

CITY COUNCIL  
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION

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HELD AT: Council Chambers - City Hall

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Chairperson

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

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[sound check, pause]

CHAIRPERSON RODRIGUEZ: Good morning everyone and thank you for being here, especially the members of the Churchill School. Thank you for being here today. [applause] I would also like to thank my daughter for being with me. She didn't want me to mention her name, but I know her by Carmen de la Rosa [sic] [laughter]. Keep doing--keep doing your common work, okay. First of all, good morning to the City Council Transportation Committee's hearing on the Fiscal 2016 Preliminary Budget and the Fiscal 2015 Preliminary Mayor's Management Report. My name is Ydanis Rodriguez and I am the Chair of the Committee. Before we begin, I would like to acknowledge my colleagues Council Members Crowley and Weprin.

Today, we begin the budget process for Fiscal 2016. I don't think that there is a better way to kick off our budget hearing with our agencies without the great news that we got yesterday where the Mayor and the DOT Commissioner she will get into detail. But no doubt that there had been over \$250 million on the street redesigning and other aspects related to transportation. It is the way how New Yorkers know that this Administration is seriously

committed to continuing improving safety in our streets. Today, we begin the budget process for Fiscal Year 2016, a process we know will result in the production of a budget that is truly progressive, balance, fair and representative of the priority of New Yorkers. We will start by hearing testimony from the City Department of Transportation followed by the Metro--by the MTA, and lastly the Taxi and Limousine Commission. The DOT's Preliminary Expense Budget for Fiscal 2016 is approximately \$840 million. In addition, \$2.1 billion is budget in Fiscal 2016 for the Department's Capital Program. We look forward for the hearing, for the Commissioner updating this committee to the department's efforts to maintaining and improving the city's roadways infrastructure. In particular bridges and highways including pothole remediation. The department's efforts will improve pedestrian safety and implementation of Vision Zero Action Plan.

Many safe streets advocates have pointed to the need for addition--additional resources particularly when it comes to completing a wide range of street redesign on arterial roads where most crash related fatalities occur. I do support that call

from the advocate groups. According to data released last month, over 60% of crashes occur on this roadway, but only represent 50--15% of our total streets managed. Just last week my district experienced a tragedy when a man named Daniel Cabrera was struck down by a hit and run driver on Broadway and 225th Street. This is an example of a place that needs street redesign as pedestrians have a long crossing distance and often cross out of the crosswalk and where cars had low visibility.

We of the committee are encouraged by the progress we have made in the past year, but to truly achieve Vision Zero, we must find ways to increase the resources for these vital measure--measures. So that more projects can be completed to limit tragedies such as this on our streets. Increased funding undoubtedly means an increase in the amount of lives saved. And the Committee is dedicated to ensuring that our city takes the strongest step forward it can toward achieving Vision Zero in 2016. Additionally, we hope that Department will discuss its Four-Year Plan particularly the intents of its goal and priorities for the next four years. The scope and the progression of work on the East River

bridges, especially the Brooklyn Bridge, the planned purchase of new ferry boats, the reconstruction of pedestrian ramps, and roadways citywide. As well as updated under the department's PlaNYC initiative.

Before we begin, I would like to especially thank the Finance team who have worked so diligently on preparing myself, my staff and the entire Council for today's hearing. Thank you Fernando Recto [sp?], Antonio McCain [sic], Deputy Director Regina Poreda, Deputy Director Nathan Toth, Chief Counsel Tanisha Edwards, and especially the Union Head Chima Obichere. Those cheat sheets were especially helpful for my staff from time to time. Also, thank to the Transportation Committee Staff Counsel Kelly Taylor, Policy Analyst Jonathan Masserano, Gafar Zaaloff and Russell Murphy, as well as my Chief of staff Carmen de la Rosa and my Communication and Legislative Director Lucas Acosta for their work on this hearing.

I now ask our Committee Counsel to administer the Affirmation to the representatives of the DOT who are here, and then invite them to deliver their testimony.

COUNSEL TAYLOR: Committee Counsel Kelly Taylor. Will you please raise your right hands? Do

1 COMMITTEE ON TRANSPORTATION

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2 you affirm to tell the truth, the whole truth, and  
3 nothing but the truth in your testimony before this  
4 committee today, and to respond honestly to council  
5 member questions? Thank you.

6 CHAIRPERSON RODRIGUEZ: Go ahead  
7 Commissioner.

8 COMMISSIONER POLLY TROTTEBERG: Thank  
9 you, Mr. Chairman. Good morning and thank you and  
10 good morning to members of the Committee. My name is  
11 Polly Trottenberg, and I'm the Commissioner of the  
12 New York City Department of Transportation. Today, I  
13 am joined by Joe Jarrin, Deputy Commissioner for  
14 Finance, Contracting, and Program Management, and  
15 Jeff Lynch, Assistant Commissioner of  
16 Intergovernmental and Community Affairs. On behalf  
17 of Mayor de Blasio, I'm glad to be here today to  
18 discuss DOT's Fiscal Year 2016 Preliminary Budget,  
19 and it's nice, Mr. Chairman, that your daughter is  
20 here and that we have a group of students here to  
21 hear the testimony. Before I start discussing the  
22 budget, I want to thank Chairman Rodriguez and the  
23 members of the committee for your continued  
24 partnership. I feel last year we really accomplished  
25 a lot together including having the lowest number of



pedestrian fatalities on record for this city. And I hope we will continue our great partnership.

I'd like to turn now to our FY16 Preliminary Budget, which reflects the Mayor's core values of being fiscally responsible, progressive, and honest. This budget was built on DOT's many accomplishments for the last year. Including our work on Vision Zero; maintaining a state of good repair on our roads and bridges and at our ferry terminals; upgrading street lighting; modernizing street permit applications; and building out the bike and Select Bus Service network to provide better transportation options and opportunities for all New Yorkers.

This committee knows well and has been a partner on so many of our Vision Zero initiatives including lowering the speed limit to 25 miles an hour; expanding speed camera placement in school zones throughout the city; and redesigning our streets to make them safer. Just two weeks ago DOT and NYPD released our Borough Pedestrian Safety Action Plans. These plans thoroughly analyze the unique conditions of each New York City borough and pinpoint characteristics of pedestrian fatalities, and severe injuries on borough streets. The plans

then lay out a comprehensive and data driven approach for addressing the most challenging corners and intersections that account for the most pedestrian fatalities and severe injuries in east of the five boroughs. These plans recommend a series of actions including safety engineering improvements; targeted enforcement; and expanded education efforts that will guide our work in 2015 and beyond.

In 2014, DOT was at work on many of our roads and bridges. In the Bronx, we completed the first phase of the Fordham Plaza Roadway reconstruction. In Queens we revamped key portions of College Point Boulevard and 32nd Avenue. DOT also resurfaced a thousand land miles of road citywide, and fill nearly 500,000 potholes. And I just want to take a minute to thank the hard-working men and women of our roadway crews who are out in all kinds of weather all year round doing this work to serve New Yorkers all over the city. I am so grateful for their efforts.

In November, we initiated reconstruction of the Harlem River Drive Viaduct over 127th Street. This \$150 million project will add at least 75 years of life to the structure through a full replacement.

And the new viaduct and roadway will be designed to improve traffic safety and flow throughout the area.

Following Super Storm Sandy, DOT oversaw repairs to the passenger elevator and escalators at the Saint George Ferry Terminal. We completed repairs to several ferry and maintenance facility piers; replaced two NYPD trailers; and completed significant electrical and mechanical system repairs. In addition, we continued to build out and expand Wi-Fi service in the ferry terminals and on board the ferry to enhance the experience for our riders. DOT is also retrofitting all of our street lights with LED technology that will enhance safety, help reduce our carbon footprint, decrease energy use, and save taxpayers money. Last year DOT replaced all 1,800 lights in Central Park; 625 lights along the Eastern Parkway Service Roads; and all the Cobra headlights on the FDR Drive with this new energy efficient LED lighting.

Last month, the American Council for Technology and Industry awarded DOT its 2015 Igniting Innovation Award for our New York City Streets Permit Management System. This new application enables utilities and contractors to apply for over 400,000

street excavation permits per year online. Something they were not able to do in the past. This innovative system is going to help speed up the permit process, reduce burdens on small businesses, all while improving our safety oversight on ongoing excavation projects. DOT also had great success last year on our continued expansion on our bike and SBS networks, both of which are top priorities for Mayor de Blasio. This past fiscal year we installed over 60 miles of bike lanes including five miles of protected lanes. With Citi Bike, DOT and the new company Motivate, are working to ultimately improve and double the size of the largest bike share system in North America to have more than 700 stations and 12,000 bikes by the end of 2017. The program will be stretching further into Brooklyn and Manhattan, and up to Harlem. And will bring bikes to Queens for the first time this year. DOT also continued the expansion of the SBS program by upgrading the M60 Route along the 125th Street in Manhattan to LaGuardia Airport. And since last May, bus riders have seen their travel times along this route improve by up to 14%. We started planning for other SBS routes last year, Woodhaven Boulevard, Flushing-

Jamaica, Utica Avenue and 86th Street. And we'll have many more routes to come in the coming years.

Despite our many accomplishments, we do have some challenges ahead of us in 2015. One challenge is going to be continuing the great momentum we had on Vision Zero. Number 2 is ramping up and doing a good job in the large amount of community engagement we need to do on Vision Zero, Select Bus Service, Citi Bike and other safety improvements. We want to continue to up our game on improving project delivery, and we want to work with you all to continue addressing the critical capital needs for our infrastructure.

Last week in Albany, the Mayor testified about the importance of the City and State working together to meet our pressing infrastructure needs. For New York City to continue to create jobs and opportunities for all our residents and maintain its competitiveness with other leading global cities, we need to invest in our critical infrastructure. That's why over the last few months the key capital agencies including DOT have been working together with OMB and City Planning to craft a ten-year capital plan that prudently invests in the City's

vital infrastructure over the long term. The Ten-Year plan released last month, provides an early look at our long-term capital budget needs. We look forward to the Mayor's release of the April Plan, which will present an even more complete picture of our Ten-Year Capital Investment.

For DOT, our proposed capital budget for FY16 includes \$10.6 billion for fiscal years 2015 through 2025, and will allow us to execute on all five key priorities: Safety; State of Good Repair; Innovative Project Delivery; Mobility and Livability. Our FY16 Capital Budget includes \$5.6 billion for bridge construction; \$3.2 billion for street reconstruction and resurfacing; \$453 million for the Staten Island Ferry; \$639 million for street lights and signals; \$346 million for sidewalk reconstruction; and \$258million for the facilities and equipment needed to support DOT's operations.

One of the Mayor's key priorities in the Capital Budget, which you referenced, Mr. Chairman, is our Vision Zero Great Streets Initiative, which will redesign and reconstruct Queens Boulevard, Fourth Avenue, Brooklyn; Atlantic Avenue in East New York; and the Grand Concourse in the Bronx. With

\$250 million in funding including \$100 million for Queens Boulevard, DOT will comprehensively re-imagine and redesign the corridors into safer, greener, and more attractive roadways for residents and businesses. New Yorkers will begin to see construction of expanded pedestrian space, beautified medians with trees, and physically separated bike paths on major streets by 2017.

The Mayor's priorities also include an additional \$84 million in capital funding for the Select Bus Service Program. This funding will help DOT and the MTA reach the Mayor's goal of expanding the SBS program to 20 total routes by the end of 2017. These funds will initially be put toward the implementation of the Woodhaven and Utica Avenue routes. The Ten-Year Plan also adds \$59 million in City funds required to match federal grants that DOT won to replace two of our aging Staten Island Ferry vestibules--vessels. As well as grants received for other ferry boat terminal and pier projects. This budget funding includes critical capital repair and resiliency construction projects. Including those hard hit by Sandy like Red Hook and Bell Harbor for a cost of \$11 million. We will also start construction

in FY16 on South Beach Phase 2 in Staten Island, a \$31 million project that will raise the roadway in low lying areas and improve sidewalks.

I want to now turn to bridges, which is the largest portion of our Ten-Year Capital Plan. In FY16 we will start construction on the \$42 million Westchester Avenue Bridge over the Hutchinson River Parkway in the Bronx. And we will break down on this summer on \$114 million reconstruction of the Roosevelt Avenue Bridge over the Van Wyck Expressway in Queens. In the future, DOT could bring the cost of big--bridge projects down by tens of millions of dollars and speed up the delivery of projects through the use of design-build bidding. Design-Build, which is used throughout the country has been used in New York on projects like the Tappan Zee Bridge, could eliminate the costly and time consuming process of procuring bridge design and construction work separately. And we look forward to working together with the Council to get this authorization for the City up in Albany.

Moving to DOT's Expense Budget, the Mayor is proposing \$840 million for FY16 for DOT providing for all of our operations, and containing some



critical new funding. Highlights include \$242 million for traffic operations including signal, street lights and parking. \$179 million for roadway maintenance. \$129 million for DOT operations including sidewalk management. And an additional \$1.1 million for 34 new inspectors to assist overseeing all permanent related activities impacting our streets, an area I know the Council has had an interest in. \$101 million for ferry operations and maintenance. And \$96 million for bridge maintenance and inspection, including an additional \$1.7 million for 18 new inspectors to help us better monitor the condition and the strength of our big inventory of bridges. And then \$93 million for transportation planning and management, including the installation of street signs, and roadway markings.

Additionally, DOT is playing an important role implementing the Mayor's goal of creating and preserving 200,000 units of affordable housing. DOT is involved in the current neighborhood planning efforts in East New York and in other neighborhoods across the city. While this initiative looks to increase the city's affordable housing capacity, it is also taking a holistic approach to the

infrastructure, economic development, and social service needs that support neighborhood growth and prosperity. In short, DOT has an ambitious agenda laid out in our FY16 Budget, and we are excited by the work ahead. To continue DOT's work on Vision Zero, SBS and our other projects, we know we're going to need broad political and community participation and support. And, therefore, we hope we can continue to count on the Council's continued leadership and partnership on our future initiatives.

In conclusion, DOT will continue to execute Mayor de Blasio's vision for a safe, equitable, and accessible transportation system for all New Yorkers at better value for the taxpayer dollar. Thank you for the opportunity to testify on the budget, and we look forward to working with all of you, and happy to take questions.

CHAIRPERSON RODRIGUEZ: Thank you, Commissioner. I have a few questions. I know that my colleagues also have questions. My first question is what has been the results of the Arterial Slow Zone Program launched last spring since we have been ten months. I think it will be helpful if you can

share with us any data that you have about how we are doing before and after when it come to crash results.

COMMISSIONER POLLY TROTTERBERG: Yeah, I mean--You know, and again last year obviously we had--we had one of the best years ever in terms of--We had the best year ever in terms of pedestrian fatalities. And overall, the second lowest year in terms of all fatalities around the--that are motor related around the city. Typically, when we--when we're implementing a new transportation program, we like to look at least a year if not two or three years of before and after data. But I think the preliminary indications are. Particularly in areas where we're doing good coordinated and education and enforcement with NYPD, we're seeing slower speeds and we're seeing some reduction in crash activity. But again, I want to come back to the committee and present when we have a full year of data, a full analysis.

CHAIRPERSON RODRIGUEZ: Thank you. And my second question is about the capacity of the agency. Since I mean you're coming from being a leader of a nationwide--nationwide when it comes to transportation. And I know that we are all happy

that the Administration has improved the investment in the DOT. But as we have shared, now that DOT is-- has to be working with all those main projects. So is the agency working on capacity? Are you in need to have more staff, may personnel now that you're going to be responsible for increasing more ferry in the main project that we have right now?

COMMISSIONER POLLY TROTTERBERG:

[interposing] Yeah, we--

CHAIRPERSON RODRIGUEZ: How is the agency doing? How much more is needed to be sure that you have, or that we at the Council and the Administration provide all the resources that you need in order to be able to deliver all those projects on time?

COMMISSIONER POLLY TROTTERBERG: Yeah, and I have to say I--I want to express my appreciation to my Mayor and my City Hall. Because I think they have been very good to us in terms of when we have come to them with budget requests or what we feel we need be it Vision Zero be it bridge inspections, be it things that we think are crucial for the safety and the efficiency of the transportation system. One challenge that I alluded

to in my testimony is I think one thing we're discovering as we, you know, continue now the siting of Citi Bikes in three boroughs over the next couple of years. As we roll out more SBS projects at a much more aggressive pace than we have in the past. As we continue to do over 50 Vision Zero projects a year, 50 miles of bike lanes. As we're doing all these projects, we are finding--we estimate that in the next year we will pretty much be up in front of every community board in New York City. So interestingly enough, one of the challenges we face is making sure that we have enough folks to really be able to do what I think is important, a really good job of engaging with the community and with elected officials. And I think that's potentially one of the areas where we'd love some partnership with the Council. Because we are--we are now in front of a lot of community board pretty regularly. And I know the community boards have a lot of other projects and agencies and things that they're considering.

CHAIRPERSON RODRIGUEZ: Okay. Over the last 20 years an average of 47 lane miles was reconstructed. And when we look at the capital budget, now they--they're connecting these 35 lane

miles each year for the next ten years. Do you think that--is that enough to accomplish our goal? Or, should we be exploring other sources of funding in order to increase that number of the 30 miles, the 35 lane miles each year for the next ten years?

COMMISSIONER POLLY TROTTERBERG: Right.

A couple of answers on that. I think as I mentioned in my testimony, the Capital Plan as laid out is clearly going to have some further detail and refinement between now and the April Plan. And I think part of what will obviously come out of these hearings is hearing from council members, the areas where you have particular interest. I think what any--any agency had and any DOT Commissioner roadway reconstruction is something we care deeply about. We'd love to see it funded in a robust way, but we also recognize the city has to balance many, many needs. And even within my own agency we have a lot of capital needs: Roadway reconstruction, bridge repair, and maintenance. So I think that's something where we look forward to working with you all. It is a very important area. There is no question.

CHAIRPERSON RODRIGUEZ: In your--in your nationwide profile have you seen any city that you--

we can look at that they have like a private-public partnership where also the private contribute on transportation?

COMMISSIONER POLLY TROTTERBERG: Well, what I've seen, and typically with cities is private sector participation comes in a couple of ways. Which is a city is prepared to offer up some kind of revenue stream. And then you a--you know, in a typical public-private partnership could be in the case of a place like Denver it could be sales tax. It could be a toll. It could be something where the private sector entity coming in has a stream of revenues. They'll come in and put the money in to build the project up and sometimes to manage it. And then take the revenue stream as payment. So that's one model. The other model you've seen, and this is actually something that you could see if we were--if we were able to engage in more innovative bidding and procurement practices. Is you can also tap private sector and innovation just to come up with ways to do better project delivery. More innovative ways of doing construction. Things that I think some--some other cities and states have made more progress than we have here in New York.

2 CHAIRPERSON RODRIGUEZ: Okay. I--I just  
3 hope that we can be like more creative on how to  
4 attract the private sector as a partner when it comes  
5 to investing in transportation. Because, you know,  
6 investing in transportation is investing in our  
7 safety.

8 COMMISSIONER POLLY TROTTEBERG:  
9 [interposing] Yeah. No, and--

10 CHAIRPERSON RODRIGUEZ: And with a goal  
11 that all of us have, which is to reduce to zero the  
12 number--

13 COMMISSIONER POLLY TROTTEBERG:  
14 [interposing] I know in--

15 CHAIRPERSON RODRIGUEZ: --of pedestrians  
16 that have lost--

17 COMMISSIONER POLLY TROTTEBERG:  
18 [interposing] And I think--I think around the country  
19 I think states and municipalities have grown  
20 sophisticated in public-private partnerships. But it  
21 does--it does often require a revenue stream, or a  
22 procurement methodology where you can bring them in.  
23 And they can be part of realizing efficiency. So  
24 it's an area I think New York City could do more to  
25 explore.



CHAIRPERSON RODRIGUEZ: Great. And I'd like to move now to Cemusa. As we know, Cemusa is the contract to monitor city bus stops charity program. And it is our understanding that part of that contract calls for Cemusa to provide advertising and space to the city. Not only New York City, but worldwide where Cemusa advertise. To your knowledge, has any of other required advertising space from Cemusa being provided to Vision Zero? I have seen advertising in the bus as well. Those are the types of buses parked. Are they contributions from Cemusa?

COMMISSIONER POLLY TROTTEBERG: Yeah, we have gone and I think Deputy Commissioner Jarrin can pull it up. They have--Cemusa has given us some of the space. Maybe he can find the exact numbers. We've gotten some of the Vision Zero advertising here in the city. The bigger question of what they are providing overseas for New York and Company is a good one because Cemusa is actually slowly getting out of the business. You know, it's not a secret they are potentially looking to be bought by another company. So I'm not sure they're providing us with the same number of advertisements as they used to abroad. Here we go.

CHAIRPERSON RODRIGUEZ: Where--

COMMISSIONER PETERS: We're doing Vision Zero, just the number here. Vision Zero advertising 50 bus shelters and three newsstands.

CHAIRPERSON RODRIGUEZ: When will the contract expire with Cemusa?

COMMISSIONER POLLY TROTTEBERG: I think the contract expires--

CHAIRPERSON RODRIGUEZ: [interposing]  
Like 2030?

COMMISSIONER POLLY TROTTEBERG: Yeah, it's--it's four or five--I think it's--

[background comment]

CHAIRPERSON RODRIGUEZ: Okay. I just hope that we made some--I mean on all of our, you know, working with the private sector I believe that the private sector is in important, you know, in our society. But I also saw that Cemusa also come to the table not only with advertising more. But I know that--as far as I know, even the city controls like 50%--

COMMISSIONER POLLY TROTTEBERG:  
[interposing] Yes.

CHAIRPERSON RODRIGUEZ: --of the space  
for buses.

COMMISSIONER POLLY TROTTERBERG: Yeah,  
and I will say in general about Cemusa I think the  
city has gotten good value out of that contract.  
They have made their payments very regularly. They  
have rebuilt and reinstalled a number of bus stops.  
So the company now I think struggling a little bit  
about where it goes. But we've actually had overall  
a pretty good experience with them. And I think  
people feel they've mostly honored their commitments,  
and they've made all their payments. Even though I'm  
not sure they've really made any profits here on this  
contract.

CHAIRPERSON RODRIGUEZ: When we had in  
our hearing yesterday with the OMB I know that I  
asked a question on how much is the total that the  
City will be--is including in the 2016 budget to  
invest on the educational part of Vision Zero.  
Because I know that they NYPD they're doing their  
work. TLC is doing their own thing. You are the one  
leading in the advertising?

COMMISSIONER POLLY TROTTERBERG: Yeah,  
and--and--

CHAIRPERSON RODRIGUEZ: [interposing] So I know that yesterday they say that there's like we don't see. It's not centralized. It's not like the city has not put all the figures together. They just told us yesterday that the total figure--figure is \$5 million that the City will be using in 2016 in the educational part of Vision Zero. And I just hope that we can double that amount. I believe that as we will work on the--on the enforcement and redesigning the street. But I know Vision Zero all of us agree is changing the culture of how drivers, cyclists, and pedestrians interact. And I believe that-- You know, I would like to see Vision Zero campaign similar to the anti-smoking campaign. I would like to see this campaign everywhere. Where everyone understand that we have to sell it not only as the livery drivers, not only the taxi drivers, not only as a council member. But yes as a father, as the one who cares for the children and care for the senior citizens. So I just would like to see more increase in the investment that we made educating our whole five boroughs when it comes to Vision Zero. And yesterday the number was \$5 million. I would like to see that number to be double or triple because I know

that \$5 million will not be enough to educate as we should.

COMMISSIONER POLLY TROTTEBERG: Well, Mr. Chairman, thank you for your support in that. And I think we think the public education campaign has been very successful. And one of the things when I've talked about it, I was partially through the campaign and then partially through just our own unpaid efforts. When we went to go change the default speed to 25 miles an hour, we polled ahead of time. We asked New Yorkers what's the default speed limit in New York. And only about 20 some odd percent knew what it was. After the campaign, which, you know, many here were part of, you included. That number now knew--62% knew that the speed limit had gone to 25. So you think we really can break through on these campaigns, and thank you. We look forward to working with you on that.

CHAIRPERSON RODRIGUEZ: So continuing with Cemusa now related to the--to the responsibility on the bus shelter? Does--how do they contract, the individual who cleans the bus shelter? Do you know? Do they report to the DOT on many men and woman power they have to clean the bus shelter? How often do

they clean the bus shelter? Because it's a mess and some bus stations is a mess. As you know, like it's not enough to--for them to clean in the morning. And then knowing that when the bus will be passing by, the bus will be pushing the snow. And throughout all my Council District I've been reporting. I've been sending photos, but I think that we should be in this situation. For the council members to be approaching you, and you get in contact with Cemusa. Cemusa then go back and clean from the East Side to the West Side to Riverdale to Grand Concourse to my district to any place where we have bus shelter. If we would tour today afternoon and evening or tomorrow, we will see how difficult it is especially for people with disability and senior citizens to take the bus. Because it looked like it's only cleaned or probably twice a day. But they don't clean--they don't keep the bus shelter clean enough to make it accessible fro all New Yorkers.

COMMISSIONER POLLY TROTTERBERG: Well, they--I mean they are supposed to meet performance standards. So, look, again if you all feel that there are places where they need to be doing a better

job, let us get that input from you and go talk to them about it. Because obviously--

CHAIRPERSON RODRIGUEZ: [interposing]

But do they report--do we know how many individuals that they hired to clean the bus shelter or no?

COMMISSIONER POLLY TROTTERBERG: Yeah, I mean again if they--we have performance standards. We hold them to that. I don't know that we know the exact number that have to clean them, but we probably can find out for you.

CHAIRPERSON RODRIGUEZ: Okay, that would be good information.

COMMISSIONER POLLY TROTTERBERG: Sure.

CHAIRPERSON RODRIGUEZ: Because then we can talk to them and be sure that they have enough resources to really keep the bus shelter clean because we will see this day today and tomorrow as we have seen in the past. And, you know, like they--I think that they--as they are important because we can advertise with Cemusa not only in the city but in Brazil, Europe and other places. But they should be able to do better on cleaning our bus shelters. Let me now call my colleague and then I will get back on other questions. Council Member Crowley.

COUNCIL MEMBER CROWLEY: Good morning.

Good morning and thank you, Chairman and good morning Commissioner. Let me compliment you on your first year. I believe that I can speak for the entirety of the Council when we look at your numbers. Certainly in my area in Queens and throughout the city the number of fatalities are going down. And that's something--something to really compliment the Administration on. I'd like to talk to you about Queens Boulevard and then Woodhaven Boulevard. First, Queens Boulevard you have a million dollars slated to be spent, is that correct?

COMMISSIONER POLLY TROTTERBERG: \$100 million.

COUNCIL MEMBER CROWLEY: \$100 million.

Sorry. Is that just for this fiscal year, 2016?

COMMISSIONER POLLY TROTTERBERG: No, no.

That's going to be--

[background comment]

COMMISSIONER POLLY TROTTERBERG: Yeah, mostly actually Fiscal '18.

COUNCIL MEMBER CROWLEY: So would that be a Design Build project?



COMMISSIONER POLLY TROTTEBERG: NO, no, that would be--Just to step back a bit on Queens Boulevard and what we're going to be doing, it's actually the same approach we're going to be taking on all these great streets, which is for some of them we already have some work slated. And on Queens Boulevard this year we're going to start doing some safety improvements. Because of our safety improvements we do very quickly. We basically do them with our in-house forces. But meantime, and particularly for Queens Boulevard we want to try and envision something more grand. Something that makes it a more livable street. That looks at greenery, that looks at bus lanes, bike lanes, you name it. So we're basically going to pursue both tracks at the same time. The bigger grander things we're going to do would be longer term, often longer term capital projects. [applause]

COUNCIL MEMBER CROWLEY: But do you know where you're--where you're planning to start on Queens Boulevard? Is there any idea as to, you know, which streets or avenues that intersect the boulevard would be the first phase.

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2 COMMISSIONER POLLY TROTTERBERG: Yeah,  
3 we're--we're going to start--we're going to start in  
4 the most western portion. And let me--let me--I'll  
5 make sure someone here can get me the exact list of  
6 streets. Maybe someone is handing it to me. All  
7 right. That's right, 73rd to--

8 [background comment]

9 COMMISSIONER POLLY TROTTERBERG: --  
10 Roosevelt Ave.

11 COUNCIL MEMBER CROWLEY: 73rd?

12 COMMISSIONER POLLY TROTTERBERG: 73rd to  
13 Roosevelt.

14 COUNCIL MEMBER CROWLEY: 73rd. Would  
15 that be Karen Koslowitz's district? [laughter] No?

16 COMMISSIONER POLLY TROTTERBERG: Is that  
17 right.

18 COUNCIL MEMBER CROWLEY: I don't know. I  
19 have 69th Street that goes into it, 73rd and what?  
20 Sorry.

21 [background comments]

22 COUNCIL MEMBER CROWLEY: Because I'm at  
23 69th Street that goes into Queens Boulevard.

24 DEPUTY COMMISSIONER JARRIN: Council  
25 Member the initial phase of this that is still being

worked out is to work our way east. So starting at Rosewood Avenue towards 69th Street, as you mentioned, but I think something--the--a few blocks from there is where the first phase I think would end, and then working our way after that. But I think the \$100 million is slated for key locations throughout the entire length of the Queens Boulevard. So there is a lot of work happening now to identify the best use of that funding. And identify other locations that maybe wouldn't just go contiguously. We would go--

COUNCIL MEMBER CROWLEY: [interposing]

But it would be years before we would see that change on the boulevard?

DEPUTY COMMISSIONER JARRIN: Well, this funding is provided for the next four years. And it would take a design process to get to construction. and that normally would be a two-year process. I mean we're doing everything we can to expedite this. But the money--

COUNCIL MEMBER CROWLEY: [interposing]

I'm sure there are going to be more questions on Queens Boulevard later. So I'm going to skip to Woodhaven. I saw some changes happening on the

2 boulevard, but I know that you're not implementing  
3 your great streets or the bus--the SBS service.

4 Where are you--

5 COMMISSIONER POLLY TROTTERBERG:

6 [interposing] Well, we're starting to--

7 COUNCIL MEMBER CROWLEY: --on that

8 timeline?

9 COMMISSIONER POLLY TROTTERBERG: --make

10 some improvements to the bus service there. We're  
11 testing some things out to see if we can improve the  
12 bus service, speed it up a bit. But that--we've not  
13 yet finalized the decisions on the design we're going  
14 to use for the larger--what we're hoping will be more  
15 of a full blown bus rapid transit.

16 COUNCIL MEMBER CROWLEY: But it's one of

17 four projects in Queens like that. Are they all  
18 moving on the same timeline? Is one going to happen  
19 first before the other? Is that going to take a  
20 number of years?

21 COMMISSIONER POLLY TROTTERBERG: Well,

22 again, I think for us we're sort of again trying to  
23 move on both Woodhaven and Queens Boulevard somewhat  
24 on two tracks, which on Queens Boulevard doing some  
25 immediate safety improvements. And then doing the

design work to do a bigger capital project. The same thing on Woodhaven, doing some short-term improvements to the bus service while making the planning to do a much bigger Bus Rapid Transit. But it will require federal funds. So we're going to have to work with the Federal Transit Administration for that.

COUNCIL MEMBER CROWLEY: But the SBS services that is mentioned in your briefing, there's no timeline on that?

COMMISSIONER POLLY TROTTERBERG: Timeline for--? You mean Woodhaven?

COUNCIL MEMBER CROWLEY: For Woodhaven and the three others in Queens, too.

COMMISSIONER POLLY TROTTERBERG: Right and think our goal for Woodhaven is--I think we're hoping 2017. But again, part of that is we need to work with the Federal Transit Administration. They need to be a piece of the funding, and I think as has been mentioned, we have sent them a request to get an initial \$3 million to do the final design. They're going to actually be coming to tour the site in the springtime, and we should have an answer by--from them by August.

COUNCIL MEMBER CROWLEY: And then finally, I was upset to see that two weeks ago there was an accident with a bus making a left hand turn in an area that didn't have a left hand turn signal. Which is dangerous for bus drivers because they have a blind spot. Unfortunately and horrifically, the bust hit a pedestrian, and then the bus driver was subsequently take away in handcuffs. And it bothered me to see the bus driver taken away in handcuffs because he had given 29 years of service to our City. And, of course, he did not want to hit a pedestrian. But how much of it--of that accident of that crash is our fault as the city for putting this bus driver on a street where he's making a left hand turn. And he doesn't have that left hand turn signal and, therefore, has a blind spot? And what are we doing to make sure that something like that does not happen again?

COMMISSIONER POLLY TROTTERBERG: Yeah, it's a--it's a very good question, and we have been working with the MTA and the TWU over the years to try and identify key areas of the city where we can make improvements and make the route safe. And look, in all the--obviously all the debate and discussion

and controversy that has arisen over 19190. We've sat down again with the MTA and the TWU, and particularly asked them to provide us with areas where we think we can do street improvements. And one of the things we've discussed, and we're going to--we've put some in and we're going to continue to put them in--is where we can to make a left hand turn signal in a, you know, a dedicated lane. Unfortunately, you can't do it in every spot, but believe me where we can do it, and we think it's going to help, we--we obviously want to try and do it. Our goal is clearly to work with the MTA and the bus drivers, and try and make these routs from the street geometry point of view as safe as we can.

CHAIRPERSON RODRIGUEZ: Council Member Weprin.

[pause]

COUNCIL MEMBER WEPRIN: Take it easy, guys. They're running my clock already.

CHAIRPERSON RODRIGUEZ: But don't forget one after DOT we also--after DOT we have MTA and then we have TLD.

COUNCIL MEMBER WEPRIN: Okay.  
Commissioner, thank you for being here, Deputy

Commissioner and Assistant Commissioner and Acting Queens Borough Commissioner, Mr. Lynch. I want to thank you also for the great work you've done this year. You've been incredibly responsive to the things that we as--me as a Councilman in the Queens delegation, which I'm proud to chair--how responsive you've been to us in the concerns that you have. So thank all very much. I had to go in and out so I apologize. I know that Chair Rodriguez talked about this in his opening statement, and you alluded to it in your remarks about the \$250 million that's been allocated towards improving streets. To making changes to make them safer. Did a question come up about whether there is any talk about working to try to increase that number? Because, you know, Transportation Alternative you might know had a press conference before here. Where they talked about at this rate, you know, it could be a hundred years before we could fix all the streets that we talk about. Is there any discussion about trying to increase that number working with us to increase that number to get to more streets quicker?

COMMISSIONER POLLY TROTTERBERG: Well, look, I would say I think it's from where we sit in



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2 the capacities of our agency, we're very grateful to  
3 the Mayor. We think this is a pretty big and bold  
4 initiative. You know, look, ideally one could  
5 imagine a much bigger agency with billions and  
6 billions to spend on this.

7 COUNCIL MEMBER WEPRIN: [interposing]  
8 Right.

9 COMMISSIONER POLLY TROTTEBERG: But  
10 that's not where we are. This for us will be--this  
11 will be a big set of projects to work through.

12 COUNCIL MEMBER WEPRIN: It's a lot of  
13 money to put in place. [sic]

14 COMMISSIONER POLLY TROTTEBERG:  
15 [interposing] You know, right. In the grand scheme  
16 of things this is actually going to be a very, very  
17 big initiative for us, and we will be all hands on  
18 deck to get it done working with DDC. And, of  
19 course, working so closely with the delegation with  
20 community boards, with merchants. With all the folks  
21 around the city who are going to be affected by the  
22 work there. So I think this is--this is pretty big  
23 for us.

24 COUNCIL MEMBER WEPRIN: [interposing] Uh-  
25 huh

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2 COMMISSIONER POLLY TROTTEBERG: But  
3 obviously, you know, the Council you'll have your--  
4 you'll have your negotiations with--with the  
5 Administration, and give your thoughts on whether you  
6 think the program can be expanded. I would just say  
7 for us, we're pretty thrilled, and we think for us  
8 this will be--this will be a big--a big set of  
9 projects--

10 COUNCIL MEMBER WEPRIN: [interposing]  
11 Right.

12 COMMISSIONER POLLY TROTTEBERG: --to  
13 accomplish in the next few years.

14 COUNCIL MEMBER WEPRIN: I also wanted to  
15 comment on what Ms. Crowley brought up about the  
16 failure to yield, and the issue of bus drivers. And  
17 there's a lot of talk about the changes that could be  
18 made. I think the problem that some of us had was in  
19 the manner that this bus driver was treated. He  
20 shouldn't have been taken away in handcuffs. I  
21 didn't think that part was necessary, but the goal of  
22 the law was to try to make the street safer and to  
23 try and make people on their best behavior to make  
24 sure that they're not hitting people. I mean that's  
25 the goal here, and obviously in that case if indeed

they can show that there was a blind spot, and that the culpability is limited, the punishment will fit the crime if there is one. I know there's a lot of talk about this, and I just wanted to get on record myself by just saying I don't think the law needs to be changed. I think the way it's enforced needs to be changed to treat these bus drivers with the dignity that they deserve. But at the same time currently when a bus driver--before this law in place--if a bus driver was to hit a pedestrian what happens to that bus driver before this law took effect?

COMMISSIONER POLLY TROTTERBERG: Yeah, let me--let me just say first of all, I'm going to actually quote the Mayor here, because I--he was asked about this up in Albany by Senator Golden. And I think he made a point of say he supports the law. But he also agrees that it needs to be--enforcement needs to be handled sensitively. And I know many of you have been in communication with NYPD about that. That's not our department, but I think certainly the Administration agrees with that contention. I mean, you all may recall the law did pass the Council--the Council unanimously. What the law--what the law was

2 trying to get at, and it was a very powerful hearing  
3 and we were all here for it. Was what had happened  
4 for example in Flushing, Queens where Allison  
5 Lowell[sp?] --

6 COUNCIL MEMBER WEPRIN: [interposing]  
7 Lowell.

8 COMMISSIONER POLLY TROTTERBERG: --had  
9 been hit, and we all saw that horrifying videotape.  
10 And at least initially before Families for Safe  
11 Streets really got in the game, it appeared that the  
12 driver was going to get off with essentially no  
13 penalties. And it was because there was--I wouldn't  
14 say it was--there was I guess a gap in the  
15 enforcement where unless you could--unless you  
16 essentially could prove that the driver had been  
17 drunk or speeding or the officer had actually  
18 witnessed--

19 COUNCIL MEMBER WEPRIN: [interposing]  
20 Right.

21 COMMISSIONER POLLY TROTTERBERG: --the  
22 crash, essentially there were no criminal penalties.  
23 And so, again, the Council unanimously passed the  
24 bill putting what are criminal penalties that were  
25 not there before.

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2 COUNCIL MEMBER WEPRIN: [interposing] But  
3 I want to know about the bus driver.

4 COMMISSIONER POLLY TROTTEBERG: So that  
5 was--that was also the case with bus drivers. That  
6 again there either had to be a blatant example of  
7 intoxication or the officer had to witness the--you  
8 know, witness the incident and decide that it was  
9 carelessness.

10 COUNCIL MEMBER WEPRIN: What if a bus  
11 driver hit somebody along their route.

12 COMMISSIONER POLLY TROTTEBERG: Yeah.

13 COUNCIL MEMBER WEPRIN: The person is  
14 taken away in an ambulance. That bus driver is not--  
15 doesn't--didn't continue the route, did they? I mean  
16 they had to --

17 COMMISSIONER POLLY TROTTEBERG:  
18 [interposing] No, no, I mean--

19 COUNCIL MEMBER WEPRIN: --have some type  
20 of administrative hearing.

21 COMMISSIONER POLLY TROTTEBERG: We'll  
22 have Lois Tendler [sp?] here, right. In the cases  
23 that that happened, the MTA would come on the scene.  
24 They would do their own investigation.

25 COUNCIL MEMBER WEPRIN: Right.

COMMISSIONER POLLY TROTTEBERG: And typically, in the case of a very severe incident, particularly one where there was a fatality it is probably unlikely I think that the driver went back to driver. But again, I don't want to--that's really for the MTA to explain what their process is there. [sic]

COUNCIL MEMBER WEPRIN: [interposing] I just want to clarify something about the law because I know there is also this misunderstanding about the idea that other people are exempted. The truth is that in the law they don't exempt any people from--who drive vehicles if they hit somebody. It does exempt--exempt certain vehicles in the continuance of their job. Meaning like if a garbage truck was in the crosswalk, and the garbage truck hit somebody not the driver. But like if someone hit the truck, and it hit somebody that might be exempted. But the people themselves they're driving a garbage truck or any other city vehicle, would be held just as liable as everybody else. We just want to see how we change the way they are treated like you described. I think that's the big--the biggest issue of all, and I know

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2 Daneek Miller has been working on this, and we need  
3 to have these meetings on this--

4 COMMISSIONER POLLY TROTTERBERG:

5 [interposing] I think a lot of--I think a lot of  
6 groups have been working on that. [sic]

7 COUNCIL MEMBER WEPRIN: --and I wanted to  
8 just clarify that.

9 COMMISSIONER POLLY TROTTERBERG: Yeah.

10 COUNCIL MEMBER WEPRIN: Okay, thank you.

11 CHAIRPERSON RODRIGUEZ: Council Member  
12 Rose.

13 COUNCIL MEMBER ROSE: Thank you, Chair  
14 and thank you Commissioner. I'm sure being the  
15 Councilperson from an island it won't surprise you  
16 that my questions are about the ferry. And so, in  
17 the preliminary plan, it included \$226.7 million for  
18 the replacement of ferry boats. Do you have a  
19 timeline as to when this contract will be let, and  
20 when the new boats will begin passenger service?

21 COMMISSIONER POLLY TROTTERBERG: You know  
22 what, I'm going to actually have Joe pull up the  
23 exact timeline. I hope he has it here. I do know we  
24 have our design contractor, who is terrific, already

25

on board, and we're starting to refine the different pieces of the design. Oh, you found it?

DEPUTY COMMISSIONER JARRIN: Yeah, I think I know where it is. We're--we're planning to go--I put the contract for advertisement this time next year. And then to have the registration by the end of that year, 2016. So by that--that will start construction after that for the two boroughs.

COMMISSIONER POLLY TROTTERBERG: And I--I will say that I recognize--I recognize that this is for our agency--for our agency this is a very large and important procurement. And one because we don't do it all that often. One where I felt like we really need it internally to make sure that we were going to do a great job. And in particular, I wanted to make sure that we have a lot of bidders because one of the challenges in ferry boat construction is you typically go to kind of midsize shipyards around the country as your potential bidders. A lot of them are not necessarily familiar in dealing with all of the rules and requirements of a New York City type procurement. And because there are federal funds involved, there is also going to be extensive federal requirements. So I--I can tell you this, we have



formed sort of an interagency group in our--within DOT that is procurement and legal in ferries. And we want to make sure that we--we get this procurement right. We keep it on schedule because the ultimate goal is to have the ferries delivered in 2019. And that when we get them they will be the safest most state-of-the art greenest ferries of, you know, of this time.

COUNCIL MEMBER ROSE: And so in order to accomplish that goal, you need almost a year before you can put the contract out? Yeah?

COMMISSIONER POLLY TROTTERBERG: Yeah. I mean the--obviously, the design of ferry vessels of this size is something that takes a while. And again, because we want to make them modern and state-of-the art in terms their environmental qualities, their safety features. And we're looking. You know, there's been this, you know, on your island a debate about what the new design might be. Will there be outdoor seating? We're going to obviously want to make sure we get all those things well--done well as well.

COUNCIL MEMBER ROSE: And the--an intro that was very near and dear to mine and my

colleagues' heart was 1049, which was the Ferry Service Bill. Which increased the--the number of hours--the time that the ferry ran, and so it increased to a half hour lead time. And so, it became Local Law 88. Could you tell me what the overall status in compliance with this law is to increase the hours or half hour for 24/7--

COMMISSIONER POLLY TROTTERBERG:

[interposing] Right.

COUNCIL MEMBER ROSE: --24 hours a day, 7 days a week.

COMMISSIONER POLLY TROTTERBERG: Yes, and the first part law had us adding half-hour service further into the weekend periods--

COUNCIL MEMBER ROSE: [interposing]  
Right.

COMMISSIONER POLLY TROTTERBERG: --and we've--I think we've done that successfully and, you know, it's proved very popular.

COUNCIL MEMBER ROSE: And we thank you for that.

COMMISSIONER POLLY TROTTERBERG: Yeah, it's--it's been a great success. The second part of

the law as you are well aware of, Council Member Rose, is to go to half hour service basically 24/7.

COUNCIL MEMBER ROSE: Right.

COMMISSIONER POLLY TROTTERBERG: And the question there in the--the Council Law was the city will do it if they determine that--you know, unless they determine that it's economically infeasible. And as I have discussed with you, and some of the other members, we are right now conducting that analysis. I cannot tell you today what the answer to the analysis will be. That's something that the city is going to be presenting in its April Plan. But we are keenly aware of, you know, the interest that you and others have on Staten Island about that services.

COUNCIL MEMBER ROSE: So you will have the results of that study by April 1st?

COMMISSIONER POLLY TROTTERBERG: Yes.

COUNCIL MEMBER ROSE: And are you aware of the fact that the ridership did increase? I know we spoke. It was a question of increased ridership, and the ridership increased by 7.9% during the first six months of the increase. And DOT projected--I want you to look at your projections because you projected an increase of maybe 68,000 riders. And in

essence, we actually have 605,000 riders in--in that period between July and October. So, I know [bell] ridership is important, an important metric. But I want you to also take into consideration that we have seen an increase during the hours that we have now. And also, you know, with the incoming development, the outlets and the Wheel that--

COMMISSIONER POLLY TROTTERBERG:

[interposing] Yes.

COUNCIL MEMBER ROSE: --maybe the

projections would be a little more reasonable.

COMMISSIONER POLLY TROTTERBERG: Okay.

We'll certainly take a look at those numbers.

COUNCIL MEMBER ROSE: Thank you.

CHAIRPERSON RODRIGUEZ: [off mic]

COUNCIL MEMBER VAN BRAMER: Thank you

very much, Mr. Chair and Commissioner. Thank you for your great work over the past 14 months. I wanted to specifically ask you about the improvements to Queens Boulevard to follow up on some of my colleague's questions. As you know, and your team knows, we recently had a town hall style meeting where there's been a long-time coalition of folks who live along Queens Boulevard who have been pushing for a safer

Queens Boulevard. TA, Families for Safe Streets, and lots of folks, and it's been a whole expanse of Queens Boulevard. Obviously, we care about all of those locations. There are a lot of proposals that came out of that meeting, a lot of really interesting ideas from people who live on Queens Boulevard, across Queens Boulevard. I wanted to know as you undertake this process and spend this \$100 million, if you are looking into those proposals, following those proposals? And to what extent are those proposals going to be included in what you ultimately do there?

COMMISSIONER POLLY TROTTERBERG: And look, I want to say we were thrilled by the great turnout and enthusiasm and vision we got from residents and community groups. And we even I think had some global thinkers who have some ideas for us on Queens Boulevard. So, of course, you know, I think one of the things that we've really tried to increasingly make the hallmark of how we do projects like this in this agency is we want to take in all the input. And in Queens Boulevard our own Mayor, Mayor de Blasio really has challenged us to be bold and creative and, you know, get outside our comfort

zone. And hear from the international visionaries, and, of course, first and foremost from the folks in the neighborhood. And we're going to be doing that. And again, we're doing some immediate safety improvements, but we do want to spend the coming months really trying to have a broader visioning session where we bring in different voices. We bring in some of our sister agencies potentially to hear what they're thinking about what's going to happen in terms of housing and economic development. And really try and do something exciting.

COUNCIL MEMBER VAN BRAMER: Well, I like to think of my constituents as international visionaries--

COMMISSIONER POLLY TROTTEBERG:  
[interposing] Yes, Well, I'm sure--I think you have some international visionaries.

COUNCIL MEMBER VAN BRAMER: --in and of themselves. Queens is the world's borough, and we are the world's thinkers. So I want to ask what kind of limitations are you placing on improvements? Are you including a bike lane, for example? Are you--you know, how--how big are you thinking when it comes to Queens Boulevard?

COMMISSIONER POLLY TROTTERBERG: I mean, look, we're--we're prepared to think as big as money and community support and the--the practicality of implementation will take us. Certainly looking at bike lanes. How we can improve bus lanes. Greening and all the things that I think that I know some of the--the coalition on this are interested in. You know, certainly at some point if you look at, I think, some of the renderings that have been done about some of these. I think at some point you're starting to even look at do we want to have different types of uses on the street? And even bigger questions, which again I think for us means pulling in our sister agencies. But in terms of streetscape, we'd really like to think big. And again, we're grateful to the Mayor because he certainly put up the funds for--to enable us to do that.

COUNCIL MEMBER VAN BRAMER: And how quickly will you move? That question was sort of addressed a little bit earlier, but when would you ideally see some of these improvements happen and begin?

COMMISSIONER POLLY TROTTERBERG: Our goal is to start to see improvements each--each of the

2 coming fiscal years. You know, again we're going to-  
3 -we're going to ratchet it up there some shorter  
4 terms, safety and other aesthetic improvements we're  
5 going to start to make on each of these streets.  
6 Some that were in the works, and new ones that we're  
7 going to add. And look, another thing the Mayor has  
8 challenged us on is to really continue to work to  
9 speed up our planning process. To speed up our  
10 procurement process--

11 COUNCIL MEMBER VAN BRAMER: [interposing]

12 So could we start?

13 COMMISSIONER POLLY TROTTEBERG: --so we

14 can deliver these projects quicker.

15 COUNCIL MEMBER VAN BRAMER: Might we

16 start to see some of these improvements this year?

17 COMMISSIONER POLLY TROTTEBERG: Yes,

18 you'll see some this year, but I think the major ones  
19 are going to come in the next couple of fiscal year.

20 COUNCIL MEMBER VAN BRAMER: So what would

21 you envision happening in the short-term versus the  
22 long-term? What might we see this year?

23 COMMISSIONER POLLY TROTTEBERG: Short-

24 term again more safety improvements, particularly,  
25 figuring in key places where we can improve



pedestrian safety. Tackling, you know, particularly a question that is all on our minds about how we can improve things for left hand turning vehicles be they buses, be they passenger vehicles. You know, that's been the type of--that's been the type of work as many of you know we can do very quickly. In a construction season we do it with in-house forces at pretty low cost. The larger work capital work does take more time.

COUNCIL MEMBER VAN BRAMER: So I just want to say because I only have a couple seconds left, having been at that recent meeting with Jeff and some of the others, I was really inspired by what happened there that night. Obviously, it's been a long movement that sort of culminated with that town hall. And I really urge you to take into account [bell] all of those amazing ideas. And I mean this. Our folks know what they need to be safe, and they told you, and now we just need to make that happen.

COMMISSIONER POLLY TROTTERBERG: Thank you, no, and I will say the coalition told us and they have the Mayor's ear, too, because he clearly has made Queens Boulevard one of his--one of his signature initiatives.

2 COUNCIL MEMBER VAN BRAMER: Thank you.

3 CHAIRPERSON RODRIGUEZ: Thank you.

4 Public Advocate Tish James.

5 PUBLIC ADVOCATE JAMES: Thank you, Mr.

6 Chair and first let me congratulate the Chair for

7 bringing Garisa [sp?], who is his daughter, to the

8 City Council hearing. Hello, Garisa. Thank you.

9 Girls in power just like the Commissioner. So

10 Commissioner, I have a number of issues I want to get

11 to. I know I only have five minutes. So first,

12 thank you for recognizing that a number of fatalities

13 have occurred on the city's arterial roads. Which

14 are multi-lane speedways like Atlantic Avenue, Grand

15 Concourse and Queens Boulevard, which are poorly

16 designed and basically encourage speeding. My

17 question will it--is it going to be redesigned in its

18 entirety, and why is Atlantic Avenue only in East New

19 York? Is it because the Mayor is focusing on

20 rezoning East New York for affordable housing, and

21 for the development?

22 COMMISSIONER POLLY TROTTERBERG: Well,

23 for--for East--for Atlantic Avenue, we've actually

24 done--well, you--you know this well. We've done work

25 in different sections of it, and we're focusing right

now in the area that's Washington Street and Underhill. So we've made improvements along Atlantic Avenue. We are--admittedly, one of our biggest areas of focus now is East New York. It's one of the--it's going to be one of the key affordable housing neighborhoods. But our goal over time, as I think Deputy Commissioner Jarrin said, there are going to be key sections where we're going to do big work. But that is not going to prevent us from doing work all along these corridors as we seen necessary. To completely redo them in full blown redesign capital project that--that will take a lot of resources and a lot of time. But, we're going to try and do some of both on each of those corridors.

PUBLIC ADVOCATE JAMES: So as you know, as the former City Council Member who advocated for the Washington Avenue and the Atlantic Avenue redesign, I don't--I don't believe that we should do this in patchwork. I think we should look at it, the entire stretch of the corridor. So that we can address the speeding that occurs on--not only on Atlantic Avenue, but on Grand Concourse. And I know that my colleagues from Queens have talked about Queens Boulevard. It continues to be the boulevard

of death. Moving forward, I would just hope that you would consider that. And my other--my other question is to what extent are crashes caused by left turns? Is it primarily left turns and is that part of your study? My office is also looking at left turns on bi-directional streets, and whether or not that is a direct correlation to crashes?

COMMISSIONER POLLY TROTTERBERG: Yeah, and maybe someone here can dig up the number. Left--left turns are a big source of crashes, but there's another way to look at it that often say that speeding and failure to yield, which are also sort of pieces of the puzzle, are also sources. There's no question in cases where we can minimize left turns, or give vehicles their own left turning phase we want to try to do that. We've done a lot in the city, and I think there's big consensus we want to increasingly do more of that. We won't be able to do it everywhere in the city. You can't create a special turning lane, and a special signal in every intersection for left turns. But we're going to continue to look at the areas where we see that as a real factor and make improvements where we can.

PUBLIC ADVOCATE JAMES: Thank you. I see that you have bike lane expansion. Yay. My question is I support protected bike lanes, which will go a long way in reducing crashes. So to what extent are we looking at protected bike lanes? Is it an issue of cost? As we go forward in expanding 60 miles including five miles or protected lanes, why can't all of those miles be protected?

COMMISSIONER POLLY TROTTERBERG: Well, it is--as I had sort of said at the--I think one of the two--one of the Chairman's questions. One of the things we're working with five--five miles just to, you know, put it in perspective in--in Manhattan. Five miles of protected bike lanes is 100 blocks. And that is a lot of intensive work with community board, with merchants with getting very granular on how you handle deliveries and operations and parking questions. So, there is a--there is a funding component, but there is also really just making sure as we're doing all this work now. We're doing Select Bus Service, Citi Bike, our 50 Plus Vision Zero Projects, building out bike lanes. It is a lot of hands-on work with communities, with elected officials and community boards. And we're trying to-

-we're trying to have an agenda that we can manage and do a good job. Because we want to make sure we do these projects. We've had the community input and the projects are safe, well designed, and well supported. And help neighborhoods and, you know, take care of all the needs that they have.

PUBLIC ADVOCATE JAMES: I thank the Administration obviously for--for providing ferry service to Southern Brooklyn as well as to the Rockaways. It's unfortunate that it won't take place until 2017. Why can we not advance it to 2016?

COMMISSIONER POLLY TROTTERBERG: Well, I am--I am going to happily say that that is more EDC's department than mine. I think they've done a careful analysis. Part of it is in some cases we need to build out some of the docking infrastructure. The city is going to be letting out a contract and finding a private sector operator. And I think it's going to take some time to set it up, but I think EDC are the ones who are now the keeper of that timetable. And I think they're probably hearing from a lot of folks who would like to see them speed it up if they can.

PUBLIC ADVOCATE JAMES: And the last two questions, Commissioner. \$85--\$84 million for Select Bus Service. Is that from last year's budget? [bell] Is it--are we going to increase Select Bus Service? And lastly, do you--I'm always hopeful. Do you think that we're going to get some infrastructure money from Washington, or is that just a lost cause?

COMMISSIONER POLLY TROTTERBERG: I never like to declare anything a lost cause, and I think when--one positive note I'm hearing from some of my former colleagues down there, there is a lot of discussion in Washington. The current Federal Transportation Bill, as many of you know, expires at the end of May. And if they don't do something to reauthorize it, federal funding for roads, bridges, and transit we won't have it. And that is--that is the life blood here in the city and in the state. We still do rely on the federal government for a good chunk of our funding. I know that there are actually a lot of ideas being floated about how potentially they could pay for a new and expanded bill, different tax schemes being talked about. Nothing I think has jelled yet, and obviously right now Congress is fighting about the Department of Homeland Security,

and immigration and healthcare and some other things. But I do sense that there is bi-partisan group that is trying to search for some solutions. Obviously, the Mayor has put this on his agenda of things he's talking to his fellow mayors about. They want to be useful in anyway they can in advocating for cities in the process down there. And hopefully making sure if Congress comes up with a funding package that would be good for New York and the big cities around the country.

PUBLIC ADVOCATE JAMES: [off mic]

COMMISSIONER POLLY TROTTERBERG: Yes, the \$84 million is what we will need to complete-- In addition to the MTA contribution and the MTA is coming next and you can talk to them about their piece. To complete--to get us to the 20 routes that the Mayor has pledged, with the exception of Woodhaven Boulevard. Whereas I mentioned earlier we're going to need also to get some major federal funding.

CHAIRPERSON RODRIGUEZ: Council Member Chin followed by Council Member Miller.

COUNCIL MEMBER CHIN: Thank you, Chair. Thank you Commissioner. The first question is the



Brooklyn Bridge reconstruction. I understand there is a significant delay due to a structural issue that was discovered recently. Can you talk about that? Is the cost overrun it's in this year's Capital Budget? And also, what is--what are we going to expect in terms of issues for the community; noise, traffic?

COMMISSIONER POLLY TROTTERBERG: Yeah, and look, I would give a little background on the Brooklyn Bridge, which I know you know well. The Brooklyn Bridge was--started service in 1883, and the last time that the City did a major rehabilitation and overhaul of that structure was over 50 years ago. So when we started this contract, which is vitally needed. I mean those of us who spent a lot of time around the Brooklyn Bridge know that it's a beautiful but again structure with a lot of issues. When we got into do the work, unfortunately, as they started to get in and look at the metal work, there was a lot more deterioration than had originally been understand. And in part that's because it is a very old structure, and it had not had major work done on it for a number of years. So as they started to do the work, they discovered there were a lot more

structural issues with the steel. And that has certainly contributed to the time, and the cost of the project. And we know it has caused the communities around the bridge hardship, and we've tried to do what we can to minimize it. And engage in mitigation. And one of the things that slowed us down is we also try to particularly minimize the closures when we do work on the bridge. So it is a balancing act, and we are going to move aggressively. We hope to get all the work done as soon as we can next year. But there is no question that when you're working with a very old structure like that unfortunately as the work goes underway, you often discover there was more structural damage than you had initially estimated.

COUNCIL MEMBER CHIN: So that increased cost is put into this year's Capital Budget?

COMMISSIONER POLLY TROTTERBERG: Yes.

COUNCIL MEMBER CHIN: Okay. The other thing is that the Council passed legislation regarding speed humps near the schools. So what's been the progress on that? I mean how many are put in? I guess you could give us the list of schools.

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2 And then going forward next year how many more are we  
3 going to do?

4 COMMISSIONER POLLY TROTTERBERG: Well,  
5 hang on. We can dig up for you the actual speed hump  
6 number. But I would say this, the number of speed  
7 humps, as a lot of you know, has been going up  
8 tremendously around the city. It's one area that is--  
9 --a program that has proved hugely successful. We get  
10 a lot of requests, and we get a lot of--You know, a  
11 lot of enthusiasm for it in school areas. Hang on.  
12 I think my colleague will find the number for you.  
13 Here we go. You found it?

14 COUNCIL MEMBER CHIN: Okay, while you're  
15 looking for the number, my next question is the  
16 budget-- Okay.

17 DEPUTY COMMISSIONER JARRIN: Council  
18 Member, we did 400 speed humps in calendar year '14.  
19 We're working--we'll get you an update number to  
20 today's date so that you have that.

21 COUNCIL MEMBER CHIN: So last year you  
22 did 400?

23 ASSISTANT COMMISSIONER JARRIN: [off mic]  
24 400.

25 COMMISSIONER POLLY TROTTERBERG: 400.

COUNCIL MEMBER CHIN: Okay. So going forward let us know. The other question is on resurfacing. You know, with all this cold weather there is a lot of, lot of potholes and there's backlogs. My question relating to that is in my district, for example, I have a lot of small narrow streets. So instead of filling up, you know, so many holes, it would be great to just resurface the street itself. And I guess the policy--the Administration's policy is that you don't resurface a street wherever you have five years or more. So in terms of some of the streets, a smaller street that might be cost-effective just to do the whole thing. How does the Department look at that?

COMMISSIONER POLLY TROTTEBERG: Well, let me say a few things about that. And first of all, yes, unfortunately, happily this winter has not been as snowy as last winter. But it has been cold, and it has taken its toll on the roadways. And we have already started what we like to call our pothole blitzers. We were out this--this past weekend with--with 50 crews. We did--we did almost 5,000 potholes, and we will be out as much as we can pretty much every weekend until springtime trying to stay on top

of that. In addition to that, we do as the weather turns warm, and we do what's called wear and tears where we'll actually basically pave over a larger-- If we see a part of a roadway that's very damaged and has a lot of holes, it can sometimes be more effective. And more efficient to do a wear and tear, and we--we always love to work with council members and communities if there are areas that make sense. On top of that, the City budgets and schedules in programs for a certain number of miles of resurfacing every year. And that is done in conjunction with looking at the analysis of roadway conditions. Working with community board. We have in the budget for the coming year a 1,000 miles, which is what we did last year. And look, you know, in a--we can always debate whether that number should be higher or lower. Again, it's something we balance against all the needs of the City. But one thing we really do try and do with council members is if there are particular areas where you have concerns where we can do something, and you need us to come in, please let us know. And we try and get all around the city. One thing that's difficult at this time of year, I get complaints, Well, you filled the pothole and then

it came apart. Part of it is when conditions are cold and icy and wet. [bell]

COUNCIL MEMBER CHIN: And then the last-- the last point is in terms of Vision Zero, it was a great first year for the city, but unfortunately in my district I think I had so many fatalities it's just--it was just shocking. And I think that part of it is on this left turn signal. You know, cars not yielding, and making left turns. I think it's--it's important to really take a look at the whole stretch of Canal Street and some of the truck routes. Because that's where a lot of the fatalities happen. And I think we could all work together to look at also how to educate drivers and pedestrians. You know, drivers that they have to yield, and pedestrians they've got to look at the signals and not cross in the middle of the street. So going forward I think we need to do a lot more in also education efforts.

COMMISSIONER POLLY TROTTERBERG: Yes, we--we--we agree with you. We--we--and we always say and we agree that the Vision Zero and the education process is for everybody. It's not just motorists. It's also for cyclists and pedestrians. We all have

a role to play in being alert and engaging in safe behavior on the roadways.

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

CHAIRPERSON RODRIGUEZ: Great. And I would like to see how we continue working closely with Council Member Chin. I hope that we pay specific attention to Canal Street. You know what makes this administration different from before is that this great relationship in how the administration is listening to the local voices of the community. And I think that listening to Council Member Chin over and over not only in the Vision Zero hearing, but also in the hearing that we had on trucks. I think it's important that moving forward that we continue looking at what are the major dramatic changes that we should be able to make, drastic changes that we should be able to make on Canal Street.

COMMISSIONER POLLY TROTTERBERG: Yes.

CHAIRPERSON RODRIGUEZ: Council Member Miller followed by Council Member Reynoso?

COUNCIL MEMBER MILLER: Thank you, Mr. Chair. Good morning, Commissioner. Thank you to you

and your staff to come out, and again thank you for the great work that you've done over the past year. But I do want to digress and talk about a few things. But now that there's been a lot of talk about left turn signals. And let me say from my experience on large vehicles such as trucks and buses, that the majority of the accidents tend to occur on the right side of the bus or trucks. But in terms of left turns, I know that I had been intimately involved with operations and planning at New York City Transit. Along with the DOT for many years, and we have-- In fact, I posed this question to you last year when you first came in about specific left turns that we were trying to--signals that we were trying to get. And the fact that we had been trying for a number of years. We were unable to do it, and that current process was that if you applied for a left turn signal and were denied, it would take--you couldn't re-apply for 18 months. And your response was that we would try to speed that up, and go out and address those issues. So I'm hoping that as of now we still have those left turn signals in place, but I'm hoping that it happens. So I do have a short



period of time, and I have a number of questions. I just wanted to put that out there.

At a recent Transportation hearing, there was a discussion on Bus Rapid Transit in particular a line that was looking--looked at from Jamaica to Flushing. There were members such as myself, Cohen and Lancman who would be impacted by that who had questions as to whether or not it was the best use of resources in doing that. Considering that we had--there were a number of--in fact, seven routes that had already traveled that path. And that Southeast Queens in particular had a number of needs, and the longest commute into the city anywhere in the city. And, in fact, this Jamaica to Flushing would not impact that at all, and that the \$10 million if, in fact, that was the price tag, could be used somewhere else. What is an--my question is what is the status of that route, and have you engaged the community? And they are to do to support the need for the BRT from Jamaica to Flushing?

COMMISSIONER POLLY TROTTERBERG: Yeah, when we--when we pick potential SBS routes, we did a study, and I think the Council has seen copy--copies of it where we looked at a bunch of factors. We

looked at bus ridership. Particularly, we looked at corridors where you have very, very high ridership as you know you do in that area. We looked at the geometry of the streets and the potential for whether putting in a Select Bus Service--something like Select Bus Service would really benefit a lot of people, could speed up travel times. That said, we have--you know, the Mayor wants us to get through 20 routes this year. We're still thinking about what the next set of routes is going to be, and we--I know I think they're coming to talk to us next week. We would love--if there are other routes you think we should be looking at, and seriously trying to do some planning on , we'd love to--we'd love talk to you about what those are.

COUNCIL MEMBER MILLER: Yeah, I hope because there's a mandate of 20, but we're not trying to put a square peg in a round hold. And we're not providing the needs of the community, as the community sees fit. And the other part was that I know that there was community engagement. What was the result of that?

COMMISSIONER POLLY TROTTERBERG: Well, we--as you know, we've had a bunch of community

engagement along the route, and I'd have to say this is one that has aroused a lot of passion on all sides. And, you know, I think there is a big desire to see improved bus service in Flushing and Jamaica. The area in between, I think we need to work through what it would work like. And there are a lot of issues about the bus lane and parking. Again, part of what we really want to do when we plan these routes is work closely with all segments of the community, and design a service that's going to bring a lot of benefits. But also work for all the communities that are impacted. That's the goal of the outreach, and it's underway, but it is by no means complete.

COUNCIL MEMBER MILLER: Okay, thank you. So on Vision Zero, I want to touch on--I know we had some conversations with you and TLC about the commuter vans that we had sent a letter requesting that there be a moratorium until certain safety mechanisms could be put in place. And we have not gotten response. As well as we had--we continuously sent objections to any applications to further any commuter vans that would be in place in Southeast Queens and throughout the city, quite frankly. We

2 did not differentiate. Considering that these are  
3 probably--these unlicensed, unregulated vehicles are  
4 probably the greatest impediment to business, you  
5 know, in the neighborhoods that they operate in, what  
6 do you plan to do, if anything, [bell] moving further  
7 about it. Because quite frankly to do nothing is  
8 kind of an oxymoron to the position that you've  
9 taken.

10 COMMISSIONER POLLY TROTTERBERG: I'll say  
11 a couple of things about it. And one, and I know  
12 that the TLC will be here later. Just to be clear,  
13 they--they are actually the agency that really  
14 oversees the commuter vans. We have actually sort of  
15 a limited role. That said, I think as a system, both  
16 agencies agree. And I've talked to Chair Joshi about  
17 this, but it's-- Overall, it's a system that needs  
18 some improvement.

19 COUNCIL MEMBER MILLER: But the DOT  
20 licenses them.

21 COMMISSIONER POLLY TROTTERBERG: We do  
22 but the TLC is the ones that really oversees the  
23 regulatory structure of those vans. Yeah. We review  
24 the applications. I think they get a--

25 COUNCIL MEMBER MILLER: But--

COMMISSIONER POLLY TROTTERBERG:

[interposing] They get a TLC license.

CHAIRPERSON RODRIGUEZ: Okay, we have to keep moving.

COUNCIL MEMBER MILLER: Mr. Chair, one.

CHAIRPERSON RODRIGUEZ: Okay.

COUNCIL MEMBER MILLER: Also on the--we have a waste transfer station in the district as well, which brings a lot of truck traffic as well. And I know because I have spoken to the staff about that. Is there anything that you want to share with--I know that there is a hearing on signage that we can do to address this truck safety in the communities as well?

COMMISSIONER POLLY TROTTERBERG: Well, I know you just had a--the community just had a whole hearing on it. And one of the things that I know we said is in Vision Zero last year we saw a real reduction in passenger car crashes. And now one of our focuses for this year is going to be large vehicles, trucks and buses, and seeing what else can be done. Part of that is really an enforcement piece, and we know we're going to need to work closely with NYPD on that.

2 COUNCIL MEMBER MILLER: [off mic] Thank  
3 you

4 CHAIRPERSON RODRIGUEZ: Thank you. And  
5 first of all I would like to--I would like to thank  
6 the MTA for their patience. I know we are running  
7 late. We have Council Member Reynoso, Menchaca,  
8 Koslowitz, Johnson and Williams. Council Member  
9 Reynoso.

10 COUNCIL MEMBER REYNOSO: Thank you,  
11 Chair. Hello. I just want to say that out of all  
12 the agencies in the city of New York, this is the one  
13 that I've seen the most improvement on when it comes  
14 to like community work and relationship especially in  
15 my district. So I just want to start off by saying  
16 thank you for the work that you're doing.

17 COMMISSIONER POLLY TROTTERBERG: Thank  
18 you.

19 COUNCIL MEMBER REYNOSO: How many bike  
20 lanes--bike lane miles is the DOT responsible for  
21 building or creating every year?

22 COMMISSIONER POLLY TROTTERBERG: Our  
23 pledge at the moment is to build this and it was--I  
24 think it was codified in PlaNYC, 50 miles a year  
25 including five miles that are protected. In the last

2 calendar year, we were able to exceed that, but that  
3 is--that is so far the commitment we have. And like  
4 I say, I think I mentioned that takes a lot of good  
5 work--

6 COUNCIL MEMBER REYNOSO: [interposing]  
7 yeah.

8 COMMISSIONER POLLY TROTTEBERG: --with  
9 communities and lot of planning. That's--that's--I  
10 don't want people to think that's just a number.

11 COUNCIL MEMBER REYNOSO: I know.  
12 Community Boards are tough. The protected you said  
13 five--five miles a year?

14 COMMISSIONER POLLY TROTTEBERG: Yeah.

15 COUNCIL MEMBER REYNOSO: All right. I  
16 think that we should really look at putting more  
17 money in the budget for the protected bike lanes. I  
18 really did think that that's extremely important  
19 given the level of safety that they provide. And it  
20 just shows that we are putting a priority on--on  
21 expanding our bike access, and the bike network if we  
22 did the protected bike lanes. Just sometimes just  
23 putting green on the street, which I appreciate, by  
24 the way, isn't enough. And I think the protected  
25 bike lanes show where the priorities are.

COMMISSIONER POLLY TROTTERBERG: And I would just say, Council Member, part of also deciding where we do protected bike lanes a big piece of that is hearing from communities. Hearing from community boards. Hearing from elected officials. You know, protected bike lanes is--that's a much bigger project, and more involved. And so, getting good support and a good interest from neighborhoods and community boards around the city certainly helps in that process.

COUNCIL MEMBER REYNOSO: All right. I wanted to--is there any progress on move--on the Move NYC conversation? I don't know if I saw anything in the budget that reflects that there is a--that we're going to begin that conversation soon.

COMMISSIONER POLLY TROTTERBERG: I think this is one that I will quote my Mayor when he was up in Albany and he was asked about what he thought about it. And I think he put it in the bigger context, which is clearly when you look at the--the big hole in the MTA's Capital Plan, \$50 and \$2 billion that they need over the next five years. And that's--that's just to do I think the projects that we all--that are already on their books. It doesn't



get at I think some of the new projects that I know many of us here would like to see. And I think what the Mayor said is something we have to look at the. The City and the State have to come up with some solutions to the big capital needs.

COUNCIL MEMBER REYNOSO: Okay.

COMMISSIONER POLLY TROTTERBERG: So, that's as far as the discussion has gone.

COUNCIL MEMBER REYNOSO: Okay. I just want to make sure you note that I am a supporter. When you have those discussions, you could put one person on the side of moving forward with Move NY. North Brooklyn has been a problem for--regarding crashes in the district. And I think it has to do with the fact that we've had so many people come in. An increase in population with the exact same infrastructure when it comes to transportation. And I'm just wondering if we've moved forward with funding a comprehensive plan or study by DOT in areas where we've seen substantial growth, huge growth?

COMMISSIONER POLLY TROTTERBERG: Yeah, and I'm actually going to pull out--I will--I will hold up here because we are part of the--I mentioned in my testimony the Pedestrian Safety Action Plan.

COUNCIL MEMBER REYNOSO: Which is amazing, by the way. I read the whole thing.

COMMISSIONER POLLY TROTTEBERG: Well, thank you, which we did for each borough. We could really dive in on particular neighborhoods, particular corridors, and even particular intersections. And it--it combines both looking at the crash data, but also something that so many of you are part of, which was the town halls, the workshops, asking people to come online. To really make this an interactive plan where we heard from people in their neighborhoods about what they needed. And it's really going to help guide our work. And, you know, again we're trying to focus particularly on where those corridors, those intersections where we're seeing the highest crash rates. And, you know, you can all--I know you've all probably looked at and seen where your--where your districts fall in that--in those priorities.

COUNCIL MEMBER REYNOSO: Absolutely, and in my district the buses are the problem. As you know, we keep getting the-- The crash that happened on Grand Street and Union happened in my district. I just want to be very clear for folks to know the

pedestrian was hit in the front. It wasn't on the sides. It wasn't in the back. There were hit in--it was the front wheel that took--took their leg off, or--or when the crash happened. And I just want to be very mindful that this wasn't a blind spot issue. This is a left turn done illegally. The right--the right-of-way wasn't given to the pedestrian who had the light, by the way, and was proceeded as was asked of her by law and was hit by a bus. So I just want to be very mindful that the pedestrian was at no fault in any of--in what happened here at all. And that especially when it comes to drivers that we consider professionals, that get the training to be--to be held to a standard so that we are safe. The buses are one of the largest vehicles that we have in our streets, and we should be holding folks that drive those dangerous vehicles to a higher standard and not to a lesser standard. So I'm glad, and I see that the Mayor is really holding on, and holding up the piece of legislation that we're moving forward with. I think that the right-of-way law is fine the way it is, and I hope that we continue to see the Administration support that. And I don't want to

take up any more time, but thank you for your support on that and thank you, Chairman.

COMMISSIONER POLLY TROTTERBERG: Thank you.

COUNCIL MEMBER REYNOSO: And I'll be talking to the MTA about this stuff later.

CHAIRPERSON RODRIGUEZ: Council Member Menchaca.

COUNCIL MEMBER MENCHACA: Thank you. I'll just build off on Council Member Reynoso's praise, but I'll go right into the questions. So looking and thinking about ferries in general, the Mayor's promise and vision for ferries in a citywide--pay with a swipe of a Metro Card. How does this budget advance that concept, and if you could focus on Sunset Park and Red Hook, that would be great.

COMMISSIONER POLLY TROTTERBERG: Yes, Council Menchaca and I can't even tell you in discussions with the Mayor, Red Hook was one of the neighborhoods where he actually thought very much about how we wanted to make it the same as a Metro Card. I'm sure it was a fare that folks could afford. And how transformative it could be for that neighborhood if they could connect easily to, you

know, the jobs and the opportunities of Lower Manhattan. So, we have--I think we'll dig up the numbers. Huh, how much is it? Oh, well, hang on. We'll check on the number. As you know, it's actually going to be in EDC's budget, and they have their own separate budget category. I'll get you the funds. But the good news is I think we've budgeted for it. And then EDC is also going to be looking for how we can use the value that's captured from the development that we obviously think will be spurred by this ferry wide system. And use that to help defray the cost of the system.

COUNCIL MEMBER MENCHACA: Great, well, and I guess that--I'm going to skip to one of the final questions about coordination. How are you coordinating in relationship to this new funding stream that you're asking for in this budget process with other agencies on things like ferries? Things like solving the truck issue post this truck plan? Green NY initiatives, Vision Zero, upland connectors, all the new residential. So I want to hear a little bit about how this new budget proposal that you're coordinating with other--all the other agencies?

2 COMMISSIONER POLLY TROTTERBERG: I think  
3 one thing, and I know this is something the Mayor has  
4 tasked all his commissioners and deputy mayors with.  
5 And one thing I think we're also proud of is we  
6 really try and be a collaborative city government in  
7 that.

8 COUNCIL MEMBER MENCHACA: How--How are  
9 you doing that? Is that--

10 COMMISSIONER POLLY TROTTERBERG:  
11 [interposing] Well, I think--

12 COUNCIL MEMBER MENCHACA: --with a task  
13 force?

14 COMMISSIONER POLLY TROTTERBERG: Right.  
15 I think on each of these areas generally we have an  
16 interagency task force. I'll start with housing  
17 because that is such a big bold initiative, and  
18 honestly the ferries and some of the work we're going  
19 to be doing is going to be tied into that. And, that  
20 is a--basically a multi-agency effort led, you know,  
21 largely by Deputy Mayor Alisha Glen with Carl Kimble  
22 from EDC; Vicki Bean from HPD; Carl Weisbrod from  
23 Planning; DOT and also Victoria Springer from Small  
24 Businesses to make sure as we roll out the housing  
25 plan, that we're also providing economic

opportunities for those. So we're meeting on a regular basis with the principals, but also the staff are meeting. We're working through what budget scenarios would look like. So I think it's going to be a very robust collaboration, and we're trying to do that in so many areas. Vision Zero we have a terrific interagency collaboration. DOT, NYPD, TLC. Sometimes the Department of Health and other agencies. DCAS to look at truck safety.

COUNCIL MEMBER MENCHACA: Right. So I'll step in and say that it's great to hear that there's coordination, and at the local level it would be great to expand a little bit about what I keep on hearing from everyone. And you say it often, hearing from the community is great. And so, how does this budget fund that part. Hearing from the community doesn't just happen. As we know, we went through a summer of Vision Zero town halls that took immense resources from the City Council. Immense resources from district offices. And so how does this budget reflect the commitment to hearing from the community, and can you talk to us a little bit about that?

COMMISSIONER POLLY TROTTERBERG: Yeah, no I mean I think one of the things that I realized

coming in, and I've talked to some of the delegations about this. One of the key parts of DOT is our borough commissioner offices. They are really the folks that are on the ground for a lot of the work with local communities. And one of the things we're trying to do is work to strengthen each of those offices. Put additional personnel there. So that is something we're working through in this budget. We agree one of the things that I've been talking about at this hearing is the vast number of things that we're now trying to do have us basically in front of all of the community boards of the city pretty regularly. And not to mention community, you know, local civic group meetings. Meeting with elected officials. It's labor intensive and we are mindful that we need to have the staff and resources to be up to that challenge.

COUNCIL MEMBER MENCHACA: Wonderful and as a final note, on all these very difficult conversations about safe streets and Vision Zero planning, and the upland connectors to things like the residential part of Sunset Park, to the industrial part of Sunset Park. The boom in development that's coming from the Mayor's Office on



2 housing, on jobs. DOT's component is an incredibly  
3 important one, and funding that ability for us to  
4 communicate to you all. And I'm thinking about the  
5 bus driver conversation that Reynoso and Miller and  
6 all of the council members have been bringing up.  
7 When community can engage in a meaningful way, we  
8 have our own solutions that might be specific to  
9 communities. So thank you so much for saying that  
10 [bell] and I'm going to follow up. Thank you.

11 COMMISSIONER POLLY TROTTERBERG: Thank  
12 you.

13 CHAIRPERSON RODRIGUEZ: Council Member  
14 Koslowitz followed by Council Johnson and Williams.

15 COUNCIL MEMBER KOSLOWITZ: I just want so  
16 say to you thank you, thank you, thank you.

17 COMMISSIONER POLLY TROTTERBERG: Thank  
18 you.

19 COUNCIL MEMBER KOSLOWITZ: My dream in  
20 life is not to call Queens Boulevard the Boulevard of  
21 Death. I think everybody [applause]--

22 SERGEANT-A-ARMS: Quiet down, please.

23 COUNCIL MEMBER KOSLOWITZ: Everybody in  
24 the City of New York knows when they talk about the  
25 Boulevard of Death they're talking about Queens

Boulevard. And I am so happy that the Mayor has taken a look at Queens Boulevard and he is beginning to do things on Queens Boulevard. I have to say that your response to whatever questions we have, you have been really wonderful. It's a pleasure. It's a breath of fresh air that we have someone that we could talk to. And thank you, thank you, thank you for giving us Jeff Lynch. He is so responsive, it's also a pleasure.

COMMISSIONER POLLY TROTTERBERG: I would just warn you, you don't get to keep him. [laughs]

COUNCIL MEMBER KOSLOWITZ: He's a breath of fresh air, and it's really wonderful because I have millions of dollars on Queens Boulevard when they first put up the gates. The distance between Rego Park from the Long Island Expressway all the way to the Van Wyck Expressway is my district. Between 1993 and 2001, there were 100 deaths on Queens Boulevard. Most of them in the Rego Park/Forest Hills area. I went to California to see they had gates that were being up, and they had the time clocks. And I'm happy to say that it took seven years to put the gates up. But since the gates have been up, deaths has really gone down. I still see

people using Queens Boulevard in my direction like a highway. I travel it every single day. I walk it every single day, and they're still using it as a highway. And as nice that it is that Jimmy Van Bramer's area is going to look beautiful, I would like to see more trees on Queens Boulevard.

And maybe that in itself and a lot of other things on Queens Boulevard that will make it look more like a beautiful place to drive. And you don't want to speed. You want to take in the beauty of it. I want to thank you also for the improvements that have been made on Queens Boulevard with the extended walks when you're crossing the lanes. But I still want to, and we've talked about it. To see Queens Boulevard from the Queens Borough Bridge all the way down to Hillside Avenue, I want to see that beauty. And I hope we do this in the--in a quick manner. I also have Woodhaven Boulevard, and that has to really be looked at. There have been deaths on Woodhaven Boulevard, and it really has to also-- Maybe if it looked like a parkway instead of a highway, we can, you know, make it better. I have half of Woodhaven Boulevard, and I share it. Well, there are four--four council members representing

2 Woodhaven Boulevard and Queens Boulevard. What are  
3 the--are there any plans to move up, and put trees  
4 and things? I have committed this year \$1 million to  
5 Queens Boulevard in my district to help shape it up.

6 COMMISSIONER POLLY TROTTERBERG: Well,  
7 thanks. First of all, thank you for your kind words,  
8 and your leadership. We know you've been a champion  
9 for better safety on Queens Boulevard. And yes. I  
10 mean, again the goal is to keep moving--keep moving  
11 east on Queens Boulevard. And it sounds like one  
12 thing we need to do I think is have another  
13 conversation and really dive in deeper. I think we  
14 want to give you all a refined time table of what we  
15 have on the books for the next few years and get your  
16 input. If you all are putting some money in see how  
17 we can tie that in.

18 And, you know, you're right about  
19 Woodhaven. You know, I was mentioning our borough  
20 pedestrian safety plans, and Woodhaven comes up as--  
21 as one of the very high crash streets. And the good  
22 news is one of the things when we do our Select Bus  
23 Service we also do a lot of things that make the  
24 roadways safer. We often our [bell] bus bulbs [sic]  
25 and make that a pedestrian crossing. So, hopefully,

the ultimate project will have both great mobility benefits for the buses, but tremendous safety benefits, too, for the pedestrians.

COUNCIL MEMBER KOSLOWITZ: Okay, thank you and thank you for everything you do.

CHAIRPERSON RODRIGUEZ: Council Member Johnson.

COUNCIL MEMBER JOHNSON: Thank you, Chair Rodriguez. Good to see you, Commissioner, and good to see you, Jeff. I have a bunch of-- Sorry to be so hyper local, but a bunch of local concerns. On 8th Avenue and 9th Avenue near the Lincoln Tunnel, it is incredibly dangerous. As you all know, there's a huge amount of bus traffic given the Port Authority Bus Terminal as well as truck traffic coming through the Lincoln Tunnel, and delivering in the Times Square area. There is a need for additional left hand turn lanes to make it safer for pedestrians. And I know that this committee has drilled down on wanting to see those safety enhancements done. I'm wondering if there is any short-term immediate funding that you see in the budget to look at some of the most dangerous places in the city. And do some

quick improvements in safety improvements on safety that are deemed really dangerous?

COMMISSIONER POLLY TROTTERBERG: I mean, you know, we'll be happy--that is a challenging area, as you know, for so many reasons. You have incredible traffic pouring in. Now you have increasingly a residential area. And so, you know, keeping the traffic moving, the commerce flowing and making sure the streets are safe is definitely--it's definitely one of our challenging parts of the city. We would--you know if there are particular areas where you think there is something acute, we will come and see what we can do. Typically, when we're doing things like putting in a new left hand turn signal, there's a certain amount of traffic study you want to do to see how it's going to impact other parts of the network. But again, happy if there's something--if there are some spots you want to talk to us about definitely let's--let's sit down and do it.

COUNCIL MEMBER JOHNSON: Great. I'll get you guys a list and I look forward to having that conversation. I--my office asked last summer to expand a slow zone area in the heart of the West

Village between 7th Avenue and Hudson from Grove Street up to 14th Street that included PS 3. We wanted to expand it all the way over to 6th Avenue to include PS 41, an elementary school. I believe that we were told by your office that we would have to put forward a new application because you all didn't have the resources or funds at the time to do a feasibility study on what an expansion would look like for that slow zone. And it's really, really important. We've seen more accidents in that area, and I'm wondering and you-- And I want to thank Margaret and Colleen. Because even though you are-- you weren't able to expand right away, you're putting in speed humps outside of the slow zone in areas to try to help slow down traffic near the local schools. I'm wondering what funds are available, and what does the budget look like on the expansion of slow zones?

COMMISSIONER POLLY TROTTERBERG: Well, I'm happy to say we are--I think we're going to-- Joe, correct me if I'm wrong. We're going to be taking new applications this year actually. So we'll have a chance to take a look at that expansion, and look at some other ones around the city.

2 COUNCIL MEMBER JOHNSON: Okay. Great.

3 And I wanted to ask about, you know, the Select Bus  
4 Service. You know, 34th Street crosstown is still a  
5 big problem, and I'm wondering if you had any updates  
6 on improvements in travel time going across the  
7 Island?

8 COMMISSIONER POLLY TROTTERBERG: Well, it  
9 is--that is sort of the fundamental traffic challenge  
10 of New York City which is--which is crosstown  
11 traffic. And, you know, there's been frustration  
12 that some of the construction there has really slowed  
13 things down. And actually, you mentioned Margaret.  
14 She has been working hard to see what we can do to  
15 continue to make that corridor better. And working  
16 with some of the local community groups and  
17 merchants, et cetera. So, you know, we'd actually be  
18 happy to sit down and do a bigger update on where  
19 things stand on that. We know it's--it's one I hear  
20 a lot of frustration about.

21 COUNCIL MEMBER JOHNSON: Okay. Thank you  
22 very much, Mr. Chair.

23 CHAIRPERSON RODRIGUEZ: Council Member  
24 Williams.



COUNCIL MEMBER WILLIAMS: Thank you, Mr. Chair. Thank you, Commission, et al. for testimony. I just want to say that the Brooklyn staff has been very responsive to my office, and so I appreciate that. I have two things. One very quickly. My colleague, Council Member Miller mentioned commuter vans, also know as dollar vans. I'm a big supporter of those van drivers that are licensed by TLC and have insurance. We see things a little differently, Councilman Miller and I, but actually we're much more--we're much closer to the same thing than a lot of folks think. I definitely would support a moratorium as long as we have made some adjustments to make it fully legal for some of the people to operate the way they're operating. As long as they're licensed, and as long as they have insurance. The folks that are doing the craziness too often have neither of those. So we definitely appreciate any increased enforcement to get them off of the road. But more of my comments today are around Select Bus Service. I have a lot of issues with them. They were at a hearing that I missed. Unfortunately, I missed that. But how much is in the budget for SBS this budget cycle?

1 COMMITTEE ON TRANSPORTATION

98

2 COMMISSIONER POLLY TROTTERBERG: \$84  
3 million.

4 COUNCIL MEMBER WILLIAMS: How much of  
5 that, if any, is toward evaluating whether a bus line  
6 is successful or not?

7 COMMISSIONER POLLY TROTTERBERG: Well, we  
8 do an analysis of each of the bus lines. We actually  
9 do it immediately and then do a long-term line. And  
10 I think as I mentioned in my testimony, we put in  
11 last May the new Select Bus Service line on 125th  
12 Street to La Guardia, and we're already seeing  
13 improved travel times of about 14%.

14 COUNCIL MEMBER WILLIAMS: So I think for  
15 one of my own Rogers Avenue you told me it was maybe  
16 about 12% increase. I think that was the number I  
17 heard, but it would have probably translated to maybe  
18 about 10 minutes or so. And I'm trying to gauge what  
19 is success, and I'm very concerned because not every  
20 street is the same, and not every avenue is the same.  
21 So some of the places they put in my district doesn't  
22 make sense. And I've been kind of quiet waiting to  
23 see what would happen. Rogers Avenue was really the  
24 only way to get down from end of Brooklyn to Downtown  
25 Brooklyn. Flatbush is always crazy. Ocean Avenue

well it doesn't go all the way. And so now that's gone, and there's really only one lane that you can go during rush hour. And so what happens is you have a--if you run the light, you get a \$50 ticket. If you get in the bus lane it's \$115 ticket, which never really made sense to me. But then the lane that is supposed to be open so you can move freely on the left hand side, there is no enforcement of parking. So anybody that's parked there blocks that. So you really only have that one lane. And I don't know if there's an analysis between the cars that have to back up, and are hurting the environment versus now the bus that is going. And it has increased maybe 10 minutes of time for someone to get from the end of Brooklyn to Downtown Brooklyn. How do you gauge whether it's successful? Is all that money spent on that worth 10 minutes extra, particularly if cars are now aligned all the way back to Southern Brooklyn?

COMMISSIONER POLLY TROTTERBERG: Yeah, I--I would say in general we've seen with the Select Bus Service lines usually somewhere between 10 to 20% improvement in travel times. Which when you talk about some of these bus lines, which have 50 or 60,000 people a day riding them. In sort of the

2 transportation cost benefit analysis world, if these  
3 projects cost \$8 to \$10 million, that's actually  
4 money very well spent. That is in the aggregate  
5 saving people a time. That said, if there are  
6 particular issues we need to--you think we need to be  
7 taking a look at in your district in terms of parking  
8 enforcement, et cetera on the bus route, we'd be  
9 happy to do that. One thing we say about these bus  
10 routes, we know we always need to come back and  
11 revisit them. And check out how they're working  
12 operationally, and see if we need to step up  
13 enforcement. Or, take a look at the parking  
14 regulations, the loading and unloading regulations.  
15 So we'd be happy to do that if you--if you have  
16 concerns.

17 COUNCIL MEMBER WILLIAMS: Is there an  
18 exit plan for any of these bus routes if it is deemed  
19 that it is not working successful and what does that  
20 look like?

21 COMMISSIONER POLLY TROTTERBERG: I mean I  
22 have to say so far they've--they've been successful,  
23 and I haven't really had any-- I don't think we've  
24 had a lot of calls to rid of them. I--I--I guess if  
25 one were a real disaster, we could. But so far I

think overall they've proved pretty successful with bus riders.

COUNCIL MEMBER WILLIAMS: I get a lot of calls. I just--I haven't done much about it because I'm actually trying to wait to see whether it's successful or not. So I really would like to talk a lot further off line about Rogers--the Rogers Avenue experience.

COMMISSIONER POLLY TROTTEBERG: We'd be happy to do that.

COUNCIL MEMBER WILLIAMS: I do also want to ask why is--and I'm not sure who set the fine, but the fine is \$115 for that bus lane, which doesn't make sense.

COMMISSIONER POLLY TROTTEBERG:  
[interposing] No.

COUNCIL MEMBER WILLIAMS: Particularly if running light is much less than that.

COMMISSIONER POLLY TROTTEBERG: Well, the fine was set I believe by the State Legislation that authorized the camera enforcement. So all our fines-- You know, actually our--the other fines the city enforces like on our speed cameras, that's also set by the State. We don't--we don't get to decide.

COUNCIL MEMBER WILLIAMS: Okay. So I'm looking forward to really having this conversation continue off line. But thank you very much.

COMMISSIONER POLLY TROTTERBERG: Thank you.

COUNCIL MEMBER WILLIAMS: Thank you, Mr. Chair.

CHAIRPERSON RODRIGUEZ: With that I have a few more questions, and then we'll get into the MTA. One is on how is the DOT doing when it comes to the MWBE. As you know, there is like \$198--\$198.3 million for 583 contracts for the department. Of that amount, \$109 million or 5--55.--55% is for maintenance and operations of infrastructure. And I know that this is very important for this Administration. So what was the department's MWBE percentage for all contracts in fiscal 2013-14, and what is the projected MWBE percentage for '15 and '16?

COMMISSIONER POLLY TROTTERBERG: Yeah, let me say, Mr. Chairman, you are--you are absolutely correct for Mayor de Blasio and this Administration this is a big area of focus and priority. We really want to make sure that, you know, we spread the

benefits of City contracting and of City purchases to a broad range of diverse businesses. It's a big priority for the Mayor. I'm happy to say I think at DOT we've--I'm proud of our goals. We've--I guess it's broken down into different categories. My group purchases, our goal last year for fiscal year '14 was 22% and we greatly exceeded that goal. We had 54%. For fiscal year '15 year to date we're up to 33%, but I don't know yet where we're going to wind up. Our target goal for the entire fiscal year for micro purchases is 35%. Yeah, 35% which I'm quite confident, and Joe will tell me if I'm wrong. He oversees our contracting process. We're going to exceed. On P Cards our goal was 20%, which we met in FY14, and so far for FY15 we're up to 16%. Small purchases our goal was 39%. For last year we were at 48%, and this year so far year to date we're at 48%.

CHAIRPERSON RODRIGUEZ: I know. I just want to be sure that we don't experience the same negative experience that I had with the Port Authority. So that when it came to the--to the MWBE in district, they came and they said that they complied with the percentage that the Governor established or whatever. Some of those MWBEs were

also created by the same corporation and they don't really go down and provide this opportunity to the local MWBE. I just want to be sure that, you know, that there an effort to be sure that those contracts--

-

COMMISSIONER POLLY TROTTERBERG:

[interposing] I know that--Yeah.

CHAIRPERSON RODRIGUEZ: --the local five boroughs.

COMMISSIONER POLLY TROTTERBERG: I know the City has a very, very rigorous application and oversight process to make sure that the--those are genuinely MWBE firms. And that a real--a real diverse set of business owners are getting the benefits. And they're not basically as you're sort of describing, you know, the brother-in-law created the company. I know the City tries very hard to ensure that there is compliance there.

CHAIRPERSON RODRIGUEZ: In the two-year strategy it includes \$77 million in private--As you describe as a private fund in addition to public funds for the highway reconstruction and rehabilitation. Can you like share with us what are those sources of those private funds--



COMMISSIONER POLLY TROTTEBERG:

[interposing] Yeah.

CHAIRPERSON RODRIGUEZ: And what are the benefits also that those private individual institutions are getting in exchange for their contributions?

COMMISSIONER POLLY TROTTEBERG: I'll give you a quick answer. And I mean ask Joe to jump in, too. I think a big majority of that and Joe will correct me is actually reimbursement from property owners for sidewalk work. Am I correct about that? That's my understanding, and Joe if you want to add a bit more.

DEPUTY COMMISSIONER JARRIN: That's the main--that's the biggest portion of it. There's some additional funding there for the Hudson Yard Development Corporation. And we have a few projects with some private institutions that money--they're providing private funding for capital construction. And the last piece is utility companies. At Con Ed we're paying for the utility work as part of our project. It's a combination of those four things.

CHAIRPERSON RODRIGUEZ: So those are not a donation, right? This is like--

DEPUTY COMMISSIONER JARRIN: No, no, they're paying for construction, actual construction. Yes.

CHAIRPERSON RODRIGUEZ: Okay. What are the difficulties, and this is my last question Cemusa, going back to Cemusa. You had said that-- mentioned that Cemusa is going through some difficulties. And when they--when we did a deal with the bicycle program, we know that we were able to also and DOT was able to negotiate like the new contracts. So that we keep like our Citi Bike program growing more efficient than what it was before. So, what are the difficulties that--if you can share with us--what Cemusa is going through right now since they are the ones who run our bus shelters. You know, they're advertising that there have been the bus shelters development.

COMMISSIONER POLLY TROTTEBERG: And I would say, Mr. Chairman, I have to make a distinction between Cemusa and Alta because I think mostly again I think the City is happy with Cemusa's performance. They have made the payments that they were-- I mean I hear you on the snow removal, and it's something that-- But I mean in general the City

is getting very large payments from them, which are helping our bottom line. They reconstructed and replaced a number of bus shelters and done a beautiful job. I think it's a little different with Alta where we had a lot of performance--you know, a lot of performance problems throughout. But now, you know, again Cemusa has run into some financial difficulty. They are potentially looking to find another firm to take them over. Different firms are being discussed. The City is monitoring that. And, I think that's something if you want we can probably come in and give you a more detailed discussion of what are some potential, you know, future options there. It hasn't been resolved, but, you know, Cemusa is a company that I think is a little bit looking perhaps to get out of the business of, you know, street furniture and bus shelters.

CHAIRPERSON RODRIGUEZ: Right. And again like I think that we agree that 99.9% of everything that we have discussed that I would say that .5% that we have a different interpretation. It's about is Cemusa efficient on keeping the bus shelter clean. That's not happening. If, you know, I get email I get email from many of my council members. And you--

your cleaning is very efficient, right. Any time that we're sending a photo of a situation in particular those shelters to be cleaned you get it going.

COMMISSIONER POLLY TROTTERBERG: It gets going.

CHAIRPERSON RODRIGUEZ: But we should not be able--we should not be put in a position where I am pretty sure, and we can monitor this particular-- It's not what we're getting right now, that's not accumulating. And even though they can come and say in the report that they go and clean, but they don't come back. And they don't keep those shelters clean. And this is like a top priority especially because of the senior citizens who use the bus shelters. And we should not be in a situation where we have to be, you know, contact the staff to be that Cemusa clean. Cemusa should come back and put a more efficient plan on how they keep the bus shelters clean.

COMMISSIONER POLLY TROTTERBERG: I hear you on that. We'll certainly go back to them.

CHAIRPERSON RODRIGUEZ: So thank you, Commissioner for the great leadership in this Administration, and with that this hearing--I mean

this part of the hearing is adjourned. Then we move to the MTA.

COMMISSIONER POLLY TROTTERBERG: Thank you, Mr. Chairman.

[background comments, pause]

CHAIRPERSON RODRIGUEZ: Thank you for your patience and being here waiting, and I'm sorry for the delay that we have in the--from the other panel that we have in the DOT. We now welcome our next panel a representative from the MTA, the MTA's Calendar Year 2015 the Operation Budget is balanced and includes more than \$900 million in city tax levies for funding. However, I and many of my colleagues remain especially concerned by the alarming gap in the MTA's Capital Budget released last year. The Authority's Proposed 2015-2019 \$32 billion Capital Program was built by the State Capital Program Review Board from not sufficiently detailing the sources of funding leaving an over \$15 billion shortfall. I expect to hear from the MTA a real solution to this issue, pointing out a way to fully fund the Capital Plan especially given that the Governor's State Executive Budget includes just \$1 billion to support the MTA Capital Plan. Our city

needs these improvements to continue to operate as the world class city we are. The MTA is the organ that keeps New York City's economy alive and sustained. Last September, we achieved record ridership with almost 150 million riders using our transportation network. In order to continue to incentivize New Yorkers to use this environmentally friendly mode of transportation, we must ensure that they are safe, clean and sufficiently maintained. The committee and the communities we represent stand united in our opposition to further cut project delays or service failures. Further, by waiting, our city only delays the inevitable and potentially further increase the cost to bring our system to a standard of good repair. I also look forward to hearing from the Authority on the other matters of importance including updates on ongoing project such as the Second Avenue Subway East Side access and the extension of the No. 7 Line. I now ask our Committee Counsel to administer the Affirmation to the representatives of the MTA who are here, and then invite them to deliver their testimony.

COUNSEL TAYLOR: Would you please raise your right hands? Do you affirm to tell the truth,

the whole truth, and nothing but the truth in your testimony before this committee today, and to respond honestly to council member questions? Thank you.

DOUG JOHNSON: We all set? Okay. Good morning Chairman Rodriguez and council members. I'm Doug Johnson, the MTA's Budget Director. Joining me today are Craig Stewart, Senior Director of MTA's Capital Budget; David Henley, New York City Transit Chief of Capital Planning and Budget; Aaron Stern, Director of New York City Transit's Office of Management and Budget; and on my far right Lois Tendler, New York City Transit's Vice President for Government and Community Relations. We are here today to discuss the Mayor's Fiscal Year 2015 Preliminary Budget, particularly as it relates to the City's contribution to the Operating and Capital Budgets of the MTA. The MTA recently released its 2015 Budget and Financial Plan, and as with all our plans, it presents a fully transparent view of our current and four-year financial outlook. It strongly reaffirms our organization wide commitment to cost cutting and containment. And it reveals that we have already reduced our Operating Budget by more than \$1 billion per year, and we're not finished.

I want to take a few moments to share with you some of the specifics as to how the MTA became more efficient and better managed than ever in 2014. First of all, we incorporate modern strategies for office space. We were able to move our entire headquarters to 2 Broadway in Lower Manhattan, enabling us to monetize our former Midtown headquarters at 341, 345 and 347 Madison Avenue, and thereby position us to generate hundreds of millions of dollars for our Capital Program. In addition, we issued \$479 million of refunding bonds, and completed associated restructurings of existing escrows for total savings of approximately \$110 million. And we successfully concluded labor settlements with most of our represented workforce. We are now pursuing a range of new savings initiatives relative to prompt payment discounts, Workers Compensation, energy management, consolidations, purchasing, inventory and employee benefits. We expect these initiatives will bring the total reduction in our annual operating budget to \$1.6 billion by 2018. This cost cutting effort is the most aggressive in the MTA's history, and the savings we have realized today has benefitted



our operations and our customers in three very significant ways.

First, without these savings, we could not have reduced fare and toll increases from what was 7.5% every other year down to 4% every other year, which translates roughly to 2% annual increase. Second, these savings have allowed us to \$157 million back into service and service quality enhancements since 2012, not to mention many investments we have made in safety and other operations. Third, it has helped us put \$300 million a year into pay-as-you-go account financing beginning that we expect to generate up to \$5.4 million for the 2015 to 2019 Capital Program.

With regard to our own Operating Budget, we project \$14.5 billion for 2015. The city's contribution is an important source of funding representing 7% of that overall budget. City source funding is used to support the operation of New York City Transit, MTA Bus and the Staten Island Railway, as well as the commuter rail stations located within New York City. I'm going to give you a breakout of that operating funding from the City. First of all, there's \$45 million for free and reduced school

fares; \$14 million for reduced fares for senior citizens and persons with disabilities. \$183 million for paratransit service; \$161 million to pay the local match for State Aid payments; \$93 million for station maintenance at 36 commuter rail stations in New York City; \$486 million for the cost of MTA Bus. That's the agency created by the MTA to operate formerly private bus lines at the City's request. And finally, \$35 million to reimburse the MTA for the cost of the Staten Island Railway Operating Authority.

The City's investment in the MTA yields tremendous dividends. The MTA's subway, bus, and commuter rail operations provide the foundation for the economic wellbeing of the city and the region. Countless jobs, educational opportunities and social mobility are available to the 8.7 million riders that use our services each day. Today's ridership is at all time high levels. Before October 2013, we had never recorded 6 million daily subway riders. We exceeded that number on 21 days in the last three months of last year. And recording in October, the highest total monthly subway ridership in the history of the system.

Transit Network supports four times the employment and population density--destination--density of the next largest U.S. city and is engine that drives the most value estate market in the nation. The \$1.4 trillion regional economy rides on the steel rails and the rubber tires of the MTA's transportation network. While these reimbursements from the City are of utmost importance to the MTA, we note that the City's funding represents a shrinking portion when measured against the MTA'S budget. The \$45 million reimbursement for free or reduced school fares and the \$14 million reimbursement for reduced fares for senior citizens and people with disabilities have not changed in decades. Having failed in taking into consideration the expanding customer base, escalating costs of the ravages of inflation, the City's funding now represents only 18% and 13% of the deficit from operating those respective programs. The reimbursement for Paratransit service of \$183 million also falls short representing less than one-third of those costs. And what happens is the MTA picks up the balance in all those instances. The additional City support that is proposed for 2015 represents only the reimbursement

of the actual cost of operating the former private buses under the agreement made between the City and the MTA. Reimbursement of the deficit for the operating--operating the Staten Island Railway Operating Authority and the City's portion of the costs of maintaining the 36 commuter railroad stations located within the city.

With respect to our Capital Budget, as you know, we have developed a series of five-year investments beginning in 1982 that have allowed us to renew, enhance and expand our 5,000 square mile network. Over the past 30 years, we've invested nearly \$150 billion in the vital infrastructure that keeps the city moving. Revitalizing not only the transit system, but our entire region. These improvements to the system have brought customers back to our system in droves, as I mentioned earlier. Thus, with the future in mind, we convened a panel of experts perform the development of our current Capital Program and asked them to focus on two important areas: Climate change and changing demographics. This transportation reinvention commission highlighted some very simple truths in the report. First of all, more than two million

additional people are expected to live in the MTA region by 2040 putting increasing pressure on our system that is already largely at capacity. Demographic shifts are driving new and evolving customer expectations, service needs, and accessibility requirements. And finally, the current system is simply not fully equipped to meet these evolving needs.

With these changes in mind, this fall the MTA Board approved the Proposed 2015 to 2019 Capital Program that supports MTA's strategic goals to rebuild, renew and expand. The proposed program allows to build capacity, meet growing needs and expectations, and most importantly renew our system to keep it safe and reliable. Capacity is not our only challenge. Maintaining a system as large, old and complex as ours is unavoidably expensive. If we want the system to continue to operate safely and reliably, we must continue to invest heavily in what we call state of good repair. Safety and reliability projects encompass track replacement, structural repairs, signal system upgrades, and fleet replacement comprise a full two-thirds of our 2015 to 2019 Capital Program Budget. These expenditures are

absolutely essential, as providing safe and reliable service is our most critical priority everyday.

Just two examples of the types of maintenance and good repair spending including our 2015 to 2019 Capital Program that we cannot afford to postpone are the replacement of 86 miles of subway track with safer, smoother track, and the installation of a modern new signal system on the E, F, M and R Lines in Queens and the B, B, F and M Lines in Manhattan. This type of system, which is already fully in place on the L Line and under construction on the 7 Line not only allows us to provide for safer service, but serves as an enhancement of our system, allowing us to run more trains with far more people and ease crowding. To ensure that the system meets the changing demographics and the demands of the riding public, the MTA must make investments that enhance the current infrastructure to provide better service to our customers. Ridership is at an all-time high throughout the MTA Network and in particular in the New York City Transit System. So it is important to invest in enhancements that meet customer expectations. Enhancements in the 2015 to 2019 Plan

include customer focused initiatives such as customer information, and next train arrival signs, new stations, new fare payment systems and accessibility projects.

The 2015 to 2019 program will also allow us to expand our system to better accommodate current ridership levels and to prepare for even more growth in the future. As an important side benefit in the region with new experience and understanding of natural hazards, system expansion will protect us by making the Transit System Network more redundant. Projects such as the completion of Phase 1 of the Second Avenue Subway, and the launch of the second phase as well as East Side Access and Penn Access, which is a project that will add four new Metro North Stations in the Bronx. And open a new Metro North link directly into Penn Station support the critical goal of system expansion.

Dramatically improving our transit system is not the only benefit of a fully funded 2015 to 2019 program. The MTA's Capital Program and the jobs it creates are an integral part of our region's economy and economic growth. Last month the Urban Land Institute of New York and the Permanent Citizen

Advisory Committee and the MTA published a report examining the intrinsic connection between a health transit system and healthy vibrant economy. According to this report, since 1982, the MTA Capital Program has transformed the region's public transportation system into a crucial economic asset, which is helping New York achieve a global economic preeminence a few could have imagined in the economic crisis of the 1970s. Moreover, the report concluded that investments in the MTA have generated economic benefits for communities across New York State with major vendors opening plants to fill our transportation needs locally and all across North America. In the tradition of the MTA's previous Capital Program, a fully funded 2015 to 2019 Program is expected to generate more than 400,000 jobs throughout New York State and yield nearly \$52 billion in economic output.

In October, we submitted the 2015 to 2019 MTA Capital Program to the Capital Program Review Board in order to begin a dialogue. One concern shared by all who have been involved in its funding thus far is identified sources for only half the money needed to fund the full program. A \$15 billion



shortfall remains. We're asking all stakeholders, those who benefit directly or indirectly from the MTA's Capital Program, all levels of government, as well as the private sector including employers, suppliers, contractors, and vendors the entire business community to embrace the necessity of capital investment in MTA's transit infrastructure. And to step up in new and unprecedented ways to lend the financial support that is needed to fully fund the 2015 to 2019 Capital Program. In recent years, the City has contributed approximately \$100 million annually towards the MTA Capital Program. However, we have a significant funding gap. Our proposed 2015 to 2019 Capital Plan assumes a greater contribution, and we certainly hope to receive one.

It is worth noting that every major world city including London, Paris and Hong Kong, among others, is investing significantly in mass transit to improve the quality of life for their residents to maintain their status as a global, financial and business center. And to make it even more competitive in the world economy. New York City should do no less. We continue to invest. Thank you

for your time today, and we are now happy to answer any questions you may have.

CHAIRPERSON RODRIGUEZ: Thank you, and thank you for all the investment that the MTA has made in my own district. We are renovating our Diamond 215 and other stations there in the one transfer. I know but it has been like a major improvement for the residents of Northern Manhattan.

DOUG JOHNSON: We appreciate your words.

CHAIRPERSON RODRIGUEZ: My first question is about security. How much--how are we doing on keeping our trains system safe since we know that all the information says that New York City can be a target of terrorism. And as we know like being in Times Square during the rush hour in the morning or in the afternoon everyone knows that the public--that those platforms are in danger by all the studies. But those platforms are so overcrowded. How much is the MTA investing right now to keep our train stations safe?

LOIS TENDLER: Councilman, you're referring to security. I think what we're talking about is safety. We use those terms differently in our world. So we have a whole program where employ

2 platform conductors down to our particularly crowded  
3 stations because we have capacity issues on a regular  
4 basis. So at Grand Central Station, for instance,  
5 with our platform it can get very, very crowded. We  
6 have a platform conductor employed there during rush  
7 hours to move people off and on. We are working very  
8 hard to reduce dwell time, which contributes to  
9 crowded platforms. You can get in trains in and out.  
10 Some of that's a courtesy campaign, Step Aside, Speed  
11 Your Ride. Some of it is better dispatching. We  
12 have a whole series of efforts which are directed  
13 towards getting trains to move quicker. To alleviate  
14 crowding situations, which could exist at certain  
15 stations.

16 CHAIRPERSON RODRIGUEZ: But I refer to  
17 the other type of security like I understand the  
18 part. I'm talking about how--what is the message  
19 that we can send--that we can send to New Yorkers  
20 that if they are at Times Square, they are safe?

21 DOUG JOHNSON: [interposing] We've--we've  
22 been coming--

23 CHAIRPERSON RODRIGUEZ: Like how much  
24 money--how much money--

25 DOUG JOHNSON: Yeah, we've hired a--

CHAIRPERSON RODRIGUEZ: How money and what is the investment.

DOUG JOHNSON: [interposing] Yeah, hired a--

CHAIRPERSON RODRIGUEZ: And what is the investment that we're making now.

DOUG JOHNSON: Well, security is a little complex with the MTA. On the subways you have it-- it's handled by NYPD. MTA wide we have a Director of Security and we have police forces that are more-- more actually inclined--they're more programmed to be working with the commuter rails in the large terminals like Penn Station and Grand Central Terminal, but they also--and the bridges and tunnels. They react to all, you know, on a daily basis to threat levels. We throw as many resources as necessary to, you know, in the areas that we're in direct control. But we're also in communication with NYPD who's in charge of the actual--the security within the subway system. Clearly, that's become a significantly increasing cost. At the MTA, it's something we take very seriously.

CHAIRPERSON RODRIGUEZ: [off mic] But with the -- [on mic] Because like say with NYCHA and

the NYCHA and the NYPD in the past, NYCHA paid to the NYPD to patrol the public housing. Who covered the cost and how much money is the MTA investing keeping our trains safe, especially watching for any potential act of terrorism?

CRAIG STEWART: I can answer that specifically. Safety and security is a responsibility of both MTA PD as well as NYPD. But we do--we make lots of investments. We've made over a billion dollars of investments protecting the people and our--and our assets over the last ten years. Funding comes from Homeland Security, but it also comes from Capital Program. And we continue that effort in the--in the Proposed Capital Program.

CHAIRPERSON RODRIGUEZ: Well, what is-- what is the projected? And that's exactly what I would like to hear. How much are we investing? And we know that other agencies they have to collaborate from the FBI, NYPD but you are the one also that has your own division that oversees. My thing is what is the projection for the future? How much money are you looking to allocate for the security of our trains?

CRAIG STEWART: We don't--we basically are looking towards Homeland Security for additional funding, so we didn't really have a defined budget. We have a set of projects that we want to accomplish depending upon funding availability. We allocate some money, but we also expect Homeland Security, and we don't know what their budget is right now.

CHAIRPERSON RODRIGUEZ: But how much money are you expecting to allocate in this plan?

DOUG JOHNSON: See, it's such a different variety of funding, some of what is MTA, some of which is not. Some of which is capital, and some which is operating. We could give you--I can't do it right now--but we could give to you sort of the synopsis of all those funding sources, and expenses--you know capital and operating expenditure. The bottom line is that we react to all threats and use as much overtime or whatever is necessary to react to this. But it's not all us. A lot of it is NYPD.

CHAIRPERSON RODRIGUEZ: Okay, but we can say.

DOUG JOHNSON: [interposing] We'd have to--we'd have to give you a more comprehensive answer.

CHAIRPERSON RODRIGUEZ: That's fine, and--and I don't have to get into the details. I just wanted to know like, you know, from your own division --

DOUG JOHNSON: [interposing] Yeah.

CHAIRPERSON RODRIGUEZ: --what is the projection of investment that you expect to make. You know, to send the message to all New Yorkers not only here, but also who take the Long Island Railroad or who live in Upstate in the suburbs that our train is safe.

DOUG JOHNSON: Yeah, I mean, not only-- It's an ever-expanding expense, you know, and a necessary one. We react to, you know, when we have Barclay's Center and we have--we have much more sporting events. So whatever it is that we're covering, we're covering at the same level. So the extent that that service is expanded, or we're providing--we're reacting to new venues, it's an ever-- We'll be opening new terminals. We'll be reacting to all of that with appropriate coverage. So we'll get you more. It's not an easy answer, but it's something that we can obviously. We'll put it together for you.

CHAIRPERSON RODRIGUEZ: Yeah, and it's-- again, it's not my interest to get into the details, but it is my interest to let everyone there know that we are doing the necessary investment. And I took the train this morning with my daughter. Any New Yorker who takes the train, whether they're waiting for the train in Times Square or any particular place that they know that the MTA is doing the necessary investment working with all the agencies together to keep our trains safe.

DOUG JOHNSON: Yeah, and we've recently hired a Director of Security who reports directly to the Chairman. So it's of the utmost--utmost priority to our Chairman.

CRAIG STEWART: You may have seen some of the cameras that we put out in stations and help points. We have a very aggressive initiative to put our help points which are going to go directly to the Rail Control Center where we have a police officer there to respond to our customers and emergencies very quickly. We have a comprehensive layered approach of dealing with the security initiatives.

CHAIRPERSON RODRIGUEZ: Great. Thank you. I also want to bring to our attention and I



also did it last year that when we talk about the City contribution to the MTA we also should look at how New York City contributes to the MRT, the Mortgage Recording Tax.

DOUG JOHNSON: Yes.

CHAIRPERSON RODRIGUEZ: Because we don't initially highlight that that contribution is now the number that was--

DOUG JOHNSON: [interposing] That's right.

CHAIRPERSON RODRIGUEZ: --that was in the budget.

DOUG JOHNSON: [interposing] That's right.

CHAIRPERSON RODRIGUEZ: --but also that New York City is--

DOUG JOHNSON: [interposing] The--the Urban--the Urban Tax and MRT--

CHAIRPERSON RODRIGUEZ: [interposing] Yes.

DOUG JOHNSON: --are taxes that are generated in New York City. But those are State Legislative Taxes. They're also--the Urban Tax is

only within New York City, but the MRT is throughout the 12-county region.

CHAIRPERSON RODRIGUEZ: Yes. And in 2015, you contributed \$354 million to the MRT?

DOUG JOHNSON: I'd have to look that up. I don't know what--

CHAIRPERSON RODRIGUEZ: [interposing] Right.

DOUG JOHNSON: --Because when we typically cite MRT, we typically cite MRT in total, but it comes from all 12 counties. So we have that information. I just don't happen to have it right here.

CHAIRPERSON RODRIGUEZ: Okay, I just--you know for me, my interest is in what I'm going in to see how--

DOUG JOHNSON: [interposing] Yes.

CHAIRPERSON RODRIGUEZ: --and when, and when go and identifying the way we can get at \$15 billion that the MTA needs. But the suburbs also they have to contribute. They have to be part of the basic question of getting those funds. And so, I would like to see like as New York--As residents of New York City contribute based on our number \$354

million to the MRT, I'd like to see how much the Long Island residents alone are contributing. How much do the residents of--

DOUG JOHNSON: [interposing] Yeah, we have that.

CHAIRPERSON RODRIGUEZ: Connecticut and Long Island--

DOUG JOHNSON: [interposing] Connecticut is not-- Yeah, Connecticut is not part of that. Connecticut is not part of the MTA region.

CHAIRPERSON RODRIGUEZ: So with the '25-- 2019 Capital Plan, can you tell the Committee when you plan to raise the plan to the Capital Review Board?

CRAIG STEWART: We are usually told when to submit it, and we're waiting to hear. We expect to probably resubmit somewhere in the next two months.

CHAIRPERSON RODRIGUEZ: In the next two months.

CRAIG STEWART: Right.

CHAIRPERSON RODRIGUEZ: Is the State contributing to the Capital Plan, as outlining the

Governor's Proposed Budget sufficient? Or, are you in the process of having conversation with Albany?

CRAIG STEWART: We are in conversation with Albany, and with all of our funding partners, the federal, State and City and private for that matter. So, the dialogue is ongoing. We are also very focused on the size of the program. We want to make sure that we have a consensus in agreement on the size of the program before we start talking about the financing of the program.

CHAIRPERSON RODRIGUEZ: Okay. If you fail to close the--Capital Plan funding gap, do you expect to have the Capital Plan funding broken up into less than five-year segments?

CRAIG STEWART: We plan in five years--in five-year chunks. I mean the last Capital Program was approved for the first two years of funding. But we retained the five-year plan. So our five-year was to stay intact regardless of the funding approved so that's our approach to it.

CHAIRPERSON RODRIGUEZ: So that you're geared to keeping the five, but you will be offering the worst case scenario to reduce it to a broken [sic] two as you did in the last couple of plans.

CRAIG STEWART: We're hoping that doesn't happen again, but yes.

CHAIRPERSON RODRIGUEZ: Will you rely on more borrowing. Will you scale back the plan, and if so, what project will be eliminated?

[background conversation]

DOUG JOHNSON: I'm sorry. I didn't understand that question.

CHAIRPERSON RODRIGUEZ: Well, if the plan if we are not able, if the MTA is not able to get a \$15 billion to close that deficit, \$15 billion, are you planning to borrowing--borrow money in order to get the \$15 billion? Will you scale back the plan? And if so, if you have as an option on the table to scale back the plan, what project will be eliminated first?

CRAIG STEWART: We--we are--outlined our funding and our borrowing in our plan when we released it. It's included in the \$17 billion that we can manage to fund. So that's all the borrowing that we plan to do right now. If we are asked to reduce the plan, we'll look at our priorities. We will renew, enhance and expand, and we will look to protect the renew category because that is where our

safety and reliability projects are. These projects are--dictate our safety and reliability. And then we will look to the enhance and renew what we have, projects that make it better for our customers. But if we cannot afford those, then those will be the projects that will not be funded. And we will also look at the expansion category, and those are projects that will not be funded.

CHAIRPERSON RODRIGUEZ: Right, and you said it was possible to get the money for--to renovate La Guardia and come into La Guardia with a mass transit--with our train system, right? Like two years ago when we asked the question about like can we connect our airport to our public train system, we have a doubt because, you know, we cannot plan unless you see the money. Right now we have to depend on the Governor for his great commitment to invest the \$4 billion to renovate La Guardia, and connect with the train system. So, since that commitment is already there, has--and I know that as we--as you also shared with us, there was study done in the past on how to connect La Guardia with the train--with a public train system. Has a new study been done to

determine the ridership estimated for La Guardia the 8-train from Willets Point?

CRAIG STEWART: I believe the Port Authority is looking at doing another study on that. We will work with them. The collaboration is going to be sponsored by the Port Authority. We will work at our facility, which is Willets Point to support that initiative.

CHAIRPERSON RODRIGUEZ: And do you think that the 7-Train accommodating increased association with the 8-Train, or what are the challenges?

[background conversation]

LOIS TENDLER: As this committee knows, we're in the process of putting CBTC, Communication Based Train Control in the 7-Line, which leads to increased capacity. It will let us run more trains, which will lead to increased capacity. We will be working with the Port Authority on ridership models, but we don't foresee that as a problem.

CHAIRPERSON RODRIGUEZ: On the MWBE percentage of the MTA contract for calendar year 2014 and the projection for calendar year 2015, how are we doing?

LOIS TENDLER: We, Councilman, as you might know, work on a State fiscal year. So the numbers aren't quite on calendar years. For State Fiscal Year 2013, the Governor's goal for us was 20% and we hit 23%, and issued \$286 million in payments to MWBEs. We are for the first three quarters of this fiscal year, we're on track, and we are at 22% as well. And the Governor has as of October--April 1st, 2015, the Governor's target has risen to 30% and we expect to meet that if not exceed it.

CHAIRPERSON RODRIGUEZ: In the MTA 2015 Adopted Budget that services on bonds already issued to support and approve MTA Capital Programs will be \$2.6 billion next year reaching \$3 billion annually by 2018. What percentage of the MTA operation revenue was used for debt service payment in 2014, and what are the projections for 2015 and 2016?

DOUG JOHNSON: In terms of the percentage?

CHAIRPERSON RODRIGUEZ: Yes.

DOUG JOHNSON: Just give me a second. I have those numbers.

[pause]



DOUG JOHNSON: If you want to--I have the numbers. I just have to find them. Do you want to ask another question while I'm looking for those?

CHAIRPERSON RODRIGUEZ: Thanks fine. So let me follow up with a question that really is the most important, which is, if the current gap in 2015-2019 Capital Plan is funded with additional borrowing by the MTA, what impact will be--will the additional bid have on the agency's operation budget?

DOUG JOHNSON: Well, obviously, the plan assumes, you know, that there's a base case with the plan. So the extent that there was additional borrowing, that would obviously be detrimental to our finances. On the other hand, we have certain pay-as-you-go assumptions that have the ability to be converted to debt service as well. So it's really hard to answer that question specifically. It would depend on what level, and how that impacted our decisions on pay-as-you-go versus converting that money into debt service. Obviously, any increase into debt service is a direct impact to our bottom line.

CHAIRPERSON RODRIGUEZ: What about the major projects that the MTA such as the East Side

Access and the Second Avenue subway being laid back or delayed? Is that really happening? Because the private sector has not been able to do the contract on time--

DOUG JOHNSON: [interposing] I don't--

CHAIRPERSON RODRIGUEZ: --or is it because of a lack of money?

DOUG JOHNSON: Well, Second Avenue's East Side access is delayed. We've been very upfront with that. It's a number of--you know, it's a very complex project. As they go through and they uncover things, certain things have just been more complex and more difficult to achieve. I don't have the specifics of that, but we've been upfront through that, and communicated with the public the reasons for delays as we've been going along. Obviously, there have been a number of delays since the early projects were laid out. Many, you know, way back when.

CRAIG STEWART: Since we re--since we rescheduled, there have been no delays on East Side Access. It's still forecast for December 2022, and Second Avenue is on schedule. It's scheduled to open in--the first phase in December '16.

CHAIRPERSON RODRIGUEZ: Do you feel that those corporations or individuals doing contracts with the MTA to do a different part of the construction, have they been able to finish the project on time?

CRAIG STEWART: There have been many reasons for the delays. One of the reasons--one of the major reasons from the last time was the bids came in very high. And we decided to break a contract and rebid them hoping to get better numbers. And, it took us a good while and we lost time.

CHAIRPERSON RODRIGUEZ: Okay. And I noticed one of my colleagues who has questions, Council Member Crowley followed by Council Member Chin.

COUNCIL MEMBER CROWLEY: On the Second Avenue Line, at what point in 2016 are you expecting the first phase to open?

CRAIG STEWART: December 2016.

COUNCIL MEMBER CROWLEY: And back to East Side access scheduled to be complete in 2022, how much will that cost the MTA in total when it's complete?

CRAIG STEWART: \$10.2 billion.

COUNCIL MEMBER CROWLEY: \$10.2 billion?

CRAIG STEWART: Yes.

COUNCIL MEMBER CROWLEY: And when did it start?

CRAIG STEWART: [off mic] Well, let me take a look here. I don't know when it started. I'm sorry. I don't have the start date.

COUNCIL MEMBER CROWLEY: Do you have an idea of how--what percentage we are into the project? Like are we 20% in or 50% in timeline?

CRAIG STEWART: I don't have that with me, but we do--I can get that.

COUNCIL MEMBER CROWLEY: All right. And now, the East Side access is a huge investment. So, how many billions of dollars will that cost?

CRAIG STEWART: Pardon me?

COUNCIL MEMBER CROWLEY: How many billions of dollars will the East Side Access cost?

CRAIG STEWART: \$10.2 billion.

COUNCIL MEMBER CROWLEY: \$10.2 billion and are you expecting an increase in ridership from Long Island?

CRAIG STEWART: Yes, we are.

COUNCIL MEMBER CROWLEY: And how about from Queens?

CRAIG STEWART: I believe we're expecting an increase in ridership on Long Island Railroad. I don't know when they or where they originate from, but along the Long Island Railroad there will be increased ridership.

COUNCIL MEMBER CROWLEY: Is the MTA looking to justify the cost of such an investment by working with ways of making the Long Island Railroad more affordable to people in Queens and Brooklyn?

CRAIG STEWART: I don't--I'm sorry. I do your--your date. It started March of 1999 for East Side Access. What was your--what was your next question? I'm sorry.

COUNCIL MEMBER CROWLEY: I'm sorry. So then you should be like more than 50% of the way through the project.

CRAIG STEWART: I can't say where we are in terms of percentage. I don't have that with me. [off mic] That's not fair.

COUNCIL MEMBER CROWLEY: Well, I'm hoping that there's some benefit for the residents of Queens and Brooklyn. To take the Long Island Railroad right

now it's very cost prohibitive, and also there needs to be more stops opened up in Queens. I want to know like if you're looking at that in terms of justifying this large investment for the East Side Access.

CRAIG STEWART: There is capacity projects going on right now to increase capacity at several stations. Jamaica is one. So there is an effort to do that.

COUNCIL MEMBER CROWLEY: I know that there's an effort to open--reopen a station that was closed in Elmhurst that is in your budget--

CRAIG STEWART: [interposing] Yes.

COUNCIL MEMBER CROWLEY: -for \$40 million. There's Long Island Railroad freight the Lower Manhattan Lower Montauk Line that comes through my district. And it has not been available to commuters for some time now. And I would like for the MTA to put it in their budget for feasibility to open up that train again for commutes. I think as a city we have to start justifying the cost of the East Side Access, and do what we can to make the MTA Long Island Railroad more affordable to the people of Queens to take. Because the subway system is completely overburdened. This morning I took the

subway in, and there was hardly any room in the platform. And the trains are delayed, and they're running back to back. And so, you know, there aren't many options in Queens from going east to west when it comes to the subway whether it's the 7 Train or the EMTA Line, they're completely overburdened. And we really need to access our railway more especially as Queens is the fastest growing borough in the city and the second fastest growing borough in the state.

CRAIG STEWART: We are aware of the capacity issues, and we are trying to address some of those. Second Avenue is one that will help the Lexington Avenue Line. But also Communications Based Signaling, which we have several projects budgeted for in the next program will also allow us to run more trains on the lines that they go on.

COUNCIL MEMBER CROWLEY: How could I best go about getting a feasibility study or some type of plan put together to look at whether it would make sense for the Long Island Railroad to reopen my commuter line that comes through Glendale, Ridgewood, in to Maspeth from Jamaica through Long Island City?

LOIS TENDLER: We will look at that. We will get back to you on it.

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2 COUNCIL MEMBER CROWLEY: I've been trying  
3 to get back to you on that.

4 COUNCIL MEMBER CROWLEY: I've been trying  
5 to get a meeting for some time with Long Island  
6 Railroad.

7 LOIS TENDLER: I will reach out to--

8 COUNCIL MEMBER CROWLEY: [interposing] So  
9 I just wanted to direct--

10 LOIS TENDLER: --I will reach out to my  
11 colleagues at the Railroad and we will get together  
12 with you.

13 COUNCIL MEMBER CROWLEY: My last question  
14 has to do with the Mortgage Transfer Tax. How much  
15 is generated from that from the 12 counties or  
16 however many counties participate in the Mortgage  
17 Transfer Tax.

18 DOUG JOHNSON: That's in the 20--in the  
19 2014 final estimate. We estimated about 200--about  
20 \$350 million in MRT.

21 COUNCIL MEMBER CROWLEY: And that is just  
22 in New York Counties?

23 DOUG JOHNSON: That's the 12--the 12 New  
24 York Counties that make up what's the MTA region.

25



COUNCIL MEMBER CROWLEY: We're seeing record sales of apartments in Manhattan. Some apartments are going for \$50 million or more. A lot of times those are bought [bell] outright with cash.

DOUG JOHNSON: That's right.

COUNCIL MEMBER CROWLEY: But we don't get any money for the MTA through that because there's no Mortgage Transfer?

DOUG JOHNSON: Well, there's--there's two components to a transition. If there's a mortgage then there's a Mortgage Recording Tax. If it's cash, there's still a--there's still a fee of roughly 1% on, you know, on the transaction itself.

COUNCIL MEMBER CROWLEY: Is it almost the same percentage?

DOUG JOHNSON: Yeah, that's right. It's called the Real Property Transfer Tax. So we get the--

COUNCIL MEMBER CROWLEY: [interposing]  
So what is--what is the tax on a mortgage transfer?

DOUG JOHNSON: On the mortgage it's point--it's .3 on the MRT1 and then there's an MRT2.

COUNCIL MEMBER CROWLEY: If it's--if it's like a multi-million dollar--

2 DOUG JOHNSON: [interposing] Yeah, if  
3 it's a mortgage.

4 COUNCIL MEMBER CROWLEY: --property.

5 DOUG JOHNSON: So right, so typically--

6 COUNCIL MEMBER CROWLEY: So then it goes  
7 to 1%?

8 DOUG JOHNSON: No, it's .3 of 1% and on  
9 the MRT1.

10 COUNCIL MEMBER CROWLEY: So, it's roughly  
11 equal?

12 DOUG JOHNSON: Roughly. Well, then  
13 there's the--then there's the transaction tax on the  
14 actual purchase whether or not there's a mortgage.

15 COUNCIL MEMBER CROWLEY: I just want to  
16 make sure that our state is looking at whether it's  
17 fair, and if it's equal for people--working people  
18 who have to take out mortgages, and what they pay in  
19 tax compared to the transfer of property where  
20 there's no mortgage. And of that's in the multi-  
21 million range. So I just want to make sure.

22 DOUG JOHNSON: [interposing] yeah.

23 COUNCIL MEMBER CROWLEY: If you're  
24 telling me it's equal, are you sure of that?

2 DOUG JOHNSON: Well, what I'm saying is  
3 the rate are equal. So obviously the larger the  
4 mortgage would be the larger would be the amount of  
5 the tax.

6 COUNCIL MEMBER CROWLEY: But if there is  
7 no mortgage.

8 DOUG JOHNSON: If there is no mortgage,  
9 then there is no mortgage recording tax. However,  
10 there--

11 COUNCIL MEMBER CROWLEY: [interposing]  
12 The property transfer tax?

13 DOUG JOHNSON: --within New York City  
14 there's a real property transfer tax.

15 COUNCIL MEMBER CROWLEY: But do you get  
16 that tax for both a mortgage and both paying in cash?

17 DOUG JOHNSON: No, if we've got the  
18 mortgage, the mortgage tax would be based upon--

19 COUNCIL MEMBER CROWLEY: [interposing]  
20 The mortgage?

21 DOUG JOHNSON: --what's actually  
22 mortgaged. The Real Property Transfer Tax would be  
23 based upon the actual cost of the--of the sale  
24 itself.

25 [background conversation]

2 COUNCIL MEMBER CROWLEY: So there's no--  
3 there's no advantage to taking out a mortgage when it  
4 comes to taxes?

5 DOUG JOHNSON: Well, there are lots of  
6 reasons to take a mortgage or not. Just if you don't  
7 take--

8 COUNCIL MEMBER CROWLEY: [interposing]  
9 In terms of the MTA.

10 DOUG JOHNSON: --if you don't take a  
11 mortgage, then you're not going to pay an MRT, a  
12 Mortgage Recording Tax.

13 COUNCIL MEMBER CROWLEY: But you pay a  
14 different tax?

15 DOUG JOHNSON: [off mic] You're going to  
16 pay--you're going to pay-- [sic]

17 COUNCIL MEMBER CROWLEY: Is our--is our  
18 state losing out on money when people are purchasing  
19 property without taking out a mortgage?

20 DOUG JOHNSON: Well, we're not getting a  
21 Mortgage Recording Tax. That's correct.

22 COUNCIL MEMBER CROWLEY: Right.

23 DOUG JOHNSON: Right.

24 COUNCIL MEMBER CROWLEY: And is there any  
25 estimate on how much we lose each year?

2 DOUG JOHNSON: We only know what we  
3 collect. No, no. That would have to be legislated.  
4 I mean what's legislated now is the MRT, and the Real  
5 Property Transfer Tax. So--

6 COUNCIL MEMBER CROWLEY: [interposing]  
7 We're looking at opportunities to bridge the gap in  
8 your budget?

9 DOUG JOHNSON: Yeah.

10 COUNCIL MEMBER CROWLEY: A way to do that  
11 would be make it equal that somebody purchases a  
12 piece of property and does have to have a mortgage no  
13 that property that they're paying a similar type of  
14 tax to the MTA.

15 DOUG JOHNSON: They would have--they  
16 would have to increase the other tax then, yeah.  
17 That would have--

18 COUNCIL MEMBER CROWLEY: [interposing]  
19 But I would be--it would be advantageous for us to at  
20 least know how much money that we're losing each  
21 year.

22 AARON STERN: Let me just add one thing.  
23 So the--the tax that is on the transaction value, not  
24 the mortgage. It's called the Urban Tax, and in--

GREG JOHNSON: [off mic] [interposing]  
That would be the Property Transfer Tax.

AARON STERN: --but it's in--

GREG JOHNSON: [interposing] It's part of  
the Urban Tax, and in 2014, that was \$800 million.  
So it far exceeds the amount collected on the MRT.  
The other thing to recognize is that percentage of  
real estate transactions that are all cash, is a  
small percentage. So, we could investigate and get  
back to you an estimate of the--of MRT, the value  
from all-cash transaction, but it wouldn't be a huge  
number.

CHAIRPERSON RODRIGUEZ: [off chin]  
Council Member Chin.

COUNCIL MEMBER CHIN: Thank you. The  
question I have is what is the status of the South  
Ferry Station repair? And also, the--connected to  
that line is the Cortlandt Street. Is that ever  
going to be repaired? I mean opened up?

LOIS TENDLER: Yes and yes. Good news on  
both fronts. We have--we have a contractor working  
on South Ferry. I'll have to get back to you on the  
exact timeframe. I think the contract was for about  
36 months, and I would say we're four or five months

in it, but that work is going well. And Cortlandt Street, our board just approved last month, us assuming the contracts. So we are building away the Cortlandt One Station finally.

COUNCIL MEMBER CHIN: Okay, so, so--

LOIS TENDLER: [interposing] And I can get you the timeframe on that, too. I just--

COUNCIL MEMBER CHIN: [interposing] Okay. So let's hope for that. We can open up--we open up that station, and get Lower Manhattan connected. Do you have any statistic in terms of how many seniors-- Since I chair the Aging Committee, I wanted to ask this question. How many seniors do you utilize the reduced fare?

LOIS TENDLER: I don't have them with me, Councilwoman. I can certainly get them for you, and we have a database of people who are senior citizens reduced fare Metro Cards, and we can tell you what that number is.

COUNCIL MEMBER CHIN: Let me know because I have seniors who are asking me is it possible to lower the age? Because seniors who are 62 can qualify for senior housing. Seniors who are 60 can

go to a senior center, but they have to wait until 65 to get the reduced far card.

LOIS TENDLER: As we talked about in our testimony were city obligations, which have sort of morphed into MTA obligations because the fixed amount hasn't changed. If you lowered the age for senior citizen Reduced Fare Metro Cards, that would have to be tariff change by our board. You would increase the amount of subsidy required and somebody would have to pay for it.

COUNCIL MEMBER CHIN: Well, let's take a look at the number and see how the city can help that especially for low-income seniors, and the price--you know the fare has gone up. And so, it would mean a lot to low-income seniors who could save \$400 a month.

LOIS TENDLER: And I would just note, as you know, that our Reduced Fare Senior Metro Card is not income dependent. It's proof of age, not proof of income.

COUNCIL MEMBER CHIN: Yeah, but usually it's the--it's the low-income seniors who take advantage of it more often. My last question is that in a long time we have all these real estate



development happening. And often time when it's commercial development, or a big enough project that MTA can also access repairs in stations, you know from the developer, and that's a great thing. But how do we capture maybe a smaller development who also add to congestions with more residents or more people working to get them to also help contribute to improving the subway stations or the subway?

LOIS TENDLER: We are focusing a lot of attention to capture that throughout the city in all developments. Bigger developments like One Vanderbilt, you know, they're going to make \$210 million worth of an investment Grand Central Station. So if it's a zoning bonus that's required, if it's special permits, if it's a special district it happens through the zoning process. If it's something smaller than that, we--developers often come to us because (a) if they're working to our property, they need our permission to do it. And, (b) sometimes they want to do things which affect our property. So then we have a conversation, and it's much more persuasive. It's much more figuring out how both sides can win. Sometimes it's combining investments in both the public sector, and the

private sector. But we are very, very aggressively throughout the City trying to identify opportunities and to get into them before it's too late. So you're going to see more and more of this from us.

COUNCIL MEMBER CHIN: I think it would also be good to really share that information, you know, with council members. And also work with us in terms of the development that's happening in our district. How to kind of realize those opportunities to make improvements.

LOIS TENDLER: That would be really helpful. You guys know before we do sometimes. I know that Public Advocate James has called us recently about a development in her old neighborhood, but we're happy to work with you on that, and talk to our recent listing. [sic]

COUNCIL MEMBER CHIN: Thank you. Next, I would like to call on Council Member Miller.

COUNCIL MEMBER MILLER: Thank you Madam Substitute Chair. [laughter] And thank you so much for coming out with your crew and for really coming out and providing critical information at this time. Could you explain to the--to the Council your funding resources for capital as well as operating expenses?

DOUGLAS JOHNSON: For--what do you mean, where did we get the money from?

COUNCIL MEMBER MILLER: Uh-huh.

DOUGLAS JOHNSON: Well, okay, roughly if you look at the MTA finances, roughly half of it comes from fare and tolls, right. The other half comes from a whole variety of different subsidy sources. Some of the ones I described from the City, various State taxes. We have, of course, the PMT, Payroll Mobility Tax; MTAA from the cab fares and the registrations and the car rentals; State and MN Toll Tax, which comes from sales taxes and corporate franchise taxes. We have Petroleum Business Taxes, we have the MRT Tax. We have state matches. You know it's a variety of--

COUNCIL MEMBER MILLER: [interposing]

Okay.

DOUGLAS JOHNSON: --cats and dogs in our FT1.

COUNCIL MEMBER MILLER: Does that include the dedicated MTA lock box?

DOUGLAS JOHNSON: Well, what you're--what you're talking about is the MN Toll, which is not a

lock box. It still has to be appropriated by the State. The State appropriates MM Toll.

COUNCIL MEMBER MILLER: Have--you received any of those funds, or has the MTA requested any of those funds?

DOUGLAS JOHNSON: Well, we got--the appropriate an amount based upon the balances that they see. They like to keep a balance--

COUNCIL MEMBER MILLER: [interposing] On MTA dedicated funds?

DOUGLAS JOHNSON: On MTA dedicated funds.

COUNCIL MEMBER MILLER: But you have to-- they--who has to appropriate them?

DOUGLAS JOHNSON: The State Legislature appropriates that.

COUNCIL MEMBER MILLER: Do these use those for anything other than MTA activities?

DOUGLAS JOHNSON: Well, they--in the past they have more often than not, we--it's for MTA purposes, but there have been--

COUNCIL MEMBER MILLER: So they acknowledged using them for anything other than MTA.

DOUGLAS JOHNSON: On--on several, a couple of occasions there have been times where--

where they had to--they had to go back to the legislature and get permission to reduce that. But in those cases they were doing sort of standard--

COUNCIL MEMBER MILLER: [interposing]  
They do now have to go back to the Legislature?

DOUGLAS JOHNSON: Yeah, because once it's appropriated--

COUNCIL MEMBER MILLER: Prior to--prior to once they didn't. They weren't using it. [sic]

DOUGLAS JOHNSON: Once it's appropriated, they can't touch it unless they go back to the Legislature.

COUNCIL MEMBER MILLER: Currently legislature? Currently?

DOUGLAS JOHNSON: Yes, that's correct.

COUNCIL MEMBER MILLER: But prior to that it was kind of just a question.

DOUGLAS JOHNSON: Well, no, if they did that, they had to, in fact, go back to the Legislature.

COUNCIL MEMBER MILLER: Okay, so, we've identified some of the sources. How much revenue do you anticipate from the sale of the Madison Avenue properties?

DOUGLAS JOHNSON: Well, I can--we're assuming a the Capital--in the two Capital Programs 2010 to '14 and '15 to '19, a net of \$360 million. That would be after expenses. I don't know what we're--

COUNCIL MEMBER MILLER: [interposing] And how soon do you anticipate to move those properties?

DOUGLAS JOHNSON: I'm sorry?

COUNCIL MEMBER MILLER: How soon do you anticipate moving those properties?

LOIS TENDLER: We're in the middle of an RFP process now, which also involves ultimately a URL [sic] process. So we haven't designated a developer yet.

COUNCIL MEMBER MILLER: Okay, great. Let me go a little local now. Jamaica Depot, the potential Jamaica Depot that's in the Capital Plan, where are we with that?

LOIS TENDLER: We have bought properties on Merrick Boulevard. We have funded in the '15 to '19 Plan. At the moment, we're still aiming towards construction start in 2017, and we are looking very diligently to find sites as close to that location as we can to use temporarily.

COUNCIL MEMBER MILLER: I would hope that you would use this office as resources. We are obviously very much familiar with the community and what locations might be available is sorely needed. On the--what is the cost of the--to the MTA on the BRT, the proposed BRT?

CRAIG STEWART: Cost?

COUNCIL MEMBER MILLER: Yeah.

AARON STERN: Well, we have an allocation of funding for it, but I don't know what the cost is for it.

LOIS TENDLER: [interposing] How much is the allocation?

COUNCIL MEMBER MILLER: [interposing] How much money have you allocated?

LOIS TENDLER: How much is in the budget for BRT?

CRAIG STEWART: In the Capital Budget we have \$25 million for BRT in the '15 to '19 Program

AARON STERN: So, we're in the budget. We currently have seven routes operating and two budgeted for addition in 2015, and two are budgeted for addition in 2016. So through 2015, the annual

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2 operating cost of these routes is \$13.4 million. It  
3 will go up each year as we add routes.

4 COUNCIL MEMBER MILLER: And how about  
5 construction? [bell]

6 LOIS TENDLER: The \$25 million that Craig  
7 spoke of, we--we actually believe that we'll have  
8 enough money to implement as many SBS routes as  
9 possible. They very work intensive, as you know.  
10 There's a lot of outreach.

11 COUNCIL MEMBER MILLER: Does that include  
12 Jamaica to Flushing?

13 LOIS TENDLER: The money that's there  
14 includes Jamaica to Flushing.

15 COUNCIL MEMBER MILLER: Have we had  
16 community outreach and/or have we--have sought out  
17 other uses for this funding? I understand that it's  
18 dedicated to that, but considering I think that our  
19 Council Member Crowley mentioned a subsidy on the  
20 Long Island Railroad, and Express Bus Service. That  
21 would better service Southeast Queens, which would be  
22 impacted because we're spending dollars that would--  
23 could be better served. But they wouldn't really  
24 benefit from.

25



LOIS TENDLER: The only thing that I would note is that the SBS routes we're talking about are sort of an overlay on existing routes. So it's not all new money. It's money that we're spending anyway, because whether it's SBS or not--we're running a few 44, [sic] for instance. We are looking at all our communities, including Southeast Jamaica to see what we can do.

COUNCIL MEMBER MILLER: [interposing]  
Yeah, right. It seems like--

LOIS TENDLER: --to improve service there.

DOUGLAS JOHNSON: --you're putting a square peg in a round hole and you kind of--

LOIS TENDLER: [interposing] Well, not everything is SBS.

COUNCIL MEMBER MILLER: We had so many needs--

LOIS TENDLER: [interposing] There are other ones.

COUNCIL MEMBER MILLER: --and we want to prioritize on these. But we thank you so much for your input. Thank you. Thank you, Mr. Chair.

2 CHAIRPERSON RODRIGUEZ: Thank you.  
3 Council Member Weprin.

4 COUNCIL MEMBER WEPRIN: Thank you, Mr.  
5 Chair. So I was going to ask last year-- Well, let  
6 me ask. According to reports there's a \$15 billion  
7 budget gap in the Five-Year Capital Plan. Is that an  
8 accurate number that people talk about--

9 DOUGLAS JOHNSON: [interposing] Yes it  
10 is.

11 COUNCIL MEMBER WEPRIN: --in the revenue  
12 at times?

13 DOUGLAS JOHNSON: Yes. All right.

14 COUNCIL MEMBER WEPRIN: Last year I asked  
15 this question. I brought the topic up and I didn't  
16 really pursue it, but I mentioned the Sam Schwartz  
17 Move New York Fair Tolling Plan. And you guys,  
18 whoever was here at the time, I remember sort of  
19 saying, yeah, we're familiar with it. We're looking  
20 at it, but I didn't pursue and I didn't ask the other  
21 position on it. But this year, things are staring to  
22 be talked about this way, and I'd like to get a more  
23 direct answer. The tolling plan claims that we'll  
24 fill the gap, the \$15 billion budget gap now and in  
25 the future. Is this a plan that you could support?

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2 CRAIG STEWART: Well, once again, I think  
3 we said last time that we were aware of it. We are  
4 now evaluating it.

5 COUNCIL MEMBER WEPRIN: We are now  
6 evaluating?

7 CRAIG STEWART: Yes.

8 COUNCIL MEMBER WEPRIN: Okay, how long  
9 does that evaluation take?

10 CRAIG STEWART: I don't have a time frame,  
11 but we'll have to work with DOT to look at the  
12 condition of bridges that--that are under their  
13 jurisdiction, and look at our own revenue loss. So  
14 there's a lot of things to look at because some of  
15 the bridges that we now get revenue from--

16 COUNCIL MEMBER WEPRIN: [interposing]  
17 Right.

18 CRAIG STEWART: --the revenue would be  
19 reduced in that plan. So we--we are evaluating it.  
20 We are open to other funding sources also considering  
21 the size of the gap, and we think that there's a  
22 number of funding strategies that need to be  
23 extended. [sic]

24 COUNCIL MEMBER WEPRIN: I would assume  
25 that the funding aspect you guys are welcome. You

know, if it indeed raises revenue, you guys are always looking for new revenue. Let's face it, we're going to have to come up with some way to fill this gap. It's our hope we can raise taxes. We charge new, you know, increased Mortgage Recording Tax, and all these other things we can do. But we have to fill this, and I have become a big proponent of this plan even though I initially had opposed it when it was first--a similar version was proposed years ago. But it didn't offer benefits to outer boroughs. So I'm going to ask you something now because the people who are proposing this, nice people and smart people and all that, they have no ability to do any of the stuff they're talking about themselves. We need MTA on board to support the plan. But I also need MTA to say what the Move New York people have been saying to me. And one of the reasons I'm supportive is that not only will we fill this budget gap. But we will be able to have enough money to provide capital funding and other funding for outer borough projects. Whether it's SBS service, whether it's improved subway stations. There's a whole bunch of other bells and whistles that are included in this plan. But they have sold me this bill of goods. Now, they

can't deliver on that bill of goods, and I want to know whether the MTA believes if they decided to endorse such a plan, whether you could deliver on that bill of goods?

LOIS TENDLER: Well, I think Councilman, as Craig just said, I think the first step for us is going to be dissecting the assumptions in the plan. The revenue projections and judging them against how effective will we do business currently and our tolls. And first off, identify how the debt part would be for us.

COUNCIL MEMBER WEPRIN: Right.

LOIS TENDLER: And then, in light of whatever that number is for giving out what advices. [sic]

COUNCIL MEMBER WEPRIN: There are a lot of issues that need to be worked out no doubt. I mean there are bondholders I know that money that allocated from bridges are going to lower the cost on other bridges. There are a lot of issues that come up. The one part of it, though, is this idea that they're saying to us that they're going to be able to lower--potentially lower the fares on the Long Island Railroad to having improvements on the--you know,

give a benefit that includes City Ride or other benefits. I just want don't--I want to know that MTA is at least open to these ideas because a lot of them are things that you have in the past eliminated for cost reasons or bus routes that have been eliminated. They're selling a lot of stuff out there, if true, would make me really happy and supportive of the plan as I have been. But if the MTA was to pour cold water all over this and say, Mark, that's ridiculous that part of it--

LOIS TENDLER: [interposing] I agree.

COUNCIL MEMBER WEPRIN: --then I would have a problem.

LOIS TENDLER: Well, I think the first part of that analysis Councilman, is figuring out what the monies actually are.

COUNCIL MEMBER WEPRIN: So if the money is there, though, it's an idea you would be open in your knowledge, though.

LOIS TENDLER: We would be open to anything that will help us address-

CRAIG STEWART: [interposing] Fill the gap.

LOIS TENDLER: --this \$15.2 million gap in our Capital Plan.

COUNCIL MEMBER WEPRIN: Right but there's going to be and some. You know, we're going to fill that gap and some. That 'and some' has a lot to do with me being able to--to survive our next election basically because I'm getting a lot of--You know, you get a lot of negative people who say what's in it for us? And the reason I apposed it last time was I felt like my people were paying, and we're funding the Second Avenue Subway, which is nice. But that's what it was about as opposed to funding projects out in Queens. Lowering tolls is a big part, and other aspects as well.

LOIS TENDLER: I suspect we're going to [bell] be spending a fair amount of time looking at the plan.

COUNCIL MEMBER WEPRIN: Right. Okay, good. I look forward to continuing this conversation. It's an issue we're trying to rev up a little bit, and have more conversations about. So, hopefully the dissecting and the discussing will now get a little more heated as we move forward. Because I think some time in the near future we need to go

this way to help have this recurring funding stream.  
Thank you.

COUNCIL MEMBER JOHNSON: Thank you, Chair Rodriguez. Thank you all for being here today. I have a bunch of questions. So I'm going to try to rifle through them quickly. The 7-Train over at Hudson Yards. When is it finally going to open? It's like the never ending story of--

CRAIG STEWART: We're continuing to work towards the second quarter of this year.

COUNCIL MEMBER JOHNSON: What's the hold up?

CRAIG STEWART: We're testing and commissioning, as we speak, and we are working towards opening the second quarter of this year.

COUNCIL MEMBER JOHNSON: Right. There is nothing more specific than that? This has been going on for far too long.

LOIS TENDLER: Well, we're--

COUNCIL MEMBER JOHNSON: [interposing]  
Mayor Bloomberg wrote his last day in office saying he was going to open up six months later. We're now, you know, 14 months after that.



LOIS TENDLER: We are very close. There have been issues with the project. Right now, we're in the process of testing all the communication systems, which are pretty sophisticated. It's fire safety. It's all the commissioning of the new station. And that's what we're rolling out now.

COUNCIL MEMBER JOHNSON: So the second quarter is June?

LOIS TENDLER: Yeah.

CRAIG STEWART: Yes, we will--

COUNCIL MEMBER JOHNSON: [interposing]  
How confident do you feel about that.

CRAIG STEWART: I'm not running the construction. The President of MTA Capital will be giving a report on it at the--this month's CPOC [sic] meeting. I think you can get a confidence level at that point.

COUNCIL MEMBER JOHNSON: Can someone share with me that report?

LOIS TENDLER: Yes.

COUNCIL MEMBER JOHNSON: Lois, you'll get that to me?

LOIS TENDLER: I will.

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2 COUNCIL MEMBER JOHNSON: Okay. There has  
3 been an A&C Train working group asking for Full Line  
4 Reviews. A&C Train services has been getting worse.  
5 When are we getting new A&C cars for those lines?

6 LOIS TENDLER: Oh, I was going to tell  
7 you when we were going to get the Full Line Review  
8 done.

9 COUNCIL MEMBER JOHNSON: You can answer  
10 that, too. When are we going get the Full Line  
11 Review done?

12 LOIS TENDLER: The Full Line Review will  
13 be done this year, and we're trying to get it done as  
14 quickly as we can. The new cars I don't know the  
15 answer to that. Do you know?

16 CRAIG STEWART: [off mic] Somewhere in  
17 '21 or '22.

18 LOIS TENDLER: '21 and '22.

19 COUNCIL MEMBER JOHNSON: '21 and '22?

20 LOIS TENDLER: Right, the--the next--the  
21 plan includes purchases, correct?

22 CRAIG STEWART: [on mic] Yes, yes.

23 LOIS TENDLER: It takes a long time to  
24 get a subway done.

25

COUNCIL MEMBER JOHNSON: Okay, there have also been issues with public address systems in the existing trains in some of the stations on the A&C lines. Is that part of the Full Line Review?

LOIS TENDLER: It is, it is. We're looking at all of them, and where they need a lot of work, we're trying to come up with interim fixes to at least get PA systems up and running in all those stations.

COUNCIL MEMBER JOHNSON: So you think that the Full Line Review will be done before the end of 2015?

LOIS TENDLER: It will be done by then.

COUNCIL MEMBER JOHNSON: It will be done. In what quarter?

LOIS TENDLER: I'm not going to tell you that. [laughter]

COUNCIL MEMBER JOHNSON: Well, there are lots of riders who are counting on some fixes throughout many boroughs. And so, the sooner you can get that, the better. Great. There are still a tremendous number of stations-- It's an embarrassment the number of stations that are not ADA accessible. If you are someone who is in a wheelchair or is

disabled, it is nearly impossible to navigate and traverse our subway system. I would love to hear what the plans are in upgrading certain subway stations. Where are we?

DOUGLAS JOHNSON: Yeah, go ahead.

LOIS TENDLER: There are--there are currently 80-- New York City Transit has been working off a 100 key station plan. Our commitment was to make 100 stations ADA accessible by 2020. We will meet that commitment. We have 85 stations today, which are ADA key stations that are accessible. There are another two stations that are in construction.

COUNCIL MEMBER JOHNSON: Which ones?

LOIS TENDLER: The two in construction are 23rd Street on the 6-Line and Lefferts Boulevard on the A-Line. There are another six stations that are currently in design with construction to follow. That's Time Square Shuttle Station, 68th Street on the 6-Train; 57th Street on the M-Q-R; Chambers Street on the J-M-Z; Gunhill Road on the 5; and Bedford Park Boulevard on the B&D. There are seven stations that are in the next plan, the 2015 to 2019 Plan that round our 100 stations will be ADA key

stations. That being said, we realize once in 2020 we have these 100 stations we just can't stop. So we are--we are doing some elevators in stations that are key stations.

COUNCIL MEMBER JOHNSON: It's good to hear this, but ultimately our public transport system is--it's embarrassing that there are--it's a huge subset of New Yorkers that actually can't use certain stations. And I would implore you to work with the Mayor's Office for People with Disabilities to look at some of the stations that have been the most problematic. And to work with Commissioner Victor Calise doing that.

LOIS TENDLER: We work closely with the Commissioner. What I was saying was our next step is to work out with the FTA, which administers the ADA law where the program goes. But we are--we know we want to do more. We believe we should do more, and we are going to do more.

COUNCIL MEMBER JOHNSON: Great. I'm out of time so just very quickly, 14th Street and 7th Avenue the station is a disaster. West 4th Street a disaster. They are embarrassing stations. They need upgrades. The total between 14th and 7th and 14th an

8th, which has been closed for years, I would love to hear if whether or not it could ever be reopened. And then lastly, I would love to get a schedule on additional countdown clocks? When are we going to get an expansion of countdown clocks in subway stations? I think they're very popular. They're great. Expansion of Wi-Fi in the stations that Wi-Fi is going to come on next. Then, lastly, last year I asked you all about when there--you guys were going to disable emergency--the exit doors. Yay.

LOIS TENDLER: Done.

COUNCIL MEMBER JOHNSON: You did it.

[laughter] You didn't say you were going to do it last year, though. Lois, it was like a big mystery--

LOIS TENDLER: [interposing] One of us should have told him. [sic]

COUNCIL MEMBER JOHNSON: --and then now it's done.

LOIS TENDLER: It's one.

COUNCIL MEMBER JOHNSON: And there were no problems, right? No?

LOIS TENDLER: It's fine.

COUNCIL MEMBER JOHNSON: Good. Well, I think it's a big upgrade. Noise pollution is

something we need less of in New York City, and getting rid of those annoying useless alarms is good progress. So, if you could please get me the 7-Train Presentation, Full Review on the A&C Lines, and the next list of countdown clocks, and the Wi-Fi that would be great.

LOIS TENDLER: I'll send it as soon as I'm at the office.

CRAIG STEWART: Countdown clocks are a proposal, and I believe we have three to five-year plan rolling them out in the '15 to '19 Plan.

LOIS TENDLER: That's on the B Division.

COUNCIL MEMBER JOHNSON: Yes, but I would have to know the schedule of the stations and the rollout.

LOIS TENDLER: I'm not--we'll give it to you with as much--as much granularity as possible.

COUNCIL MEMBER JOHNSON: Thank you very much. Thank you all for being here.

CHAIRPERSON RODRIGUEZ: Thank you. I just have three questions. Three of those are local related to my district. One is Nx12, which is the express bus that go--starts coming down through Riverdale and it stops at 207th and Broadway, but

they don't take the highway. I would like to see that bus making an additional one stop at Diamond and Nagle before it takes the FDR.

LOIS TENDLER: I think you're going to be getting a letter that will make you very happy.

CHAIRPERSON RODRIGUEZ: Okay. Thanks. Thank you. 168th, 181st the One Train. First of all, thank you. I know that you are working with the hospital making major renovations on 168th. But I just hope that in this plan we also can include--and we will be there advocating for all the resources that is needed. I believe that, you know, that you run an important agency for everyone. And we need to work together to raise the revenue--the money that you need to balance the deficit. But 168th and 181st the One Train does not allow people with disabilities in a wheelchair to go down to the platform. It can be challenges, but I believe that having the hospital there, having like a big amount of people who are using like a wheelchair, I would like to see how you can look at it.

As I already mentioned in the last hearing a couple of months ago that I would like to see some action. If by any chance, you see that the



obstacles are too much that doesn't allow to say this is impossible, I would like to see that decision based after we do the study. But not having--not allow people in wheelchairs to have the opportunity to take the One Train on 168th where we have one of the major hospitals there-- And also, on 181st where we have like seven buses that cross from Manhattan to the Bronx. I would like to see some movement, some study so that we could look at the possibility to include those two particular projects in this 2015 to 2019 Capital Project.

CRAIG STEWART: We'll take a look at it the feasibility study.

CHAIRPERSON RODRIGUEZ: The 13 is the rail yard 207.

CRAIG STEWART: I know.

CHAIRPERSON RODRIGUEZ: As you know, we're looking to see how we develop not only that 38 acres, but also probably close to 100 acres in Sherman Creek to use for economic development and affordable housing. So I know the good intention from the MTA can be a win-win situation. But I just hope that as the EDC will move to the study--

LOIS TENDLER: [interposing] We have a meeting next week. We have a meeting in a couple of weeks up at the yard with EDC and City Planning so they're moving on the study, and we will participate with them.

CHAIRPERSON RODRIGUEZ: That's great. Plan Move New York do you support it, yes or no?

CRAIG STEWART: [laughs] We're evaluating it.

CHAIRPERSON RODRIGUEZ: Does it sound like it's good, yes or--? I mean do you think that that plan will allow to raise \$1 billion for the MTA? Is that a plan that--

CRAIG STEWART: [interposing] That--

CHAIRPERSON RODRIGUEZ: --you would really consider as something is an additional source of bringing resources to the MTA?

CRAIG STEWART: We support any additional resources that we can get. We will be looking at whether we think, whether we agree with some of the assumptions, and whether we agree with the revenue generation from the plan.

CHAIRPERSON RODRIGUEZ: I just hope that as conversation moves on in that plan, and again, I'm

not putting you on the spot saying whether you support it. I got what you said that you are open to any source of getting the revenue, but removing that plan. And we put a toll on the downtown bridges. I just hope that it's going to be like a real great investment of some of those resources in the local communities. I know that the plan as it is we had a projection that \$1 million would be used for the MTA, additional resources to repair the bridges and tunnels. But I know this is something for this community, and I know that this is something for all of my colleagues. We would like to see a formula included where there is going to be real reinvestment in the local communities on transportation as we move on if we don't agree with that plan. The last one is about how much--how is the MTA doing raising revenue using space for concessions and advertising?

CRAIG STEWART: [off mic] I mean this is something-- [sic]

LOIS TENDLER: [interposing] I thought you were going to ask a different question.  
[laughter]

DOUGLAS JOHNSON: Very well. There has been consistent growth in that.

CHAIRPERSON RODRIGUEZ: Can you give me a number?

DOUGLAS JOHNSON: We do. We have--I can get you that number. We have a fully--within our budget we have a full layout of all the different advertising revenues and it's a--it's a source of significant growth. It's something that we've focused on, and it's something we're trying maximize. So what I'll do is I'll just get you a full--a full copy of that--of the sources on the projected revenues for those revenues.

CHAIRPERSON RODRIGUEZ: Is that like one of the--can you say that that's one of the areas where the MTA can expand the revenue that we can raise by--

DOUGLAS JOHNSON: [interposing] Yeah, definitely. It's definitely an area. You know, it's outside of the traditional transportation component of what we do. However, we're--it's an area where we've completely refocused and we have professional managers trying to absolutely maximize, you know, our assets so that we can maximize those revenues.

CRAIG STEWART: I think it's very different from what it used to be because we're now

looking to go much more digital, and I think there's a new request for proposal that will be going out soon, if it hasn't gone out already.

AARON STERN: However, the--the annual amount of advertising revenue is approximately \$100 million. That's the ballpark number. We'll get you an exact breakdown later. So even with a significant increase, which we could work on, we just have to moderate the expectation about what could be gotten in additional revenue in this category.

CHAIRPERSON RODRIGUEZ: Okay. Thank you, and again, we are here to support you. We just want to be creative so that we don't have to only rely on the public dollars to get that \$15 billion that we needs. But, sorry, I go so in-- I got two questions through the social media, people who ask me to ask the questions to you. One question is Seattle and San Francisco are subsidizing fare for low-income riders. Are you exploring anything similar?

DOUGLAS JOHNSON: Oh, I--hate to--

CHAIRPERSON RODRIGUEZ: [interposing] Are you exploring? Is the MTA open to--

DOUGLAS JOHNSON: Not that I'm aware of. It's--it's something that as Budget Director I haven't been privy to any conversations like that.

CHAIRPERSON RODRIGUEZ: Okay. I just would like to see if you could at least open a discussion or open this up to explore the possibility on how we can subsidize fare for community college students in New York City.

DOUGLAS JOHNSON: Yes. Well, the only thing I can say and we're consistent on anything that is going to-- Unfortunately, as you know, we have a massive underfunding of our Capital Program. Any loss of revenue just would worsen the situation that much.

CHAIRPERSON RODRIGUEZ: How much exactly would like the--will the MTA like the City to contribute?

[laughter]

AARON STERN: Whatever you can give.

[laughter]

DOUGLAS JOHNSON: The maximum.

CHAIRPERSON RODRIGUEZ: How much is Long Island contributing?

CRAIG STEWART: This plan assumes that if the City will contribute \$125 million a year, we would love it if they could contribute more, but that's what we assume they will.

CHAIRPERSON RODRIGUEZ: How much is Long Island, Connecticut, Yonkers, Westchester contributing?

DOUGLAS JOHNSON: Well, Connecticut funds a portion of Metro North operating deficit, and they fund capital programs that are completed within the State of Connecticut. They fund a portion of capital programs that benefit the entire Metro North. So they are not technically a part of the 12-county region. The other, if you talk about other regions, really there will be subsets of New York State. So there would be-- You know, their portion really they're a part of New York State funding.

CHAIRPERSON RODRIGUEZ: What about Long Island?

DOUGLAS JOHNSON: Long Island, again that's part of a portion of New York State as well.

CHAIRPERSON RODRIGUEZ: Okay. How much does the New York City Transit--what percentage of

the New York City Transit budget is covered by  
passenger revenue?

DOUGLAS JOHNSON: [off mic] I think Long  
Island Transit. [sic]

AARON STERN: So 59% of the operating  
budget and it's about 51% if you also include the  
debt service expenditure.

CHAIRPERSON RODRIGUEZ: 59? And what  
percent of this budget is covered by the State and  
the City subsidized?

DOUGLAS JOHNSON: [off mic] The rest.

AARON STERN: The remainder.

[background comments]

AARON STERN: So it's 49% if you count  
the debt service, and 41% if you don't.

CHAIRPERSON RODRIGUEZ: Thank you.

DOUGLAS JOHNSON: Are we good. Okay.

[background comments/noise, pause]

CHAIRPERSON RODRIGUEZ: Thank you,  
Commissioner. Sorry that we are running late. We  
will now hear from the Taxi and Limousine  
Commissioner Meera Joshi. The Commission will  
discuss the budget, which is projected to be \$68  
million for Fiscal 2016. The Commission will update



the Committee for efforts to implement the sale of additional taxicab medallions, initial inter-borough streets hail licenses approved by the State. Recent reports have indicated different--some information on that, and we will hear from the Commissioner. The Committee is--give me one second.

[pause]

CHAIRPERSON RODRIGUEZ: We also look forward to hearing about the various new departments and staff resources that will be dedicated to better regulating and enforcing rules and regulations concerning the major up-based [sic] models in our city. This Committee has dedicated more time to exploring how our city can better regulate this emerging industry. And, I am encouraged that TLC is dedicating then necessary resources to ensure compliance. I want to be clear I fully support innovation taking place in the industry--in the taxi industry. As the riding public now has more options, and easier way of getting a cab. But, we must ensure all players in the industry are following the same rules. The Committee is also keenly interested in hearing about increased enforcement of illegal street hail and service--and service refusals. I now ask

our committee counsel to administer the affirmation to the representatives of TLC who are here, and then invite them to deliver their testimony.

COUNSEL TAYLOR: Would you please raise your right hands? Do you affirm to tell the truth, the whole truth, and nothing but the truth in your testimony before the committee today, and to respond honestly to council member questions?

COMMISSIONER MEERA JOSHI: Yes, I do.

All right. Good morning Chair Rodriguez, and I want to introduce my colleague Midori Valdivia who is Assistant Commissioner of Operations and Finance who will be helping with our budget testimony today.

I'm Meera Joshi, Commissioner and Chair of the New York City Taxi and Limousine Commission. Thank you for the opportunity today to speak regarding TLC's Fiscal 2016 Preliminary Budget, our accomplishments in the past year and the work ahead. Today, the number of vehicles and drivers the TLC regulates are historically high. We currently license over 76,000 vehicles compared to 69,000 vehicles in 2012, and approximately 135,000 drivers compared to 108,000 in 2012. This increase is especially evident in the black car sector, which grew from approximately 7,700

vehicle in 2012 to our current volume, 23,700 vehicles, an increase of over 200%. As our licensed fleet grows, so does our responsibility to ensure taxi and for-hire vehicle industries remain safe, accountable, and accessible. And during the past year, we've accomplished much to these ends. My first Commission meeting as Chair in April 2014 was also a major milestone for the City's disability community. At that meeting, the Commission approved a landmark rules package that will make New York City's yellow taxi fleet the most accessible in the nation, and save London, the most accessible taxi fleet in the world.

Starting January 2016, the yellow taxi fleet will begin converting to wheelchair-accessible vehicles, and by 2020, 50% will be wheelchair-accessible. By June 2014, we committed to transforming the green taxi fleet as well, and we'll ensure that by 2024, at least 33% and up to 50% of the Green Taxi fleet will be wheelchair-accessible. The cost of conversion for vehicle owners and drivers will be defrayed in part by a 30 center per ride Taxi Improvement Surcharge on all yellow and green taxi efforts. These efforts will be complemented by

expanding our accessible dispatch program citywide, and migrating Access-A-Ride trips to accessible green and yellow taxis. Our challenge going forward will be arriving at the best possible solution for providing accessible service in the livery and black car sectors where today almost 90% of bases are not providing such service. Safety continues to be paramount on the Commission's agenda. Last year with more--with the support of Council, we implemented rules that give the TLC tools necessary to more effectively and most importantly and more quickly suspend and revoke the licenses of unsafe drivers. Additionally, drivers who run red lights are now subject to TLC penalties, and TLC Safety Squad issued 268 summonses to TLC license drivers who were caught speeding. Remember, the overwhelming majority of our licensees are safe drivers. Eighty-three percent of them get three or fewer traffic related points in a year. So not surprisingly, last September, TLC was able to recognize 295 drivers for having impeccable driving records for five years in a row.

Additionally, during the past year we finally attained parity in reporting requirements between taxi and for-hire vehicle sectors. And I

actually have to say we didn't attain parity. We've improved parity there. And now require FHV bases to submit electronic trip records. By collecting FHV trip records, the TLC will be able to more efficiently perform core functions that have been possible in yellow and green taxis. Including investigating consumer complaints, enforcing safety violations, tracking down lost property, but most of all, making informed policy decisions. Through the creation of a comprehensive FHV trip record database, this year will mark the first time in history the City and lawmakers will have access to the information about the extent that the livery and black car sectors service our city.

And because technology is growing, a part of how our for-hire transportation operates: We improve permanent rules to license e-hailing apps. Apps that allow passengers to hail a green or yellow taxi through their Smart Phone. We're almost in the midst--we're also in the midst of drafting companion rules to licensed apps used to dispatcher livery, black cars and limousines. Although some of these apps have operated in New York City since at least 2009, we cannot currently enforce against the base

using-- And we can currently enforce against the base using an app. Enforcement against the app itself is illusory without a licensing structure. So we look forward to the Transportation Committee's input as we move forward with the companion FHV App Licensing Package.

Although there is much media attention on the many new ways to get a black car and how fast this can happen, there is a segment of the transportation industry that is often overlooked, but is truly a transportation lifeline for many New York City residents. And that's the commuter van network. The TLC is committed to elevating the use and growth of licensed commuter vans. Today, over 75% of our licensed commuter vans are authorized to add TLC branding similar to the T on green and yellow taxis. Informing customers that the vehicle is licensed and properly ensured as well as providing a sense of pride for drivers and operators.

NYPD has also been a key partner in increasing our enforcement efforts against illegal commuter vans. And together we pulled 112 illegal vans off the road in the last eight months, but they do come back. So we look forward to working with

Council on ways to increase the penalties for the illegal operation of commuter vans. TLC continues to enforce vigorously against unsafe illegal operators especially in hotbeds like the airports. In the last eight months TLC inspectors have seized almost 3,000 illegal vehicles, 1,200 at JFK alone, and issued over 6,000 summonses for illegal pickup or drop-off. Four months ago, in conjunction with the Port Authority police, we began undercover operations at arrival terminals where hustlers congregate resulting in dozens of arrests. I expect this partnership to continue and grow.

TLC also continues to enforce against FHV licensees who illegally accept street hails, and in the last eight months we've issued over 7,400 summonses for illegal street hails, up 6% from last year. TLC is also monitoring illegal street hails primarily in Manhattan where we've issued 2,000 summonses since July. From July 2014 through January 2015, our Licensing Unit has processed over 52,000 driver applications, and 34,000 vehicle applications, a marked increase from the same period last year when we processed 46,000 driver applications or 12% less than today. And 27,000 vehicles, 21 less--

percent less than today. The difference is even starker when you compare it to Fiscal Year 2013 when we processed 40,000 driver applications, 23% less than today, and 22,000 vehicle applications, 34% less than today. The ever-increasing volume has strained our ability to lessen wait times, a high priority for the agency.

In Fiscal Year 2013, the average wait time to get a medallion driver's license was 50 days, and the average wait time to get an FHV driver's license was 20. By June 2014, three months after I started, it took an average of 90 days to process both types of licenses. Despite these heavy and continued volumes, we have introduced efficiency in initiatives that are already working, and last month we decreased that all-time high of 90 days to 62 days for a taxi driver's license, and 35 days for an FHV driver's license. I expect these indicators to improve as we continue to integrate more efficiencies. In the last months we've added barcodes to applications, and created a new application database that allow us to track applications, and identify and resolve bottlenecks.



To expedite the licensing process, we're finalizing a program that will send text message notifications to applicants to alert them of missing documents, and other things that hold up the application process. We continue to make enhancements to our online transaction system by adding features that spare licensees a trip to our office, and we're also in the midst of a plain language project to rewrite all pulling facing licensing documents to ensure that they are easy to understand. And by the end of 2015, our licensing unit will be moving to a new, larger and more improved space in Long Island City that will accommodate our growing staff, and better serve the growing universe of TLC licensees.

It's important to keep in mind that when I joined the TLC as General Counsel in 2011, there were no green taxis. And although some people used Smart Phones to get cars, apps were the exception, not the norm. Four years later, green taxis complete approximately 50,000 hail trips a day, while the black car sector, which has grown by 200%, is now primarily dispatched by Smart Phone apps. Additionally, the MTA ridership is at a historic

high. And as temperatures warm, Citi Bike again becomes a quick and easy transportation alternative throughout parts of Manhattan and Brooklyn. Also, last summer, the City got the Authority to sell 1,600 additional accessible medallions, the largest planned influx of medallions to the market since the passage of the Haas Act in 1937. Given these changes occurring across TLC licensed industries and the city's transportation network, not surprisingly there's been a dip in yellow taxi trip volumes, about 6% and roughly 3% decrease in yellow taxi fares while few medallion transactions that have occurred the last year have been priced--at prices that are lower than those seen in early 2013 and late 2013 at a time when the above factors had not yet come into play. TLC is currently monitoring and evaluating medallion market trends, but what is clear that even during this time of increased usage of FHV dispatch apps, the hand hail is the overwhelming method of choice for passengers. With hundreds of thousands of passengers hailing yellow taxis every day. While at the same time, the volume of passengers hailing green taxis continues to grow at a rapid pace.

The Preliminary Budget for Fiscal 2016 of \$68 million supports all of our daily operations and new initiatives in a fiscally responsible manner. Of that, \$38.5 million is dedicated to personal services, and \$29.5 million is for other than personal services. Major line items in the Expense Budget include \$18 million in grant issuance for street hail livery permit holders who bring wheelchair-accessible taxis into service. The grant program supports our accessibility goals by helping to defray the cost of wheelchair-accessible vehicles. As of February 25th, we've awarded 770 grants totaling \$11.5 million with 47 more in the final approval process.

New initiatives funded in this budget included dedicated field enforcement operation at La Guardia Airport; rollout of a citywide accessible dispatch system; compliance monitoring of trip records submission; and staffing to support enforcement of new technologies and accessibility standards. In addition, the Fiscal 2016 budget has another \$1.1 million in funding for licensing improvements, and additional staff. These new

initiatives account for the increase in the agency's headcount from 633 to 700 in the Preliminary Budget.

We also continue to evaluate the TLC Revenue Budget and Forecast. For Fiscal 2015 we have a plan that assumed a medallion sale by the end of this fiscal year. That's our current plan, and we continue to study the changes in the market. We also a budgeted \$312 million in revenues for the sale of over--of 345 wheelchair-accessible medallions in fiscal year 2016. We are always evaluating each budget line item, and we recognize it's a small but valuable element to the City's budget. We continue to work with the Office of Management and Budget to ensure a precise revenue forecast. It's been a busy year with increased access for people with disabilities; implemented new programs to improve safety for the riding public; and have expanded accountability measures.

In the coming year, I look forward to working Council to address a changing transportation environment, and to ensure that our regulated industries remain safe, accountable and accessible. This concludes the TLC Preliminary Budget Testimony for Fiscal Year 2016. I thank you for the

opportunity to testify today. At this time, I'd be happy to answer any questions you may have.

CHAIRPERSON RODRIGUEZ: Meera Joshi, you've been like a great partner for us, and I know that as we've been able to do great things, we will continue doing a lot of things together. My first question is about the Preliminary Budget includes \$144,000 in Fiscal 2015, and \$275,000 in Fiscal 2016, and our year for six positions for the Vision Zero Red Light Camera Enforcement Initiative. Can you explain how this initiative will be carried out?

COMMISSIONER MEERA JOSHI: Sure the \$144,000 was for a partial fiscal year, and the \$279,000 is for full fiscal year funding. And those funds go for staffing as well as OTPS. But I think it's important for me to kind of describe some of the mechanics behind red light summonsing. As part of Vision Zero initiatives in year one, we began identifying drivers that were driving vehicles that were caught in red light cameras. And issuing summonses to those drivers by tracking them down through the TLC databases. [coughs] We initially issued 30 summonses, and those 30 went to hearing. Since that time, we have decided to issue warnings,

and that's what we did for the remainder of calendar year 2014. We're now going to do gradual enforcement, which is moving to stipulations. And that would give the opportunity for a person who is caught in the red light camera to agree to a settlement.

It will not incur points on their license. But some of the mechanics that are behind the funding are a little complicated. So they're worth discussion. To get the red light data we have to get the data from DOT, and that has a cost. That has a few thousand dollars a month to get all of the data to cover yellow medallion, street hail livery, and livery and black car. All of our TLC licensees. Once we get that data, there's a significant amount of cleaning that needs to happen for us to sort of understand exactly what the data is. Then, we have to match the data against our available databases. On the yellow and green side it's a little easier because we have TPAP and LPAP. So we can take the vehicle's license plate, and determine through TPAP and LPAP who was driving the vehicle at a given time.

Before a trip record submission is fully underway, while we're still in sort of--and

especially in 2014, to identify drivers on the livery and black car side takes contacting the base. And asking the base to look at their trip records, and then send us an affidavit telling us who was driving on a certain date and time. So that's obviously, a labor-intensive and time-consuming process. And once that's all done, what we did for most of 2014 was issue warnings. Because this isn't about penalizing drivers. This is about changing behavior [coughs] and having drivers understand the full consequences of running a red light. So we issued up to about 3,000 warnings in 2014. And, our hope is that through the warning process and through gradual enforcement, we're able to bring those numbers down. Because ultimately, this should not be something that is the source of a large amount of summoning.

CHAIRPERSON RODRIGUEZ: Thank you. Also, in Fiscal 2015 Preliminary Mayor's Management Report for TLC the average time calendar days from a consumer request for hearing to the hearing, closed days remains above the Commission's target, 55 days?

COMMISSIONER MEERA JOSHI: Yes. We're not at around 58 days, and our target is 55.

CHAIRPERSON RODRIGUEZ: Exactly. So is the Commission concerned that the longer time period could discourage consumers from coming forward with a complaint?

COMMISSIONER MEERA JOSHI: It's a concern. Obviously, if we're above our target, we have concern. Let me give you a little bit of background. About 60% of our consumer complaints opt to settle. So the settlement takes them out of the hearing process. And then we're--they are not included in this day cap because they settle very quickly.

CHAIRPERSON RODRIGUEZ: What percent did you say:

COMMISSIONER MEERA JOSHI: Sixty-percent.

CHAIRPERSON RODRIGUEZ: Okay.

COMMISSIONER MEERA JOSHI: So 40% don't settle, and those that don't settle, we have to give the respondent ample time to an notice to prepare, which is 30 days. So we're--there's a built-in 30 days that we can't actually ever reduce. And then once they do, we have to schedule a hearing date. Where we do have some room, where we can reduce the time is the amount of time it's taking now to



schedule a hearing, which is about two weeks. And we are actively going to work with OATH to see if we can reduce that time period. But obviously, we want to do everything to make the process as consumer friendly because the feedback from consumers is what drives a lot of our improvements.

CHAIRPERSON RODRIGUEZ: Thank you. Can you please update the Committee on the progress of the lower tax implementation? Are the licenses already issued? How many are now in revenue service? What is the status of issuing the second tranche of 6,000 SHL permits. And has the amount for the permit been sufficient or lacking?

COMMISSIONER MEERA JOSHI: So from the first tranche, all 6,000 were sold, and of the non-accessible 4,756 are on the road. And of the accessible, 930 are on the road. [coughs] And of that--of that group, almost 753 of the accessibles have reached--have received grants to help them get on the road. Of the second tranche, 1,382 non-accessibles have been sold; 493 accessibles have been sold; 720 of the non-accessibles are on the road; and 85 of the accessibles are on the road. And I think

that reflects the increased time and effort it takes to get an accessible car on the road.

CHAIRPERSON RODRIGUEZ: What is the percentage that you say-- What is the percentage of funding assistance has the Commission approved?

COMMISSIONER MEERA JOSHI: We have-- To date, we have funded 753 grants. That's \$11.5 million. We have 47 grants in the pipeline that we expect to approve as they move through the pipeline. So that means that if these are--I'm pretty sure most of them are all from the first wave. So that means about 800 people in the first wave that bought an accessible are getting some grant monies to help the up-fit and continue to run that accessible vehicle.

CHAIRPERSON RODRIGUEZ: What challenges have you faced with regard to increasing the accessibility of the borough taxis?

COMMISSIONER MEERA JOSHI: The biggest challenge, and it's not on just the green taxi side, it's on the yellow taxi side as well is finding drivers for accessible vehicles. It's not a mystery or a secrete that accessible vehicles tend to be a little clunkier. The MB200 is much--makes much less noise than the Toyota Sienna or the Dodge Caravan.

But if you've been in either of them, it's a loud vehicle when they're converted. They use more gas. Again, the MB200 accessible we don't have so much of a problem with, but the Toyota Sienna or the Dodge Caravan, which are popular accessible models use more gas than a traditional car. And they also require the driver to have undertaken wheelchair-accessible training. We're now in the future going to mandate that everybody take wheelchair-accessible training so drivers won't have that as an obstacle. Because it will be a requirement for everybody whether or not they choose to drive an accessible vehicle. But in sum, those pretty much deter drivers from wheelchair-accessible vehicles, and put them in other vehicles which then, you know, puts a stress on our ability to provide that service.

CHAIRPERSON RODRIGUEZ: Great. Has the new 30 cent surcharge for accessibility been successful, and how much money have you been able to collect so far?

COMMISSIONER MEERA JOSHI: We're collecting it on a quarter basis so we haven't done the first collection. The 30 cents went into effect January 1st. And this year we'll be proposing, and

we'd love your input on an implementation rules package, which will outline exactly how the money is to be allocated between vehicle owners and drivers.

CHAIRPERSON RODRIGUEZ: Is there any registrations, and how to apply for the hail license issued under the inter-borough taxi permit?

COMMISSIONER MEERA JOSHI: Under the State Hail Law, the only people that can own a hail license are FHV owners and FHV drivers.

CHAIRPERSON RODRIGUEZ: Okay. on contract the Commission's Fiscal 2016 budget includes \$3.2 million for contracted service of which \$833,000 is for two contracts. Described as contractor service in general. Can you tell you tell the Committee why specific contracts are included in the contractor services general category?

COMMISSIONER MEERA JOSHI: I'm going to let my colleague Midori answer that one.

ASSISTANT COMMISSIONER VALDIVIA: Hello, of the \$873,000 allocated for Fiscal Year 2014, it's actually for 14 contacts. And they include regular support services such as translation services, mailing servicing, including our Safety and Emissions Inspections Testing Program, and our Electronic

Summonsing Services, Systems Integration Services for that.

CHAIRPERSON RODRIGUEZ: How do you announce those requests for proposals? Do you announce it through the website or the Taxi and Limousine Commission?

ASSISTANT COMMISSIONER VALDIVIA: Yes, if it is required to undergo and RFP process, we will go through the traditional advertising methods for that.

CHAIRPERSON RODRIGUEZ: Okay. I just believe it is--I don't know if it's done, but I think it is important also to be advising languages also other than English. And since also we can, as I know is a priority of this Administration also to go that extra mile to attract different sectors of our city to be--to have opportunity to apply when there is a request for proposal.

ASSISTANT COMMISSIONER VALDIVIA: Yes, we agree with you.

CHAIRPERSON RODRIGUEZ: According to the Fiscal 2015 Mayor's Management Report, TLC conducted 13,995 safety and emission inspections for hired vehicles, an increase of nearly 13% compared to that same period last year. Can you tell the committee if

any improvements have been made in inspection wait times particularly the time from the initial request for the appointment to the time of inspection is complete?

COMMISSIONER MEERA JOSHI: Yes, there has been improvement. In Fiscal Year 2013 for the fourth quarter for livery, there was eight days between the appointment and the inspection. A black car 7 days, and a Lux Limo 9 days. For our most recent numbers, which are for the third quarter of 2014, that was reduced by three days on the livery. So it now takes five days for a livery to get their appointment reduced by two on the black car. It now takes five days. And for the Lux Limo, it takes five days as well. And let me add, we're adding a feature called self-scheduling, which will allow the applicant to pick the appointment that works best for their schedule. That may end up with some applicants picking the a day that's further out more than five or six cays, but it has the convenience that it works with whatever their schedule is. It will also allow us to free up a few staff members to work on other licensing priorities.

CHAIRPERSON RODRIGUEZ: Uber and Lyft. Why isn't Uber and Lyft in the app service companies. It also asks to pay the 30 cent surcharge for accessibility of the yellow and the green.

COMMISSIONER MEERA JOSHI: Good question. [laughs] So I think it highlights a lot of the work that we did last year. Your question highlights that as well as the work ahead of us and that there are inequities among the sectors. So, some of the work ahead of us this year is addressing inequities in different sector's contribution to the city's infrastructure. And that applies not just to the 30 cents. That applies to the 50 cents that the yellows and greens pay towards the MTA. And the livery and black car Lux Limo and other sectors do not pay that 50 cents per trip towards the infrastructure of the MTA. Some of the other inequities are the inequities in the level of review before expansion.

So a livery base for example has to go through community board approval, police precinct approval, commission approval, and Council gets the opportunity to weigh in on that approval as well. [cough] A commuter van authority has to go through a review and recommendation process with DOT. They

have to go through community board approval. They have to go through local precinct approval. Then the number of vans that they can have is capped, and the geographic zone that they can work in is also defined. Taxis have to go through an EIS, which is an expansive economic and environmental and socio-economic study. And that's to add one taxi on the roads. And they need state and local authority again to add one taxi on the road.

And green taxis don't have to do an EIS, but they're subject to a cap, 18,000 maximum and they have very rigorous requirements on how much we can sell and when. So we can only sell 800 non-accessibles after we've sold 200 accessibles. So we must continue in that manner, and they also have geographic bindings. The black car sector and the Lux Limo sector where Uber and Lyft as well as lots of other new apps that are coming into New York City. And lots of just bases that operate, don't have any of these review restrictions prior to expansion. And I don't think they're just bureaucratic restrictions. They're a chance for the community to weigh on. They're a chance for there to be an environmental review and economic review before there is a



tremendous vehicle expansion like we've seen. So part of our work ahead, and part of work together with Council will be to address some of these inequities.

CHAIRPERSON RODRIGUEZ: Do you feel that we, the City, are providing the resources--in this coming--in this budget 2016, will you have the necessary resources to hire the number of staff that you need from the lawyer enforcements to be sure that we can fight against those in this industry that believe that believe that they are above everyone?

COMMISSIONER MEERA JOSHI: So, illegal operators?

CHAIRPERSON RODRIGUEZ: Illegal operators and people who refuse to provide--to keep records and other information that is important. So for them also to be regulated as yellow immigrant?

COMMISSIONER MEERA JOSHI: In terms of illegal operators, we have a large enforcement team, and an effective enforcement team about 216 inspectors that can seize illegal operators on the street. And we try to work strategically because obviously, I don't--I know that, you know, there are lots of illegal operators out there. And the problem

is outsized to our force. But we work strategically and we also work with NYPD to be more of a deterrent. And our numbers I think that I gave in my testimony reflect that hard work. So we feel adequately supported by the City in that venture, and especially in the coming budget where we got a new squad for La Guardia. So we can finally have a permanent presence there, which is another hot bed of illegal activity. We also received funding for staff that help us with enforcing accessibility standards, enforcing trip records compliance, and enforcing new technology standards that are coming down the pipe. So I'm happy to report that this city is well-funded by the Administration in all of these new enforcement initiatives.

CHAIRPERSON RODRIGUEZ: Is everyone, again, it started with Uber, who had with years in the past to submit the trip record. Is everyone starting with Uber on time submitting the trip record?

COMMISSIONER MEERA JOSHI: We have received all the trip record data that we asked for pursuant to a group of directives that we sent out this summer. We recently sent out our first wave of

directives for trip records submission pursuant to our rules. The due date for that is the end of March 2015. So I will let you know the end of the month whether we have full compliance or not.

CHAIRPERSON RODRIGUEZ: And I just hope that, you know, those that have refused in the past to submit a trip record to you, that they know that whole city is watching them. And as they come with billions of dollars and hire the tabloids and the tabloids that there is a united front in New York City that is sending a message loud and clear that New York City will set an example on how an app service should be able to take advantage of the great opportunity that we provide when we've got 57 million that came here last year. A city of eight million people. That's a great opportunity for everyone to develop.[sic] However, everyone has to play by the same rules. And as you have the date as March 15th, we expect of them as others submit the trip record on time. Council Member Johnson.

COUNCIL MEMBER JOHNSON: Thank you, Chair. Good to see you, Commissioner. I want to just dig a little deeper into the accessibility of the taxis that I know are going to start being

implemented in January of next year. You said in your testimony that by June 2014, the TLC is committed to transforming the green taxi fleet as well. By the 2020 the yellow taxi fleet will be 50% wheelchair-accessible. I'm sure that you know and have heard from advocates for folks that are in wheelchairs or need access to taxis that the rear entrance is not safe. Getting into a taxi through the rear doesn't align in many ways with Mayor de Blasio's Vision Zero Initiative. A side door entrance is considered much safer, and it's what people have been pushing for. I understand, though I don't under the specifics, but I understand that there's a waiver that could be granted. And I want to hear your thoughts on do you have any concerns about rear entry for people who are in wheelchairs. And how do we ensure that these changes are actually the safest changes for people who are looking for this accessibility?

COMMISSIONER MEERA JOSHI: We've actually authorized since 2011 both rear entry and side entry wheelchair-accessible vehicles. The popular choice for operators is the rear entry, and I haven't come across in my experience--and I'm not saying that it's

all-encompassing--but I have not come across an instance where the rear entry has posed a safety risk for the passengers. But, we haven't--we have offered side entry, and we did for a while have one or two operators that chose the side-entry vehicle, and--but later abandoned it. And so, today we don't actually, although you can operate a side-entry vehicle, we don't actually have any operators that have chosen it. And you're right, there is a waiver provision in the MB200 Rules that allow for actually it's all of the new medallions can choose any rear or side entry vehicles whichever they prefer. 496 of the medallions that need to be converted can choose a side entry if they choose to and 231 of the original accessible medallions that were sold in the '90s can choose a rear or side entry vehicle.

COUNCIL MEMBER JOHNSON: But it's just like you said, it doesn't sound like operators are choosing side entry.

COMMISSIONER MEERA JOSHI: No, they are not.

COUNCIL MEMBER JOHNSON: They're not. And I think just my basic understanding of this is that if are going to do rear entry, and you are

someone who is in a wheelchair, pulling into the street and not at the curb to get into the back of a vehicle poses more of a risk for someone. Especially if it's going to take a little bit to get into the back of a taxi. So, you all haven't done any-- Have you done any analysis looking at what is safer? I know other cities just do side door entry.

COMMISSIONER MEERA JOSHI: Well, these vehicles go through some safety protocols as part of NHTS, and as well as part of the conversion. And there is some debate on side entry versus rear entry in terms of disembarking and embarking. Whether it's possible in Manhattan especially with the crowded streets to safely find a place to put the side entry ramp out. Because there is generally not a space between the cars and the sidewalk to make that connection. Which is why we offer both so that we give people the preference, the choice to choose one or the other.

COUNCIL MEMBER JOHNSON: No one is using the side entry.

COMMISSIONER MEERA JOSHI: No one is using the side entry, and I think a large part of it has to do with the cost of the available side entry

vehicle. And I would love to see an auto manufacturer rise to challenge, and make a more affordable side-entry vehicle. Because until that happens, it will be difficult to integrate the side entry into the general market.

COUNCIL MEMBER JOHNSON: Well, I would--I would love to have more conversations with you all and your leadership team--

COMMISSIONER MEERA JOSHI: [interposing]  
Absolutely.

COUNCIL MEMBER JOHNSON: --about this.

COMMISSIONER MEERA JOSHI: Thank you.

COUNCIL MEMBER JOHNSON: I just--if we're going to--and I recognize it, and I'm happy to pay it, the surcharge when we get into a taxi now to enable the fleet to be more accessible. I want to make sure if we're going to spend all this money that it's actually done in the best way for the people that need it.

COMMISSIONER MEERA JOSHI: I appreciate that.

COUNCIL MEMBER JOHNSON: I have a--I have a much more granular hyper local concern to raise with you, which is [clears throat] I represent the

West Side of Manhattan and the meat packing district. It is located within my Council District. There have been for years now endemic problems at night in the warm months in the meat packing district being-- And it's not the TLC's fault. Just being overrun with night life, congestion. DOT has spent a huge amount of time looking at how to improve the area, and make it better. We worked with the local police precinct as well. But one of the biggest issues are both black cars and yellow cars [bell] that get into the heart of the meat packing district and sit there and wait, or take up illegal spaces. And I would really appreciate the ability to work with the TLC and with the other relevant agencies in an interagency way to figure out what we can do as we come up to the summers months and warm months to disincentivize this behavior. It's become a huge local nuisance for residents and businesses. In the past, no one has really spent much time there. There have been maybe one or two busts a year. So I would really appreciate the ability to strategize with you and your team on what we can do to try to make a difference because DOT and the Sixth Precinct have



spent a huge amount of time. I am less aware of what TLC has done in that area.

COMMISSIONER MEERA JOSHI: Well, we absolutely can partner with you on that, and the more data we have about the density, the vehicle density and the times of vehicle density I think we could be of great assistance to DOT and PD.

COUNCIL MEMBER JOHNSON: Thank you very much. I know you've had an extraordinarily busy 14 months. I think you've done an impressive amount, and I look forward to working with you, and with Chair Rodriguez to ensure that the TLC moves forward in the best way possible. Thank you very much.

COMMISSIONER MEERA JOSHI: Thank you.

COUNCIL MEMBER JOHNSON: Thank you, Chair.

CHAIRPERSON RODRIGUEZ: Thank you, Council Member Johnson. Three more questions and then we will let you go. One is that on Vision Zero how much in this--in the 2016 Budget allocated to do educational to the drivers--to drivers?

COMMISSIONER MEERA JOSHI: We have in the Vision Zero Budget an increase from 1.1, which was last year's Vision Zero budget to 1.1. And of that

1.2, and I'm going to refer to Midori to get the exact. It's a combination of--when you talk about education for drivers it's a combination of PS, because that's personal services. That's our staff that does it. Last year they did over 56 outreach visits to different bases and garages. So that work is going to continue. So our 2015 Budget includes PS, which is the staff members who do that outreach work, as well as at least--probably closer to 100,000, although it's not broken out in OTP that goes towards preparing educational materials that are one, you know, interesting to drivers. And also focused on the issues that they need to hear about.

CHAIRPERSON RODRIGUEZ: Okay. I didn't like the numbers I saw on livery drivers saying that they will be facing like a 1,000 or that a 1,001 drivers they will losing their license because of the Vision Zero combining points. How accurate is that about this--

COMMISSIONER MEERA JOSHI: [interposing]  
Yeah, it's not--it's not so much combining points. What is it is there are back in probably the end of 2013, we began to get better data streams from DMV. And when we got those better data streams, we were

able--we were more cognizant and acting up CD points racking up. So when you got six points you get suspended and ten points you get revoked. So overall, and I'm happy to share those raw numbers with you after the Council hearing. Overall, you'll see a spike in the number by month of people that are suspended and revoked for CD point violations. And those CD point violations in some part mirror our PV violations, but they don't all. So they may, you know, they may include some things that we haven't tagged as hazards. And that's--there's room there for I think the agency and City Council to work together to make sure the drivers who do an extremely hard job or in extremely stressful conditions are being suspended and revoke for the right reasons.

CHAIRPERSON RODRIGUEZ: Right, and again I'm hoping to looking to continue working with you. Because there is one aspect and I'm very proud of the whole package of Vision Zero, those laws that we have passed, and I think that we have been working in a great working relationship. And I think that because of all those laws that we have passed we have been improving safety in our streets. But I think that one area that I would be--that I will be open. I'm

open. I told the drivers that I understand their concerns, which is that those cases where a driver has already paid to the Department of Motor Vehicles, why they also have to come back and pay another fine to the TLC?

COMMISSIONER MEERA JOSHI: Okay, we're happy to explore that with you.

CHAIRPERSON RODRIGUEZ: Okay, if you can explore that particular one so we appreciate it. With the 2,000 summons that you have given since July--since July you said that most of them are in Manhattan. I'm sorry, 7,400 summons for illegal street hail, 6% from last year. That's on page 2, and then you said that primarily the illegal street hail is the summons have been primarily given in Manhattan.

COMMISSIONER MEERA JOSHI: I think primarily is probably not the right word because I'm probably not that good at math, but 2,000 is not the majority of 7,000.

CHAIRPERSON RODRIGUEZ: Are these given more in the--to the south or the north on 96th Street?

COMMISSIONER MEERA JOSHI: They're usually in the Central Business District. The 2,000 in Manhattan area all going to be Central Business District.

CHAIRPERSON RODRIGUEZ: And most of them are--

COMMISSIONER MEERA JOSHI: [interposing]  
Below 96th Street.

CHAIRPERSON RODRIGUEZ: Great. On the illegal, the penalty for the illegal operations of commuter vans, definitely this is something that I'm looking to continue working with you. You know, my heart and my action will be always connected with serving our working-class and our middle-class. Knowing that we have to work with all sectors, but I believe that it is unfair for drivers that they go through the whole process and they get their license through the TLC. Then to those--those--the market, from those drivers that they don't have a license. And they are the one in front of the Target at 225th or somewhere in Queens, too. So, this is something that definitely we--I hope that we can work closely and increase the penalty to those individuals not only that they are using the vans. But any driver

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2 that they are putting themselves not only at risk,  
3 but also the consumer who are getting into their car  
4 without them having the proper insurance in case that  
5 something happen.

6 COMMISSIONER MEERA JOSHI: Absolutely.

7 CHAIRPERSON RODRIGUEZ: Thank you,  
8 Commissioner.

9 COMMISSIONER MEERA JOSHI: Thank you.

10 CHAIRPERSON RODRIGUEZ: Thank you. So  
11 now we will be calling our panel of the public. The  
12 public section is going to be Lester Marks, Bhairavi  
13 Desai and Brit Byrd and Alex Stacking. This time we  
14 will put a clock on ten minutes, please. Yeah, you  
15 put it on two minutes.

16 [pause]

17 BRIT BYRD: Good afternoon. My name is  
18 Brit Byrd. I'm the Senior Fellow for Economic  
19 Development for the Roosevelt Institute Campus  
20 Network and a student at Columbia University. The  
21 Roosevelt Institute Campus Network is the nation's  
22 largest student driven policy organization with more  
23 than 120 university campuses in 38 states involving  
24 thousands of young people nationwide. In my capacity  
25 as Senior Fellow, I've examine economics and urban

planning implication of New York City's on-street parking spaces. I appreciate this opportunity to share some of my research and policy suggestions, which I elaborate on in depth in the attached White Paper. That paper [coughs] was also presented to members of the National Economic Policy Council at the White House last December.

Vehicular traffic congestion presents a serious and ongoing challenge in the City of New York. Most recently the City's Vision Zero program has highlighted the tragic human cost of reckless and haphazard traffic. This is sadly only one facet of a divers and widespread problem, expanding concerns about public health, environmental emissions, losses in economic productivity, and responsible urbanism. The economic costs alone is staggering. The Partnership for New York City estimated that as much as \$1.9 billion is lost annually due to inventory, logistical, and personnel costs. And up to \$4.6 billion is lost as unrealized business revenue. The City has not been blind to this problem--

CHAIRPERSON RODRIGUEZ: [interposing]

Sorry, Do you have a copy of that testimony?

BRIT BYRD: Yes.

CHAIRPERSON RODRIGUEZ: Okay.

[background comments]

BRIT BYRD: Thank you.

CHAIRPERSON RODRIGUEZ: Thank you.

BRIT BYRD: Sorry. The City has not been blind to this problem, and has pursued solutions at the State level and to a more limited extent within its own departments. But the City has not taken-- fully taken advantage of one of the largest tools at its disposal, the management of on-street parking spaces. De-incentivizing vehicular traffic within the dense transit rich parts of our city is a straightforward task and that raising the cost of a car trip results in fewer car trips. Efforts in enacting a congestion pricing plan in 2008 and current Park Smart NYC Program reflecting awareness of this policy tool. The parking policies that use the same mechanisms have been almost entirely overlooked even though they represent an ideal opportunity for the City to raise the effective cost of driving while operating entirely within its own powers. City administered on-street parking spaces are currently highly under-valued. Currently, it's varied from \$1 to \$5 across the city, where pricing



for an hour of parking in a private off-street garage suggests that the market rate is closer to \$15 to \$30. As noted in my White Paper, this is extensive research shown that parking prices in cities with transit alternatives such as New York City respond remarkably well to classic principles to supply and demand. Raise the price of parking, and the demand will decrease. Conversely, lower prices encourage a higher demand. This is especially pertinent when on-street metered parking is so much less expensive than off-street parking. In one study of six different urban sites, roughly one-third of traffic congestion consisted of people avoiding off-street market prices by circling around in areas searching for cheap on-street parking. Parking spaces represent an enormous quantity of public land that is in effect rented out by the city. But the management scheme heavily subsidizes the use of this space for a relatively small portion of New Yorkers. Only 22.7% of New Yorkers commute to work alone in a vehicle, and only 46% of households own a vehicle. Today, I'm here to urge the City Council to pursue two policies that would help reduce traffic congestion, discontinue subsidizing car ownership and raise revenue.

1. Introduce the residential parking permit system for on-street parking spaces on residential side streets.

2. Devote a small number of on-street parking spaces for the exclusive use of car sharing vehicles.

Both of these policies would raise additional revenue for the City, which I further advocate should be allocated to capital budgets for City Council districts that employ participatory budgeting.

Proposal No. 1: A residential parking permit or RP system. The vast majority of on-street parking within the city is on residential side streets and is completely free. In 2013, research found that free and available on-street parking increased private car ownership by 8.8% for households with off-street parking in the New York City region. Simply put, this free parking represents an indirect subsidy of personal car ownership and induces additional traffic congestion. Moreover, the free use of residential on-street parking represents a complete conception of valuable public resource to a small portion of citizens.

CHAIRPERSON RODRIGUEZ: I see that you--

this is a like a great paper, a great idea. So what I want to do is to follow up. My staff will follow up with you, and would like to meet with you so that we can get into details of this plan.

CHAIRPERSON RODRIGUEZ: Thank you

LESTER MARKS: Good afternoon, Chair Rodriguez. My name is Lester Marks, and I'm the Director of Government Affairs at Lighthouse Guild. Lighthouse Guild provides a full spectrum of integrated vision and healthcare services helping people who are blind, the visually impaired as well as those with multiple disabilities lead productive and dignified fulfilling lives. I'm here today-- Chair, you and this committee have been extremely support of people who are visually impaired. Last year we worked together to pass a bill that was signed into law by Mayor de Blasio that increased the number of accessible pedestrian signals to 75 per year. We are extremely grateful for that support. During that negotiation, we discussed the possibility of increasing funds in the upcoming budget beyond the number of 75 mandated. So I'm here today to ask for the committee's support, for your support in expanding the number beyond 75. We recognize that 75 is an important number. However, there are 13,000 intersections in New York City. There are currently over 450 intersections that have been requested throughout the city by people who are visually repaired. Or, organizations who work with people who

are visually impaired. That will not be funded this year, and that will continue to pose problems when people are crossing these intersections.

So what we've done, and I work with PASS, which is Pedestrians for Accessible and Safe Streets Coalition. The Lighthouse Guild is a member of that coalition. We have identified council district by council district the intersections that have been requested within that council district. We have letters here addressed to each member of the City Council requesting them to consider funding with their allocated capital funding that they receive each year. Funding those specific locations within their council district, and help us eliminate this backlog of intersections that have or that will go-- intersections that in APS will not be installed this year. So I ask the Chair if you can continue to work with the PASS Coalition. And encourage the members of the City Council and specifically this committee to use their capital funding to possibly fund installations of APS in their council districts.

Thank you.

2 CHAIRPERSON RODRIGUEZ: We will do that.  
3 We will follow up. So let's be sure that Lucas also  
4 will follow with you so that we can get to those.

5 LESTER MARKS: Thank you.

6 CHAIRPERSON RODRIGUEZ: Good.

7 [background comments]

8 BHAIRAVI DESAI: Good afternoon. I am  
9 Bhairavi Desai Executive Director of the New York  
10 Taxi Workers Alliance. Chairman Rodriguez, some of  
11 your panel members were asking the MTA earlier about  
12 the different budget divisions. And I just wanted to  
13 publicly attest to the fact that the taxi industry  
14 because of the fares that drivers serve every single  
15 day contributes \$86 million just from the--just from,  
16 you know, the MTA tax that we collect, which is 50  
17 cents on every ride. In addition, drivers end up  
18 paying about \$10 million a year for a tax that they  
19 actually pay on the lease of the vehicle. That  
20 amount is not very much in the MTA budget, but it  
21 amounts to a great deal of, you know, economic burden  
22 for the thousands of drivers who have to pay on  
23 average \$4.77 every single day just to go to work.

24 You know, the irony is that as  
25 independent contractors there's nobody that

1 contributes their taxes to the--you know, to the  
2 future of taxi drivers. There is no Social Security  
3 contribution because we have no employers in this  
4 industry. Meanwhile, a tax for which, you know,  
5 other workers such as truck drivers and farm owners  
6 are exempt, taxi drivers are subjected to. Where  
7 this is a State matter, but I would just like to  
8 bring it to your attention especially in light of the  
9 budget discussion. We're hoping to have an exemption  
10 for ourselves similar to the exemption that other  
11 works have across the state. And if we win this  
12 exemption, it will mean about, you know, a \$1,000 to  
13 \$1,500 a year in income that drivers will not have to  
14 suffer. When you work 60 hours a week, with no  
15 guaranteed income, every single dollar counts. And  
16 certainly \$1,500 will be significant. You know, for  
17 taxi drivers, and I think for many people, working-  
18 class people, poor people, on one hand you get taxed  
19 quite a bit.

20  
21 On the other hand you contribute. There  
22 are summonses. In the taxi industry there is cap in  
23 how much fine the TLC can charger to a driver. In  
24 the City of Chicago, which is the second biggest taxi  
25 market in this country after us, there is actually a

cap of \$400 that was recently instituted. We need a similar cap in New York City. Otherwise, drivers are being impoverished not just from 60 hours of labor in a very difficult industry, a very difficult job, but from the fines and fees that they have to routinely pay to the TLC. I particularly think it's important that we need to have a better analysis of the TLC budget to really understand how much that is coming from fines from taxi drivers. Meanwhile, there is the Lease Caps Enforcement unit, which is supposed to target fleet owners that overcharge drivers on the lease. There is about I think like one attorney in that unit. We need that unit to be beefed up. Imagine the revenue that could come in from going after big companies that exploit hard-working drivers.

Lastly, why should a driver have to pay a fine if they have been suspended and revoked. As lease drivers you have to bear your expenses even when you're not able to drive that drive. On top of that, you now have to pay a hefty fine. You know, it's impossible. It's a horrible situation, and it's something that the Council could address, you know, with legislation. It would have a significant



economic impact for tens of thousands of taxi drivers. And we need a universal license. Part of the reason the TLC is overwhelmed is because many drivers will have a Hack [sp?]. They can't operate an FHV, are now having to go and apply for FHV license and vice versa. The Hack was always considered a universal license. They go through 80 hours of training, a drug test every year. A strict licensing requirement. That needs to be a universal license. So drivers can work across sectors. It would be a good benefit also to the TLC who will have less of an administrative burden. Thank.

CHAIRPERSON RODRIGUEZ: Another meeting-- another meeting to be scheduled.

BHAIRAVI DESAI: [laughs] Thank you.

ALEX SLACKIE: Hi. Good afternoon. My name is Alex Slackie. I'm representing Triple A Northeast, which serves a membership of over 570,000 drivers in the five boroughs in New York City. Thanks for holding this hearing, Chairman Rodriguez and thanks to all the staff. And may I say I'm extremely impressed with the patients of young Ms. Rodriguez who I'm sure would rather be outside and playing snow. I'd rather I'd be outside playing in

the snow if I had my way also. So I'll try to be as brief as possible to get us out of here. I'm here to talk about road resurfacing and road conditions. We heard from Commissioner Trottenberg that the DOT plans to resurface a little over 1,000 lane miles this year. The Preliminary Ten-Year Capital Strategy allocates about \$206 million to fulfill that goal.

And this would be the largest effort in 20 years, and it would fulfill the thousand lane mile benchmark that the City needs to maintain the status quo. But unfortunately, the status quo is not very good. And it's a result of under-investment really over those past two decades. Given that 1,000 lane mile benchmark, we've resurfaced about 2,000 fewer miles than we needed to over the past 15 years since 1999. And the results are pretty staggering. In '99, 14.3% of city streets had a pavement condition rating of fair or poor. Now, it's more than double to 30% of our streets are fair or poor. Back then in '99, we had 80,000 potholes. Now, we have over 300,000 potholes. It's more than quadrupled. And that trend is not subsiding. Just in the most recent Mayor's Management Report the pothole totals for the first four months of Fiscal Year 2015, are 50%

greater than those in '14, and it has real consequences for drivers.

I mean this is a fun step, and I like to say it's no so fun for drivers. But for Triple A, we service a call for a flat tire call in the five boroughs of New York City on local streets once every ten minutes, and that's over the year. So it's been awhile. We've probably serviced 30 drivers for flat tire calls just in the, you know, in the time of this hearing. And the obvious response is well the snow is bad, the weather is bad. And it's true. You know, heavy snow, frigid temperatures that contributes to potholes. But in 2003, we received 55.5 inches of snow, and we filled fewer than 125,000 potholes. Just a few years ago in Fiscal Year 2012, we received only seven inches of snow. Yet, we still filled over 200,000 potholes. So it's not just the snow. It's not just the cold.

It's not just the cold that's causing this even if Punxsutawney Phil didn't see his shadow, you know, there would still be potholes [bell] hogging the ground. So, the only sure fire way to improve road quality is to invest. And the Mayor and the Commissioner and the Council have definitely been

at the highest level of their commitment to road quality than they have been in decades. But we need to do more. We need to be more aggressive to make up that 2,000 lane mile gap. You can see 250 more miles, 1,250 miles a year for the next eight years. That would just get it back to 1999. You can call it the Prince Plan getting us back to '99. That on bombed, I guess. [laughter] But this is really an investment. It saves drivers money. It saves the City money in the long term. It saves them money on pothole claims. We don't want to delay maintenance. If you agree that the roads need to be fixed, now is the time to do it. Thanks and have a good day.

CHAIRPERSON RODRIGUEZ: [off mic] Thank you. [on mic] As I said, like we're getting to the closing of this hearing with you four in this public panel. It is a great honor. You come out with great contribution. So I may be looking to have a meeting with all of you individually and see how we can incorporate some of your suggestions. So thank you. And with that, this meeting is adjourned.

ALEX SLACKIE: Thank you.

[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 March 22, 2015