
17 the first parts of the service.

18 CHAIRPERSON RODRIGUEZ: [off mic] So the  
19 20 new routes [on mic] by 2017 will be complete.  
20 There's going to be some need of--

21 COMMISSIONER POLLY TROTTEBERG:  
22 [interposing] Follow-on capital, yes.

23 CHAIRPERSON RODRIGUEZ: --going in and  
24 following up on some--

2 COMMISSIONER POLLY TROTTEBERG:

3 [interposing] Yes, yes.

4 CHAIRPERSON RODRIGUEZ: --developments or  
5 aspects of those routes related to capital?

6 COMMISSIONER POLLY TROTTEBERG: Correct.

7 CHAIRPERSON RODRIGUEZ: Fine. So, can we  
8 as a city say that we will have BRT as well with us.

9 [sic]

10 COMMISSIONER POLLY TROTTEBERG: I--I  
11 hope we do.

12 CHAIRPERSON RODRIGUEZ: Because my--  
13 because my opinion is that I don't want to be  
14 confused. You know, if we have SBS, let's call it  
15 SBS. If we will have the BRT, then let's go for the  
16 BRT. And there is going to be some area where we  
17 will need their SBS. You know, we had to have the  
18 Select Bus Services. According to the need of the  
19 different communities, I give that part. But there's  
20 other parts of the city that they are completely  
21 isolated where there's a need and the support from  
22 those communities that say, We would like to see a  
23 BRT going express from this location to the other.  
24 And not as the SBS that we have in 2007. And again,  
25 this is not comparing the Brazil or Colombia. This

2 is comparing the other cities that they have a mass  
3 transit system as good as the one that we have here.

4 COMMISSIONER POLLY TROTTEBERG: Yeah,  
5 and I think again, I think Woodhaven is going to be  
6 the most likely place where you're going to see  
7 something as close to true BRT as you're envisioning.  
8 I would unfortunately just say I think if you look in  
9 the case of London, you have a national government  
10 there that is heavily investing in the transportation  
11 system of that city and of that country. At the  
12 moment here, we're--you know, we're seeing pretty  
13 flat even declining levels of federal investment.  
14 And obviously, we've talked about some of the  
15 challenges we faced--we faced at the state and city  
16 level. So I think you've seen no lack of enthusiasm  
17 on the part of anyone here to do a lot more to build  
18 out a better transit network for the city. We agree  
19 we need it. We need it to connect the parts of the  
20 city that are not well connected. We need it because  
21 the city continues to grow. So I think, you know,  
22 part of our mission--and we understand and we'll be  
23 working with you all--is to continue to find the  
24 resources we need to build a really great system. We  
25 would love to do that.

2 CHAIRPERSON RODRIGUEZ: Yeah, and not  
3 only would we get in those other places more with a  
4 government commitment, but also the private sector.  
5 And that's also, we are also interested in. I know  
6 that is not on your role as the DOT, but we as a  
7 city. Not only the US and the DOT but we as a city  
8 also we're looking to see some developer who will  
9 also benefit from public dollars incentive. Also to  
10 get a commitment--to get some commitment from them  
11 also to contribute. Make some contributions to  
12 improve our transportation.

13 COMMISSIONER POLLY TROTTEBERG: No, we  
14 agree and I think you know, Mr. Chairman,  
15 particularly Deputy Mayor Glenn I think is spending a  
16 lot of time in particular EDC exploring. We  
17 certainly in this city should look for ways to get  
18 more private investment. Particularly as we're  
19 building out new parts of our transportation system.  
20 So we agree with you on that.

21 COUNCIL MEMBER LEVINE: And Mr. Chairman,  
22 I'll just add here even though it's another thing  
23 that I know you and I share is an enthusiasm for some  
24 model like the New York plan. Or, some iteration of  
25 their road pricing, which is also not the subject of

2 today's hearing. But I will point out, you know,  
3 that my--that in many ways BRT really came to and  
4 started growing in New York in response to the  
5 proposal for congestion pricing. And there was a  
6 recognition that if we were going to do something in  
7 parts of the city that are not well served by the  
8 existing subway networks, to try to disincent cars  
9 and invest in transit. The BRT was a big part of  
10 that, and part of why we're trying to move forward  
11 quickly at the time is that there was some federal  
12 money on the table. And I know certainly I believe  
13 eventually that will be necessary to help pay for the  
14 giant gap in the MTA Capital Plan. When that time  
15 comes I do hope some of those resources will go to  
16 build more things like Woodhaven Boulevard, which  
17 will be a very important part of building out the  
18 network.

19                   Just one or two more quick questions. I  
20 know one challenge that we face together if we're  
21 going to see an expansion of SBS and BRT especially  
22 if we can't build dedicated lanes, are the cameras--  
23 the state cameras that we need to make sure that  
24 people stay out of the bus lanes. Because if they're  
25 not separated then that's what we've got. So I just

2 wonder if you could give us a quick update on how  
3 it's working. What the experience on the ground is,  
4 and how you see things going in Albany. And what we,  
5 those of us who want to see BRT build out, need to be  
6 doing to advocate. And to make sure we have the  
7 resources and all we need.

8 COMMISSIONER POLLY TROTTEBERG: Yeah,  
9 it's a good question, and I want to echo your point  
10 because it's true. To the extent that we're unable  
11 to have a physically separated lane, we look at  
12 camera enforcement as sort of a way to make a virtual  
13 separated lane. And the camera enforcement has been  
14 a very crucial part of getting the SBS system,  
15 getting the kind of time savings that we've had. And  
16 a member of my staff wanted to make sure I told the  
17 story that his wife was in labor, and he was in a  
18 taxi cab. And the cab driver would not go in the bus  
19 lane because he did not want to get a ticket. So the  
20 enforcement I think has worked well, and we've  
21 definitely seen that. We were all--

22 COUNCIL MEMBER LEVINE: [interposing] The  
23 baby was not born in the cab?

24 COMMISSIONER POLLY TROTTEBERG: The baby  
25 was fine I'm happy to say. She's a lovely, adorable

2 girl. We got up in Albany--you may recall the  
3 authorization to camera enforce in six routes, five  
4 that were specifically named, and then one that was  
5 basically a route in Queens. We have not yet had a  
6 project that actually fits the--fits the requirements  
7 of that sixth route. So we are only camera enforcing  
8 in five of our routes. Our authorization to camera  
9 enforce expires I believe at the end of September.  
10 And obviously, we have an interest in continuing and  
11 expanding the camera enforcement. I will say right  
12 now that my--City Hall has still not put out our full  
13 Albany agenda. And as you all know, we have a lot  
14 of--we have a lot of needs up in Albany. So, you  
15 know, I look forward to working with City Hall and  
16 seeing how they want to prioritize this. But  
17 certainly camera enforcement we found is a very  
18 important tool in keeping vehicles out of the bus  
19 lanes, and keeping those buses moving at a good  
20 speed.

21 COUNCIL MEMBER LEVINE: Yes, please do  
22 keep us posted. I know the Chair and I will work  
23 with other members to make sure it's on our advocacy  
24 agenda, as well, so that we can get the support that  
25 we need.

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2 COMMISSIONER POLLY TROTTEBERG: Thank  
3 you.

4 CHAIRPERSON RODRIGUEZ: Thank you  
5 everyone for being here with us.

6 COMMISSIONER POLLY TROTTEBERG: Thank  
7 you.

8 CHAIRPERSON RODRIGUEZ: And now we move  
9 to the next panel.

10 [pause]

11 COMMITTEE COUNSEL: Veronica Vanderpool  
12 from Tri-State Transportation Campaign; Joan Byron  
13 from the Pratt Center for Community Development;  
14 Alana Miller from Transportation Alternatives; and  
15 Jess Nizar for Riders Alliance

16 [pause, background conversation]

17 CHAIRPERSON RODRIGUEZ: If your testimony  
18 takes more than two minutes, can please be sure that  
19 you summarize. So we will put the clock on two  
20 minutes.

21 [pause]

22 VERONICA VANDERPOOL: Good afternoon. My  
23 name is Veronica Vanderpool, and I'm the Executive  
24 Director of Tri-State Transportation Campaign. And  
25 Tri-State is a member of the BRT for NYC Coalition.

2 And since 2008, when the first Select Bus Service was  
3 launched in the Bronx, we've applauded and supported  
4 the Mayor, the New York City Council and most  
5 recently the Progressive Caucus for really  
6 championing Select Bus Service and Bus Rapid Transit  
7 throughout New York City.

8           So you have my testimony. I'm not going  
9 to read through it, but there are few points that I  
10 do want to point out. There's been--the BRT for NYC  
11 Coalition has come together to coalesce around the  
12 expansion of Bus Rapid Transit particularly on  
13 Woodhaven Boulevard. And BRT on Woodhaven would or  
14 could include a physically separated dedicated bus  
15 lane that could facilitate unimpeded bus travel. Or  
16 street design changes that include pedestrian safety  
17 for all road users, and signal technology that  
18 improves the traffic flow for buses and vehicles  
19 alike. And BRT is not a one size fits all approach.  
20 But one key element that must be included is a  
21 physically dedicated bus lane. And there have been  
22 some concerns expressed about the impact of such a  
23 lane on vehicular traffic. And I really think it's  
24 important to measure that concern with some other  
25 data that exists. Many resident in that Woodhaven

2 and Cross-Bay Boulevard drive because transit service  
3 is currently poor and it's limited. So when you  
4 improve service, you're actually transferring people  
5 and shifting people from their vehicles onto transit.  
6 So there will be fewer cars on the road.

7           Secondly, the existing congestion in that  
8 corridor is attributable to poor road design. It's a  
9 complex street design, and that would be improved  
10 with Bus Rapid Transit. Currently, according to New  
11 York State DOT's annual traffic data, there's as many  
12 as 60,000 vehicles on that corridor. And that  
13 presents a tremendous amount of challenge for the  
14 community for residents and such. And improving bus  
15 transit on that corridor would really alleviate a lot  
16 of those concerns. So we applaud the New York City  
17 Council and council members for moving legislation to  
18 address this in a very concerted effort. We're  
19 supportive of that, and we want to thank you and  
20 applaud that.

21           And just lastly on Intro 597, I want to  
22 say that Tri-State Transportation Campaign does  
23 support that legislation. We think it's smart to  
24 reduce the city's vehicular fleet by as much as 5%,  
25 if not more than that. In Chicago, which does have a

2 similar program, they've realized \$7 million over  
3 three years in savings by making that sort of shift.  
4 And their initial investment was only \$500,000.  
5 Thank you.

6           JOAN BYRON: Good afternoon. My name is  
7 Joan Byron. I'm Director of Policy at the Pratt  
8 Center for Community Development, where the advocates  
9 come from and end up in public life. I'm sorry,  
10 Council Member Rose isn't here. This is the report  
11 of ours that she referred to. I have the Executive  
12 Summary if anybody would like it. I will also not  
13 read every word of my testimony. I want to praise  
14 both of the agencies, DOT and MTA and remark as some  
15 of you have implied that when you do a good job on  
16 something typically the response in New York City is  
17 why can't you do it faster? Why can't you do more of  
18 it, and why can't you do it even better? And, I  
19 mean we advocates and you on the committee are united  
20 in wanting to see the agency supported in making the-  
21 -realizing the full potential of Select Bus Service  
22 to become BRT in the neighborhoods where it will  
23 work. I think an element of that is praising DOT's  
24 sensitivity to the specific conditions in each  
25 community. Not that letting that equate to giving

2 any car-dependent community a veto over improvements  
3 that will benefit a far larger number of constituents  
4 in that neighborhood.

5           If communities were allowed to veto  
6 transportation infrastructure based on its burden and  
7 lack of benefits to them, you need to come to the  
8 Bronx with Veronica and me and talk to some of the  
9 people who live by the highways there. I'm off  
10 topic. Sorry. We get feedback from various  
11 constituencies as we talk about BRT. And down in the  
12 weeds, down in the operational details is where some  
13 of these improvements live or die, and may not reach  
14 their potential. We're hearing a lot the last few  
15 days about snow removal, and especially its impact on  
16 wheelchair users and other people with disabilities  
17 to use BRT stations when the buses can't even get to  
18 the curb. We're hearing that station design could be  
19 better. We would like to see the next generation of  
20 stations really, really fulfill the place making  
21 potential, offer the amenities, the comfort the  
22 shelter of the weather. But will make it an element  
23 of a real transit system. Thanks very much for your  
24 time. I'm happy to talk to you more.

25           [pause]

2 JESS NIZAR: Good afternoon. Thanks for  
3 the opportunity to speak here today, and Jess Nizar,  
4 a Senior Organizer at the Riders Alliance. We're the  
5 grassroots organization that brings together transit  
6 riders to advocate for better service, and affordable  
7 fares. And we do community organizing. So I'm going  
8 to talk about the need from this perspective of bus  
9 riders and the folks that we organize. That includes  
10 in Brooklyn. So some of our members are going to be  
11 talking later today who experience poor traffic and  
12 long commutes from the perspective of bus riders. And  
13 I can let them speak for themselves. But New Yorkers  
14 rely on public transportation, and its the least  
15 wealthy New Yorkers who rely on transit the most.  
16 When our subway system was constructed and expanded  
17 job growth happened primarily in Manhattan, and  
18 that's just not the case now. People travel between  
19 the Outer Boroughs, and within it. And we really  
20 need more transit options in the Outer Boroughs.

21 Part of my job is to meet with bus riders  
22 in neighborhoods far from the subway in Queens and  
23 Brooklyn and talk about how their long commutes  
24 affect them. They're stranded waiting for the bud.  
25 Sometimes three hours of their day is spent in

2 transit rather than at home with their families or  
3 earning money at work. And our transit system is  
4 failing some of the people who need it the most. And  
5 that's why we need the City and MTA to take creative  
6 steps to reduce people's extreme commutes. Bus Rapid  
7 Transit does just that at a minimal cost compared to  
8 building a completely new subway system. BRT  
9 provides faster and more reliable service to  
10 neighborhoods where people rely on the bus, but it  
11 doesn't serve their needs. New York should be at the  
12 global vanguard of providing people with better and  
13 more equitable transportation options, and BRT is an  
14 opportunity to do just that. BRT is not a logistical  
15 issue. It's a social justice issue for New York  
16 City, and we appreciate the Council taking strong  
17 steps to move BRT forward. And helping literally  
18 hundreds of thousands of people who are stuck on the  
19 bus. Thank you.

20 COUNCIL MEMBER LANDER: Let me first  
21 thank you. I mean Joan in particular for my  
22 introduction, and almost really everything I know  
23 about BRT. But especially to the advocates as well,  
24 and Riders Alliance, Transportation Alternatives, and  
25 Tri-State have done in building the BRT for NYC

2 Coalitions. It's really a great example. It's not  
3 easy to build a coalition for something people  
4 haven't seen before. And so I think your dedicated  
5 work to do it, and help people imagine it, and call a  
6 change for the equity issues is really important.  
7 And I just want to praise the balance that you're  
8 bringing also to the citywide issues (coughs) the  
9 equity issues, and the community organizing and  
10 planning issues. And I do think the dialogue we  
11 heard earlier with the Commissioner and sort of the  
12 need to on the one hand attend communities this work  
13 for communities. On the other hand, see the big  
14 picture of building out a system that needs a variety  
15 of both mobility and equity and access goals is  
16 really important. So I mostly just want to say thank  
17 you. If you have additional thoughts that you want  
18 to share, we'd like to have them. But the work  
19 you've done so far has been just critical to moving  
20 this along.

21 CHAIRPERSON RODRIGUEZ: Thank you again.  
22 And as you know, we will be--we will continue working  
23 together on these and other initiatives. And I also  
24 would like to recognize off the record that we have  
25 the testimony from Transportation Alternatives also

2 as part of the record for the hearing. The next  
3 panel is-- [off mic] Okay, you want to do that?

4 COMMITTEE COUNSEL: The next panel is  
5 Emily December from Riders Alliance, Anthony Pierre  
6 from Riders Alliance; Eftihia Thomopoulos from  
7 Association for a Better New York; and Janelle  
8 Corliss from Working Families.

9 [pause]

10 CHAIRPERSON RODRIGUEZ: You may begin.  
11 [off mic] Press the button.

12 EMILY DECEMBER. Okay. Sorry. Okay.  
13 Hi, my name is Emily December and I'm a student at  
14 and college assistant at Queens College. I'm from  
15 Woodhaven, Queens, and I've taken buses along  
16 Woodhaven Boulevard for most of my life. I remember  
17 before the MTA there was only one option, the Green  
18 Line Q11, while the Q53 zoomed past in the center  
19 lanes. I endured long lines, and with more irritated  
20 commuters. And today, even though we have four bus  
21 options, I still have to deal with crowded buses in  
22 the morning on my way to school. Buses are  
23 unreliable and slow, and because of that my commute  
24 is an hour and a half, twice as long as it should be.

2 Woodhaven Boulevard is like a freeway.  
3 In fact, it's the most dangerous street in Queens for  
4 pedestrians, and it's in my back yard. In my  
5 neighborhood the population is increasingly getting  
6 older. So we must ensure that pedestrians are not  
7 hit because they ran out of time crossing. Or that  
8 parents have one less thing to worry about when they  
9 are boarding the bus. You know, instead of like  
10 paying the bus fare, because they will be able to  
11 off-board. Or, that a worker will be able to have  
12 more time to get ready in the morning for work.  
13 Also, crowded buses are a safety concern especially  
14 for a woman like myself during rush hour because it  
15 could, it can--excuse me--increase their chances of  
16 being sexually harassed or assaulted. Finally, I  
17 would like to say that Bus Rapid Transit is the only  
18 way to ensure improvement for everyone especially the  
19 30,000 bus riders who use it every day. As a working  
20 class woman of color, who is concerned for her  
21 community, I ask you to consider this bill and the  
22 impact it could have on the thousands of bus riders  
23 across the city. I represent those who have to work  
24 long hours, or to go to school to learn, and my other  
25 things.

2           For me, Bus Rapid Transit means that I'll  
3 have more quality time at home rather than on the  
4 bus. And me and my neighbors won't have to treat  
5 [bell] our quality of life as a tradeoff for a  
6 commute. And my final two points is this: We must  
7 invest in the quality of life for all these commuters  
8 and caring--and care about someone's wellbeing  
9 especially since this is a non-partisan issue.  
10 Please consider voting for the Intro 211 to support  
11 Bus Rapid Transit for the greater good of New York  
12 City and the thousands of bus riders stuck in  
13 transit. Thank you.

14           CHAIRPERSON RODRIGUEZ: Thank you.

15           [pause, background comments]

16           ANTHONINE PIERRE: So, hi, my name is  
17 Anthonine Pierre [sp?] and I was born and raised in  
18 East Flatbush, and currently I live in Old Mill Basin  
19 in Brooklyn. So I've lived near Utica Avenue my  
20 entire life, and I really know first hand the plight  
21 of bus rider, and the true need for BRT on the B46  
22 line. I'll say that I'm also a member of the Riders  
23 Alliance and I'm a Lead Organizer at the Brooklyn  
24 Movement Center, which is a organizing group in Bed-  
25 Stuy and Crown Heights. So there are 47,000 people

2 who take the B45 on Utica everyday. It's the second  
3 highest ridership in the entire city, and I do wonder  
4 how many other thousands of people like me opt to  
5 take dollar vans instead of the really subpar B46  
6 service. So regardless of the time of day, it's  
7 common for buses to bunch impacts of four or five.  
8 And when you have to wait for a bus, you're really  
9 gambling and rolling the dice on whether or not  
10 you'll be on time for work. Whether you'll be on  
11 time to pick up your kids from school, or even if  
12 you're going to get to the supermarket before closing  
13 time. So me and my neighbors who live in  
14 neighborhoods like Mill Basin and Flatlands, East  
15 Flatbush and Crown Heights, a lot of us have chosen  
16 the reliability of a dollar van service over the B46.  
17 And we're essentially paying a tax for living in a  
18 two far zone poorly serviced by public  
19 transportation. Paying two dollars for a dollar van  
20 once or twice a day that easily amounts to over \$100  
21 a month. And this is often paid in addition to the  
22 \$112 that many of us pay for unlimited Metro Cards to  
23 access other buses and trains. I've witnessed first  
24 hand how successful BRT has been in transforming the  
25 commute on the B44 line on Milshan [sp?] and New York

2 Avenues. So I think that my neighbors and I deserve  
3 better. For BRT means less time on the bus, more  
4 time with families and friends. BRT also offers  
5 tenable change as cost-effective. It can be  
6 implemented quickly, and it would really be a novel  
7 and revolutionary concept for communities of color  
8 and Outer Boroughs to receive the public  
9 transportation service we expect when we buy our  
10 unlimited Metro Cards every month. So I ask you to  
11 support the passage of Intro 211 to create a BRT  
12 network across the city so that all New Yorkers can  
13 have quality transit options.

14 EFTIHIA THOMOPOULOS: Good afternoon and  
15 thank you for the opportunity to testify. I'm  
16 Eftihia Thomopoulos Program Director for the  
17 Association for a Better New York. We are a 43-year-  
18 old civic organization that promotes the effective  
19 cooperation of public and private sectors to improve  
20 life for all New Yorkers and a member of the BRT  
21 Coalition. New York City's transportation network is  
22 without comparison across the nation and the world,  
23 transporting millions of passengers to and from work  
24 everyday. Though our city strives to continue to  
25 improve services for all who live and work here,

2 disparities exist throughout the system that put  
3 undue burden on the commutes on certain groups of  
4 certain New Yorkers more than others. In fact, more  
5 than 875,000 New Yorkers commute at least an hour  
6 each way with two-thirds of that group earning less  
7 than \$35,000 a year. BRT has emerged as sensible  
8 solution to this transportation challenge. It  
9 combines the permanent speed and reliability of rail  
10 with the flexibility of buses. And all at the  
11 fraction of the cost of the subway system. So it can  
12 be a real solution to reducing long and unreliable  
13 commutes for hundreds of thousands of New Yorkers  
14 living our city's most under-served neighborhoods.  
15 BRT merits lie in both its economic development as  
16 well as its community benefits. On the economic side  
17 of things, it will maximize taxpayers dollars because  
18 at a cost of \$19 million per mile, it is far more  
19 affordable than for example \$3 billion per mile, the  
20 cost of Phase 1 to develop the Second Avenue Subway.  
21 Businesses will also undeniably benefit from BRT  
22 offering employees and customers a safer, more  
23 convenient method of transportation to their place of  
24 work. From a community standpoint, BRT stands to  
25 improve the quality of life for New Yorkers of all

2 ages. BRT can help students get to school faster,  
3 and seniors and people with disabilities get quicker  
4 access to health services and hospitals. BRT can  
5 also be a resilient alternative to subway systems  
6 during massive system outages like the ones we had  
7 following Sandy. The public benefits New Yorkers  
8 stand to gain through Bus Rapid Transit are  
9 substantial, and believe that this mass transit  
10 option [bell] should be implemented in full. Thank  
11 you. [bell]

12 JANEL QUARLESS: Good afternoon. Thank  
13 you Committee Chair Rodriguez and Council Member  
14 Lander. My name is Janel Quarless and I am the  
15 Legislative Manager for New York Working Families. I  
16 am honored to have this opportunity to testify on  
17 behalf of our communities that need a transit  
18 solution that not only addresses the needs of today,  
19 but also those of the future. Full Bus Rapid Transit  
20 is certainly that solution. BRT can increase low-  
21 income New Yorkers' access to quality jobs, good  
22 education, and healthcare services spanning multiple  
23 boroughs. As the city's working class and working  
24 poor move to Outer Borough neighborhoods due to the  
25 serious dearth in affordable housing, it pushes these

2 residents into transportation deserts and two-fare  
3 zones away from the city's core. BRT will provide  
4 riders in the Outer Boroughs with fast and reliable  
5 transit that preserves curbside parking and creates  
6 safe walking conditions. This is especially true for  
7 multi-lane thoroughfare for Woodhaven Boulevard that  
8 prove to be the most dangerous for all road users,  
9 but where fuller scale BRT is most feasible.

10 I also come to you as a frequent bus  
11 rider almost everyday. As a user of the B44 Ocean  
12 Avenue bus service I have seen first hand how modest  
13 changes to bus service can deliver significant  
14 benefits for riders. The combination of off-board  
15 fare collection, bus lanes that are offset from the  
16 curb, and bus bulb stations where sidewalks have been  
17 widened to allow buses to pull in and out of stations  
18 without having to pull over. All have led to  
19 noticeable time savings and eases in the flow of  
20 traffic overall. Full features BRT builds on  
21 improvements of existing SBS routes. Buses would  
22 travel in protected exclusive bus lanes in the center  
23 of the roadway, incorporate traffic coordination  
24 while riders would benefit by level boarding at BRT  
25 stations. All which lead to travel time improvements

2 for buses and drivers alike. BRT will improve the  
3 city's economic vitality, increase safety and  
4 efficiency for all buses, cars, pedestrians, and  
5 bicyclists while providing access for millions of New  
6 Yorkers. We value the Council's willingness to lead  
7 on transit equity. [bell] Buy-in from stakeholders  
8 and those directly impacted are imperative especially  
9 from communities that are traditionally shut out,  
10 which include environmental justice groups and NYCHA  
11 residents. Thank you.

12 COUNCIL MEMBER LANDER: Mr. Chairman, I'm  
13 sorry more of our colleagues haven't stuck around,  
14 but I am very happy that I did because I have to say  
15 that this panel here gives me a lot of hope for the  
16 future of the city. The fact that there are things  
17 that bring together ABNY and Working Families Party.  
18 And have, you know, young women of color who are  
19 organizing for equity. And really things that are  
20 smart for the future of this city is exactly what we  
21 need more of. So your testimony is compelling, and  
22 not lost on us, and we'll share it with our  
23 colleagues. I thank you for sticking around and  
24 having the patience and presenting your testimony.

2 CHAIRPERSON RODRIGUEZ: Thank you. And  
3 we will need you to continue working with us in this  
4 connection. Okay? Thanks.

5 COMMITTEE COUNSEL: Anthony Fatone from  
6 Zipcar; Corey Bearak from ATU, and David Kirschner.

7 [pause]

8 ANTHONY FATONE. Good afternoon, Chairman  
9 Rodriguez and members of the Transportation  
10 Committee. I'm Anthony Fatone, Regional General  
11 Manager for Zipcar New York. I would like to thank  
12 you for organizing this important hearing and  
13 inviting us to testify today. Founded in 2000,  
14 Zipcar operates the world's large car sharing  
15 network. Zipcar provides freedom of wheels when you  
16 want them to it's over 900,000 members giving both  
17 individuals and city employees a convenient cost-  
18 effective and simple alternative to car ownership.  
19 As you're probably aware, Zipcar's self service  
20 vehicles are available on demand in hundreds of  
21 garages throughout the five boroughs. Members can  
22 reserve cars by the hour or by the day. The rates  
23 include gas, insurance, and other costs associated  
24 with car ownership.

2           Outside the New York area, Zipcar  
3 operates in 330 major metropolitan areas as well as  
4 in the United States, Canada, and Europe. We're also  
5 in over 400 university campuses and serve thousands  
6 of small businesses, owners through our Zipcar for  
7 Business Program. Something you may not be aware of  
8 is the fact that Zipcar for Bus Individual Membership  
9 Program in New York City. We also have a Fast Fleet  
10 Program within the city since 2012, a significant  
11 care sharing program with the City of New York  
12 through the Department of Transportation as well as  
13 the Department of Citywide Administration Services.  
14 Unlike any other car sharing program, we're able to  
15 offer two unique products that no other company has  
16 the ability to offer. These products are Fast Fleet  
17 and Zipcar for Government. The Fast Fleet Program is  
18 one, which seamlessly integrates the car software and  
19 equipment into existing city owned vehicles.

20           From that point on, the car operates  
21 exactly as the individuals with a car membership  
22 would operate. To access the vehicle, an employee  
23 would use a custom designed fleet sharing card very  
24 similar to Zipcar. We have nearly 600 vehicles in  
25 the Fast Fleet Program across five agencies in New

2 York City. The second product is Zipcar for  
3 Government, which complements Fast Fleet by providing  
4 city agencies with access to thousands of vehicles  
5 wholly owned, insured and maintained by Zipcar in the  
6 New York area. We even cover the cost of gas for  
7 Zipcar for Government vehicles. This program has the  
8 ability to significantly reduce the agencies'  
9 overhead for getting their employees to and from  
10 where they need to be. Lastly, because of the  
11 success of the program in New York, we'd love to  
12 expand both the two products to additional city  
13 agencies' employees. Thank you.

14 Oh, certainly. Zipcar now sees this as a  
15 sustainable measure that ties into both the  
16 Administration and Speaker Mark-Viverito's goal of  
17 reducing emissions. But area also in line with  
18 Vision Zero, which will reduce the number of cars on  
19 the road and congestion associated with overcrowded  
20 streets. Lastly, Zipcar's model of roundtrip car  
21 sharing has proven to support these goals. Third-  
22 party validated research shows that every Zipcar  
23 takes up to 15 privately owned cars off the road,  
24 reduces vehicle mileage traveled, and reduces  
25 personal carbon dioxide initiatives by 1,100 to 1,600

2 pounds per year. We support the legislation at hand,  
3 and look forward to continuing our relationship with  
4 the City of New York. Thank you again for the time.

5 [pause, background comments]

6 COREY BEARAK: Good afternoon. I'm Corey  
7 Bearak and I'm the Policy and Political Director for  
8 ATU's 1056 and 1179, and on behalf of Presidents Mark  
9 Henry of 1056 and John Lyons of 1179, we appreciate  
10 the opportunity to testify on Intro 211. Certainly,  
11 the bill and this hearing demonstrates recognition  
12 that investments in transportation infrastructure  
13 remain critical to our economy. At almost every  
14 opportunity discussing public transit, ATU emphasizes  
15 that smartly investing in public transportation keys  
16 growth in the economy and in job creation. No doubt  
17 the sponsors of the legislation seek to encourage  
18 these smart investments to support the bus service  
19 improvements. And that we can realize these  
20 improvement in growth sooner than mega projects like  
21 the East Side access and the extension of the No. 7  
22 Line just by way of examples. The point is we have  
23 roads, we have buses. So why not explore building  
24 routes that cost much less, get in operation sooner  
25 and serve the public. There was also an interesting

2 article in the New York Times today on page 83 that  
3 spoke to the advantages of using buses more  
4 efficiently in that regard rather than going to rail.  
5 ATU continues to be at the forefront on advocating  
6 investments in valued bus service. Our comments  
7 including at State and City legislative hearings on  
8 the MTA Capital Plan emphasizing--emphasized that  
9 investing in more buses offer immediate relief.  
10 Public transit especially our buses not only provides  
11 commuters with a way to go to and from work, and I  
12 think as the earlier testimony mentioned it offers a  
13 vital link to the outside world for seniors, young  
14 people, people with disabilities [bell] and people  
15 without cars.

16           Rather than limit a plan just to BRT,  
17 which the City and the MTA market as the SBS, ATU  
18 strongly recommends an overall surface transportation  
19 plan that addresses overall bus service. And we  
20 think that any draw for BRT should not distract from  
21 the very apparent need to bolster local bus service,  
22 address congestion that hinders local, limited, and  
23 express bus service. And build new terminals where  
24 non-existing transit hubs such as Downtown Flushing,  
25 which was not even discussed when we had MTA or DOT

2 here earlier. An overall plan would look at needs  
3 beyond BRT that also includes service. The MTA still  
4 needs to restore much of the service that was  
5 curtailed from 2010. And for example, why not expand  
6 bus service to operate 24 hours? I think we heard  
7 Council Member Richards' comments earlier and Council  
8 Member Miller's comments why not introduce express  
9 bus service in Southeast Queens at the level that  
10 exists in Northeast Queens, which I enjoyed a lot  
11 when I was working down here all time. And that was  
12 my major form of getting down here. The current SBS  
13 schemes appear to ignore how introducing BRT from  
14 Rockaway to Brooklyn or Manhattan or Bronx or Queens  
15 to Lower Manhattan would spur economic and job  
16 growth.

17           The congesting related issues the plague  
18 Downtown Flushing call for the hub terminals that  
19 Members of Congress Grace Meng proposed years ago.  
20 The Flushing area continues to have an ever-  
21 increasing ridership as development increases  
22 throughout Flushing. And we need leadership from  
23 transit and transportation planners, and if we don't  
24 soon, there might not be a site in Flushing to build  
25 the terminal. The place where the--that big

2 development now in Flushing is happening where they  
3 have a municipal parking lot was once where the buses  
4 were. Just to give a little simple history. They're  
5 getting, if you will, the parking for the cars, but  
6 they're not putting any place for the buses of New  
7 York. There are things we need to do on the capital  
8 side with Casey Stengle Depot in Flushing, which is  
9 susceptible to Flushing--to flooding, for example,  
10 and if they didn't move the buses to high ground  
11 during Sandy, we might not have those buses available  
12 to us. And useful life of the buses themselves also  
13 remain an issue, and it's important to have a state-  
14 of-the art depot. You've heard about some people  
15 from the Rockaways are upset. The service at the Far  
16 Rockaway Depot that services the 1199-- I'm sorry,  
17 the 1179 members work out of is not fully operational  
18 in terms of bus repairing, and they have to go a  
19 Jamaica Depot near JFK for most of that work to be  
20 done. And there is, in fact, other uses going on at  
21 that depot that don't relate to bus service, if you  
22 will. And, you know, if we had an optimally  
23 functional depot there, that would enhance bus  
24 service and make sure buses can get back on the road  
25 sooner. We're also looking forward to a

2 modernization of the Jamaica depot that services the  
3 New York City Transit buses that members of 1056  
4 operate. We need a modernization of the 165th Street  
5 Terminal in Jamaica near the library. And when we do  
6 this kind of investing in but infrastructure, it also  
7 empowers the MTA to better focus on the better use of  
8 its bus lines to service inter borough needs. Which  
9 is really I think the essence of BRT, and we talked  
10 about it not really using it sort of as a model to  
11 figure out how to speed up between corridors in a  
12 borough per se. Because to some extent you're really  
13 talking about limited bus service and enhancing it  
14 and giving it another name. When I worked with the  
15 Council some years back, I was--worked on getting one  
16 of the limited lines that went east/west in Queens  
17 that had been relatively successful.

18           The ATU modeling--improving your  
19 legislation modeling under the City Charter's  
20 Planning Provisions, in ULRUP, the community board  
21 and the charter--in ULURP the Charter recognizes the  
22 crucial utility of public input and review. It also  
23 invests in the borough president's responsibility to  
24 develop strategic policy statements. Transportation  
25 Planning, for example in Queens, and throughout the

2 city certainly requires that strategic look. So why  
3 limit it to BRT when so much frankly can happen, and  
4 should be happening now. No one is really holding  
5 your feet to the fire. It's not in your testimony.  
6 One of my favorite examples of this, and this is an  
7 ongoing thing, and Council Member Miller can back it  
8 up because he was the President of the union that  
9 operate the driver's [bell] on those lines. You have  
10 the Q77 that goes from Rosedale and Southeast Queens.  
11 It goes north to Hillside Avenue, makes a left and  
12 goes to Jamaica. You have the Q76 that runs from  
13 College Point south on Francis Lewis Boulevard. It  
14 makes a right turn on Hillside Avenue. I always used  
15 to call them--don't get me--hopefully nobody ever  
16 forgets a finger bite, but the appalled lines [sic]  
17 because there should just be one line really maybe  
18 going straight from Rosedale all the way to College  
19 Point for example.

20 But nobody is looking at this. I mean I  
21 wrote about this ten years ago the fact that there  
22 needs to be greater planning so that, you know, I  
23 discussed that with you on Sunday when we saw each  
24 other. So it's really important that we really try  
25 to do a little bit more in regard to this. As well,

2 I think Council Member Miller when he spoke, he spoke  
3 to some of the issues that we had and concerns in  
4 terms of the SBS for Flushing. You know, we want do  
5 more of that. I think that we should point out that  
6 I think there were statements made on the record that  
7 there's been discussions with the unions. There has  
8 not been a formal discussion with 1179 or 1056. We  
9 were present at the January 22nd public meeting on  
10 the Flushing-Jamaica Corridor meeting. And that's  
11 where our President Mark Henry actually had a  
12 conversation with Commissioner Trottenberg. And we  
13 are in the process of setting up a meeting, but we  
14 have not had a full meeting yet. So it is suggested  
15 that there are formal discussions, and there is use  
16 of the expertise that is resident in borough use.  
17 [sic] And I think you'll see it with your colleague  
18 sitting up there, and what he has brought to the  
19 table there. You know, it should really be used. I  
20 think that you have the full testimony, and I think I  
21 can, you can ask you to put that on the record.  
22 Thank you.

23 CHAIRPERSON RODRIGUEZ: [off mic] Thank  
24 you.

2                   DAVID KIRSCHNER: Chairman Rodriguez and  
3 Council Members Lander and Miller, my name is David  
4 Kirschner together with my Co-President of the Kew  
5 Garden Hills Civic Association Jennifer Martin and  
6 our Board Chair Mitch Liska [sic], we represent Kew  
7 Gardens Hills, the resident, business owners, and  
8 pretty much everything in between. First of all,  
9 thank you very much for allowing me to appear today.  
10 It's much appreciated. I must tell you that learning  
11 about the BRT and the SBS sitting here today. And  
12 learning more about it meeting with the Commissioner  
13 as well as my upcoming meeting with Commissioner  
14 Lynch at the Queens Borough, I am very impressed at  
15 the sensitivity, the analysis, the thoughtfulness  
16 that's gone on, that's gone into this. Hearing from  
17 the people who need it the most, it really is an  
18 innovative program. And the other thing I think that  
19 I'm very impressed with, which is my first point.  
20 And I don't think that I have to make it because I  
21 think it's been made already, and that is it's not a  
22 one size fits all. It's not simply running them  
23 right through the entire city whether anybody likes  
24 it or not. I don't think I appreciated how sensitive  
25 the DOT, MTA and the City Council was to that effort.

2           That being said, as an advocate, I am  
3 here because the residents and business owners of Kew  
4 Gardens Hills, people like the Pomper who run for 40  
5 years S&M. Don't shoot me. It's true. I'm not  
6 making that up. That is their name. S&M Pharmacy.  
7 Mayor Gold, Manager, Owner-Operator of Seasons  
8 Supermarket in the neighborhood for roughly 20 years.  
9 The Goldbergers running the hardware store, and the  
10 list goes on and on up and down Main Street. The  
11 concern is Kew Gardens Hills centrally located  
12 between three of the borough's major highways, the  
13 Grand Central Parkway, the Long Island Expressway,  
14 and of course the Van Wyck Expressway. The only two  
15 parallel--I'm sorry. The only two primary roads in  
16 between are Julie Addan [sic] and Union Turnpike.  
17 Cross streets, Main Street, Parsons and Casino.

18           On any one given day any back up on any  
19 of those highways let alone more than one creates,  
20 you know, an oppressive situation with traffic  
21 congestion. On a normal day that particular area  
22 particularly with business establishments being  
23 located and having their clients held sometimes more  
24 than 50% of which is from elsewhere in Queens and  
25 even Long Island. The circumstances become merely

2 well beyond an annoyance, well beyond a hardship. It  
3 becomes literally oppressive, sometimes downright  
4 intolerable. Getting onto a highway, getting off,  
5 getting through the city, through the town. All of  
6 the streets that I mentioned none of them had a  
7 concrete barrier sufficient to support a dedicated  
8 lane. Remove the parking from along those streets,  
9 and the dearth of parking that's available to begin  
10 with complicated and exacerbated by Queens College  
11 and the students and faculty looking for parking.

12           Not that we're opposed to Queens College.  
13 I'm actually manage up there, but it takes us--it  
14 takes another aspect of this, and it just makes it  
15 absolutely unduly burdensome. So, to the extent that  
16 whether it's the Council, whether it's DOT or whether  
17 it's the MTA, to be able to be sensitive enough to  
18 work around issues like this. Because let's face it,  
19 at the end of this analysis, what we're looking at is  
20 being able to serve the people who need it the most  
21 without merely problem shifting. You know, it's not  
22 a solution to create or solve a problem some place by  
23 creating a problem elsewhere. And I think today  
24 everyone recognizes that, and I appreciate that the  
25 residents and business owners at Kew Gardens Hills

2 appreciate and recognize that. And I told this to  
3 the Commissioner and I told this to Mr. Lynch that we  
4 at Kew Gardens look forward to being of assistance  
5 not an impediment to this. But certainly with the  
6 recognition that it's not going to help in certain  
7 areas such as Kew Gardens Hills. Thank you very  
8 much.

9 CHAIRPERSON RODRIGUEZ: I guess first I  
10 would like to say to Corey that we completely agree  
11 with you, and your Local just because we completely  
12 that BRT is an important initiative, which you  
13 support. And we believe that you will help us to  
14 connect an isolated community in our city. We also  
15 believe that we not distract us or no one from the  
16 city from the support that we need to provide to  
17 continue the services that we've got. All the  
18 service that we have, especially our commitment to  
19 continue advocating. So that the MTA needs to  
20 restore the cut that they made in 2010. So we've  
21 been clear to the MTA. We've been advocating for  
22 that. And we've been writing a letter because we  
23 believe--we put a letter together signed by a large  
24 number of council members. Where we are saying that  
25 it is our responsibility to fully support the MTA

2 plan. But we need to continue advocating so that we  
3 can be able to restore as much of those services that  
4 was cut in 2010.

5           So I just wanted to let you know that we  
6 do agree on your approach that we cannot distract.  
7 By supporting the BRT it doesn't mean that we are not  
8 looking for our commitment to continue supporting all  
9 your locals and all the locals and all the locals.  
10 So that we restore as much of those services that was  
11 cut in 2010. And I also would also like to thank  
12 Anthony. And I had a question when it comes to  
13 money. I believe as I said now we see more Zipcars  
14 throughout the city. So based on what we have seen  
15 it looks like the program is very popular and people  
16 love it. My question is and I brought the question  
17 to him before, but I would like to make the question  
18 on record. Is how is the Zipcar working to allow  
19 people who rent a car in a particular location to be  
20 able to return the car in another location without  
21 any additional extra fee? So if someone rents a car  
22 here, and they want to go [off mic] and they--for  
23 those individuals to be able to drop the car in the  
24 City. If he or she decides to come back by train or  
25 stay over additional days?

2 ANTHONY FATONE: That's a great question,  
3 Chairman. Right now with Zipcar the process is  
4 around trip experience. So you would pick up the  
5 vehicle at what we call its Home Pod and you would  
6 take that to the location, or your stated  
7 destination, but you would have to return it. We're  
8 not yet at a stage in New York or the metro area  
9 where someone could take it from say New York and go  
10 direct to D.C. There would be a charge to have the  
11 car brought back, which really wouldn't be beneficial  
12 to the member. It's not something I would recommend.  
13 We are piloting right now a one-way program in Boston  
14 where you would be able to go from one destination  
15 and drop your Zipcar off at another without having to  
16 return it. Once we've successfully piloted and  
17 executed that, and we're doing that on a smaller  
18 scale, we're looking to take on that in New York  
19 next. Hopefully some time either later this year or  
20 into early next year. It's something we're  
21 proactively working on.

22 CHAIRPERSON RODRIGUEZ: [off mic] What  
23 about the-- [on mic] How much do you expect, based  
24 on your experience working for the government, how  
25 much of the government, the city or the agencies that

2 you've been able to work with through DCAS. What is  
3 the savings that you believe the City has been able  
4 to achieve by renting a vehicle through Zipcar?

5 ANTHONY FATONE: So in regards to--  
6 there's a special or significant discount for A  
7 Government for Business Program. I personally  
8 oversee the Government for Business Program. We also  
9 have Fast Fleet where we provide technology in the  
10 cars that help with efficiency. And production of  
11 obviously the city's fleet. You know, the last kind  
12 of analysis we did. There was back in 2013 when we  
13 launched this, it was stated that Zipcar in  
14 collaboration with Zipcar to Business and Zipcar for  
15 Government and Fast Fleet that there could be an  
16 estimated savings to the taxpayers of about \$412  
17 million by the end of 2016. From a specific  
18 reservation by reservation discount we're talking  
19 about-- For Government for Business Program we're  
20 talking about probably a 50% savings per ride for  
21 Government for Business. So if it was DCAS or a DOT  
22 employee that made a reservation and took it from 8  
23 o'clock to 6 o'clock in the afternoon, they would  
24 probably be saving about 40 to 50% on that ride based  
25 on it being an hourly or daily reservation.

2 CHAIRPERSON RODRIGUEZ: Do you have any  
3 special discounts also for people who work in  
4 government. I'm not talking about for elected  
5 officials, but I mean for the thousand, 100,000 of  
6 New Yorkers who work for our City.

7 ANTHONY FATONE: Yes, we have a Zipcar  
8 for Business Program as well. So we have right now  
9 thousands of companies in the five boroughs, New  
10 Jersey and Westchester that take advantage of what we  
11 call our Zipcar for Business Program. And they also  
12 get a significant discount on reservations Monday  
13 through Friday from 7:00 a.m. to 7:00 p.m. and not  
14 just on our standard 4-door sedan, but our good and  
15 better selection vehicles as well as cargo vans.  
16 Which help a lot of businesses such as catering  
17 businesses, IT companies, people who need to move  
18 things from A to B. And they get somewhere around a  
19 20% discount on our standard rates as well. So  
20 that's advantageous both for businesses and  
21 government to take advantage of our program.

22 CHAIRPERSON RODRIGUEZ: So does New York  
23 City--you have that incentive in New York City, too?

24 ANTHONY FATONE: We have that incentive  
25 for New York City businesses, yes.

2 CHAIRPERSON RODRIGUEZ: What is the  
3 difference for a regular ranging compared to that  
4 discount?

5 ANTHONY FATONE: So our standard rates on  
6 a good class vehicle we'll say starts around between  
7 \$12 and \$13. If you set up a Zipcar for Business  
8 account, and you can be a business the size of three  
9 people or 100 people. You're paying about--around an  
10 average around \$10 to \$25 an hour for the car. So  
11 you're getting I'd say probably close to a 20%  
12 discount on the hourly rate for the vehicle. And  
13 there are special daily rates as well where you're  
14 paying anywhere from \$66 to \$70 for the day where a  
15 standard consumer or regular residential person who  
16 has Zipcar membership is paying about \$84 to \$89 for  
17 the day.

18 CHAIRPERSON RODRIGUEZ: And you said that  
19 that discount was offered for city employees as well.

20 ANTHONY FATONE: That discount is offered  
21 for-- Forgive me if I misunderstood. Zipcar for  
22 Business. So for anyone that currently is a  
23 government entity, right now it's just for government  
24 employees that have a direct bill program. We  
25 haven't set up yet a, what we call an affiliate

2 program that government employees can take advantage  
3 of just by being a government employee. And that's  
4 something I think we should look at.

5 CHAIRPERSON RODRIGUEZ: [interposing] I  
6 think it makes a good incentive.

7 ANTHONY FATONE: Yes, and we could  
8 incorporate that Zipcar for Business Program for  
9 government employees. Yes.

10 CHAIRPERSON RODRIGUEZ: Thank you.  
11 Council Member Lander.

12 COUNCIL MEMBER LANDER: Thank you very  
13 much Mr. Chair. Thank you for sticking around to  
14 testify. I would say Mr. Bearak as Chair, the  
15 sentiments of the Chair, you know, that our goal is  
16 to help keep improving bus service and not to see BRT  
17 be the good bus service and see the rest of the bus  
18 service, you know, languish. We put a lot of effort  
19 into our districts. In mine I've worked hard to  
20 improve the B61. I want the B71 back. We've worked  
21 with the drivers and the union to try and make sure  
22 we improve service. You know, I think there's a good  
23 argument for doing a plan for what will be a new  
24 network of service. Which is a little different from  
25 advocating to improve and address all the broad

2 issues on all of the bus routes. But there is no  
3 doubt that we have to keep fighting for the funding  
4 that we need for our transit service broadly, as the  
5 Chair and I have committed to do. And to focus on  
6 bus service in particular to make sure we continue to  
7 keep it that at a real high priority. So you  
8 certainly have that commitment.

9 I also want to ask one question of Mr.  
10 Fatone. So congratulations on what Zipcar has been  
11 so far. Obviously, as I'm sure you know, in Brooklyn  
12 in my neighborhood we're seeing one of your  
13 competitors more and more on the streets lately. And  
14 I think it's great to have that competition and see  
15 this grow. A model that has excited me a lot and  
16 just like we learned about BRT from Latin America is  
17 the Auto Lead Service that they have in Paris, which  
18 is a franchised plug-in hybrid car share model where  
19 you can have an electric car that's got a dedicated  
20 spot. You plug it in, and over time if you want to  
21 reduce dependency on carbon fossil fuels, we're going  
22 to need to move in the direction of electric cars.  
23 Does Zipcar have any experience with that model of--I  
24 guess in particular--you know, electric car share and  
25 particularly franchised electric car share. And do

2 you see a future in New York City for a model of that  
3 type.

4 ANTHONY FATONE: That's a great question,  
5 Council Member Lander. Yes, we do. We have--on top  
6 of having hybrid vehicles we also have pure electric  
7 vehicles. We have a number of Honda Civics and  
8 Accords that are purely electric. We have them  
9 stationed around the city as well as in New Jersey as  
10 well. And we build the convenience in of having what  
11 we call live-in pods that have the electric charging  
12 stations thee. So as a Zipcar member, when you pick  
13 up the car and drop it off, it will be charged for  
14 you. And the cable would also be included in the car  
15 in case you're taking a long trip and you need to  
16 charge it along the way. So we're a big proponent of  
17 having electric vehicles as part of our make and  
18 model mix.

19 COUNCIL MEMBER LANDER: And I mean the  
20 one challenge obviously we have in New York City, you  
21 know, is a lack of, you know, sort of a space for  
22 what's a traditional charging infrastructure. One  
23 things that appeals to me about the Paris model where  
24 they've done it with a franchise is making street  
25 space available for the build out of charging

2 stations. Do you think in New York we can get to a  
3 place where we can do this with the charging  
4 infrastructure to support such a network?

5 ANTHONY FATONE: We work with companies  
6 that have the technology to do so. And I think if we  
7 can get to the point where whether if it's the street  
8 side or even a municipal lot we can build out. And  
9 we will work with partners that do handle the  
10 charging stations for us. And they're a lot more  
11 mobile than you think they would be with regard to  
12 getting them in place to get the infrastructure  
13 there. To do that so we can have more electric  
14 vehicles on the road. And then we're fortunate enough  
15 to already reduce carbon, you know, CO2 by about  
16 1,600 pounds per member. So if you take an electric  
17 vehicle, you know, in perspective it's going to  
18 reduce that by that much more.

19 COUNCIL MEMBER LANDER: Well, thank you,  
20 Mr. Chairman. This is an even wonkier interest of  
21 mine than Bus Rapid Transit. But I do think at some  
22 point perhaps we could explore what's necessary to  
23 get ourselves the electric charging infrastructure  
24 that we're going to need to meet our 80 by 2050 goal.  
25 So thank you.

2 CHAIRPERSON RODRIGUEZ: [off mic]

3 Council Member Miller.

4 COUNCIL MEMBER MILLER: Thank you, Chair  
5 and [off mic] Council Member Lander, I want to thank  
6 you [on mic] for having this hearing, and allowing us  
7 to have such a robust discussion about something that  
8 is as necessary as public transportation. And to the  
9 panel members, I know that Mr. Bearak and another  
10 gentleman brought up some of the needs of what we  
11 thought--competing needs. And just know that they  
12 are competing, as the council member said that we are  
13 certainly concerned, continue to be concerned. And  
14 work on the agenda that will not just restore service  
15 but enhance service in particular to the Outer  
16 Boroughs. And I also want to mention that I did meet  
17 with the MTA, and Commissioner over this particular  
18 project here, and President Henry was invited, and  
19 that was in 250 there. So there was an invitation  
20 for him to come in and intimately be involved and to  
21 lend his expertise. And I'm sure it will be again in  
22 the future as this evolves. So again, I want to just  
23 say thank you for coming down, and I thank the Chair  
24 and Council Member Brad Lander for having this very  
25 informative hearing.

2 CHAIRPERSON RODRIGUEZ: Thank you. So  
3 with you--with your--with this last panel who come  
4 today as we say we are hoping that with the BRT New  
5 York City will be able to improve transportation. At  
6 the same time we need to continue to invest more in  
7 the rest of the bus service and our train. And we  
8 expect everyone to go in their private sector. They  
9 can come together, and invest so that we can respond  
10 to--be ready for 2030 when we will be adding an  
11 additional one million people in our city. And for  
12 that time we need to upgrade our transportation. So  
13 with that, this hearing comes to the end. [gavel]

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C E R T I F I C A T E

World Wide Dictation certifies that the foregoing transcript is a true and accurate record of the proceedings. We further certify that there is no relation to any of the parties to this action by blood or marriage, and that there is interest in the outcome of this matter.



Date February 12, 2015