

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY
PRELIMINARY BUDGET HEARING BEFORE THE CITY COUNCIL
COMMITTEE ON TRANSPORTATION**

March 9, 2019

Good morning Chairman Rodriguez and members of the Transportation Committee. I am Polly Trottenberg, Commissioner of the New York City Department of Transportation. With me today are Elisabeth Franklin, Associate Commissioner for Budget and Capital Program Management, and Rebecca Zack, Assistant Commissioner for Intergovernmental and Community Affairs. I am pleased to be here on behalf of Mayor Bill de Blasio to testify on DOT's Fiscal Year 2021 Preliminary Expense Budget and Capital Plan.

Introduction

This budget will support DOT in its mission to provide for the safe, efficient, equitable, and environmentally sustainable movement of people and goods in New York City. Over the past six years, with the leadership and robust resources the Mayor and the Council have provided, we have worked hard to serve New Yorkers all over our City. I am very proud of the men and women of DOT and I want to express my gratitude for all their remarkable work.

For FY21, the Mayor proposes a \$1 billion dollar operating budget which will allow us to run, maintain, and manage our signals, streetlights, parking, signage, markings, roadway surfaces, sidewalks, bridges, and ferries, as well as research and plan for the city's transportation network, with a focus on safety while balancing the needs of all users.

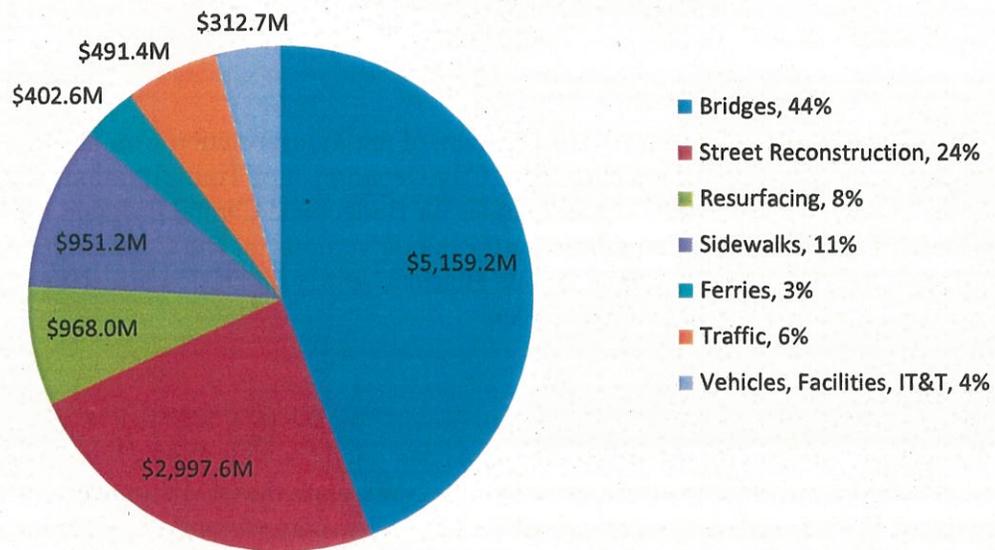
And our \$10.8 billion proposed capital plan for FY20-FY24 would continue this administration's historic investment in bridge and street reconstruction, and support resurfacing, the largest pedestrian ramp program in the country, new street lights and signals, and our ferry fleet.

Budget Overview

First, an overview. DOT's proposed capital plan for FY20-FY24 is \$10.8 billion and includes:

- \$4.8 billion for bridge reconstruction and rehabilitation;
- \$3.4 billion for street reconstruction and resurfacing;
- \$1.1 billion for sidewalk and pedestrian ramp repair and reconstruction;
- \$374 million for the Staten Island Ferry;
- \$642 million for streetlights and signals; and
- \$446 million for the facilities and equipment needed to support DOT's operations.

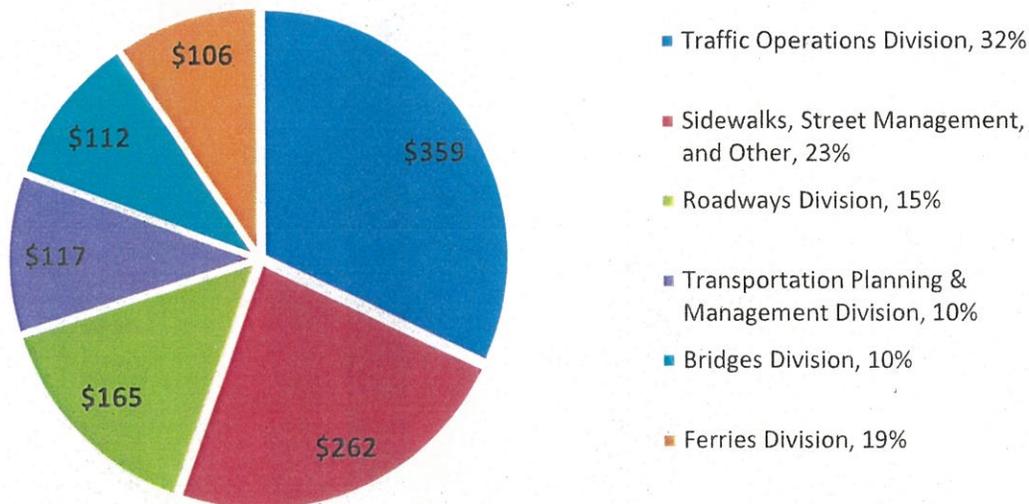
FY20-FY24 Capital Commitment Plan



For DOT's \$1.1 billion FY21 Preliminary Expense Budget the Mayor proposes:

- \$359 million for traffic operations, including signals, streetlights, and parking;
- \$165 million for roadway maintenance;
- \$112 million for bridge maintenance and inspection;
- \$117 million for transportation planning and management, including installation of street signs and roadway markings;
- \$106 million for ferry operations and maintenance; and
- \$262 million for other DOT operations and administration, including sidewalk management and inspection.

FY21 Expense Budget in Millions - Total \$1.1B



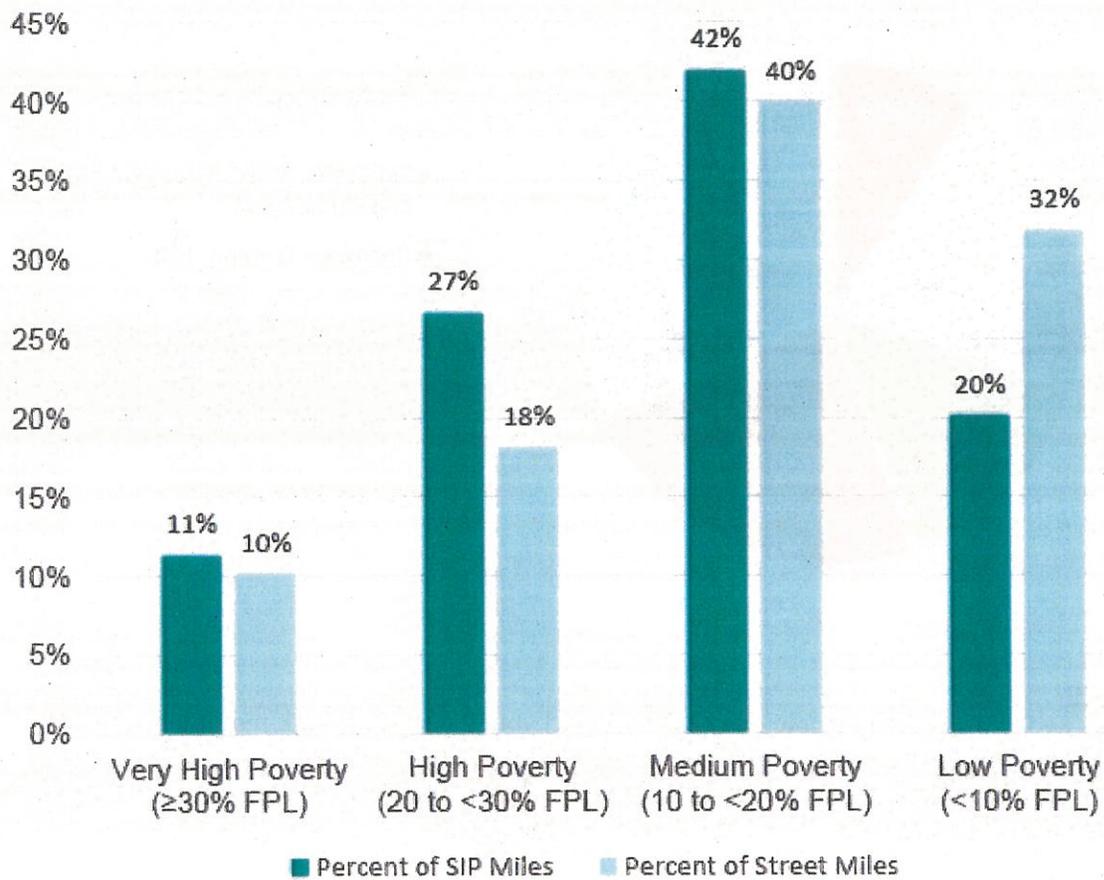
Vision Zero

Two weeks ago, we saw two terrible crashes that killed young people, a stark reminder of the urgency of our Vision Zero work. With the resources this budget would provide, DOT stands ready to do even more to make our streets safer, working with our sister agencies. As the Mayor has always said: with each year, Vision Zero deepens and grows.

But I do want to take a moment to address one message we heard after the twin tragedies in East New York: that DOT is somehow delivering *fewer* street safety enhancements to low-income neighborhoods and communities of color. I want to make emphatically clear that this is not true: under Vision Zero's data-driven approach, we focus our work on the locations with the greatest safety needs – not just the communities with the loudest voices or the most privilege. In practice, as our pedestrian safety action plans behind me illustrate, we have prioritized many of the city's lowest income areas.

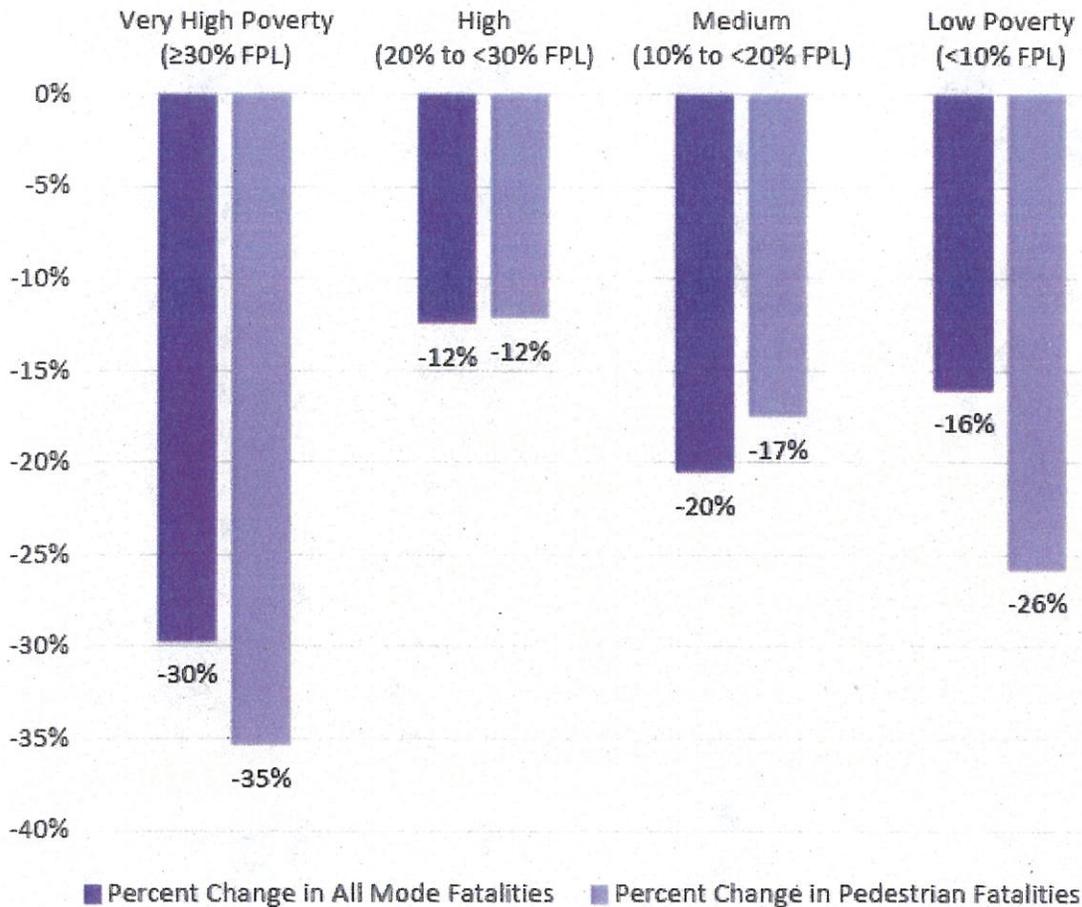
And our focus on these areas is having real results: reductions in deaths and serious injuries in our priority locations outpaced the citywide gains in safety under Vision Zero. Moreover, we analyzed the number of street improvement projects implemented in New York City's *highest-poverty* and *highest non-white neighborhoods* based on census tract demographics, and as you can see from the charts in my testimony, we found that these neighborhoods not only received a proportional share of projects, but also realized some of the largest drops in pedestrian fatalities.

Street Improvement Project Miles by Neighborhood Poverty¹



¹ : Source: Street Improvement Project (SIP) mileage calculated using 2014 - 2019 SIPs. SIP intersection projects' mileage calculated using intersecting blocks. Street mileage calculated using NYC DCP LION 18D street network. Airports, Rikers Island, parks and cemetery NTAs were excluded from this analysis.

Changes in Fatalities by Neighborhood Poverty²

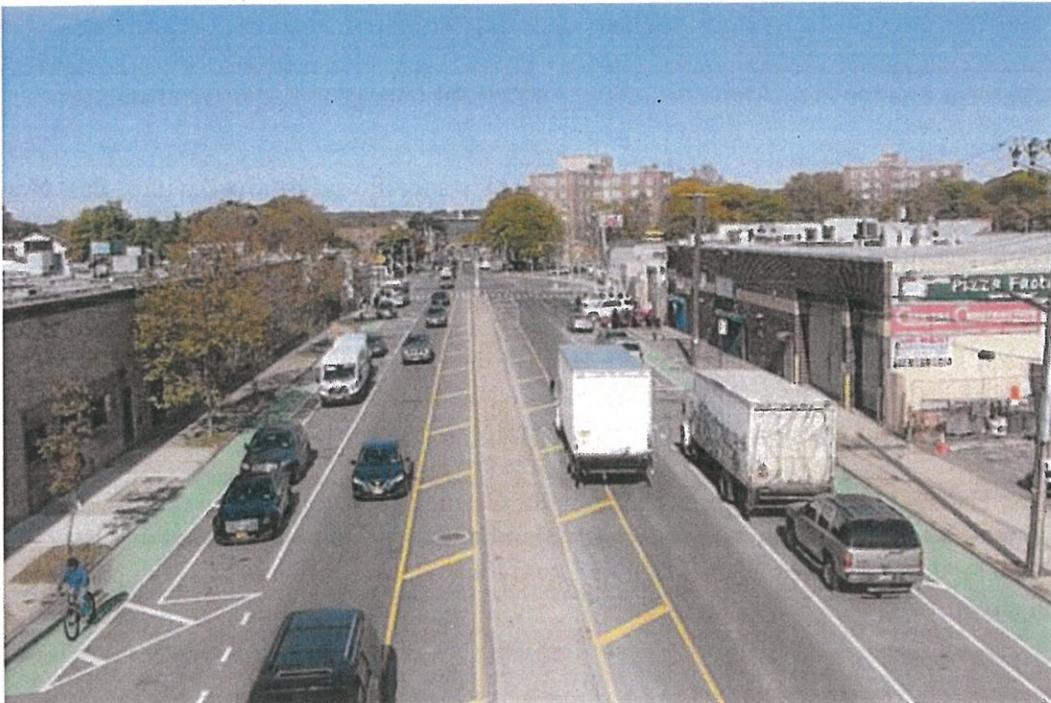
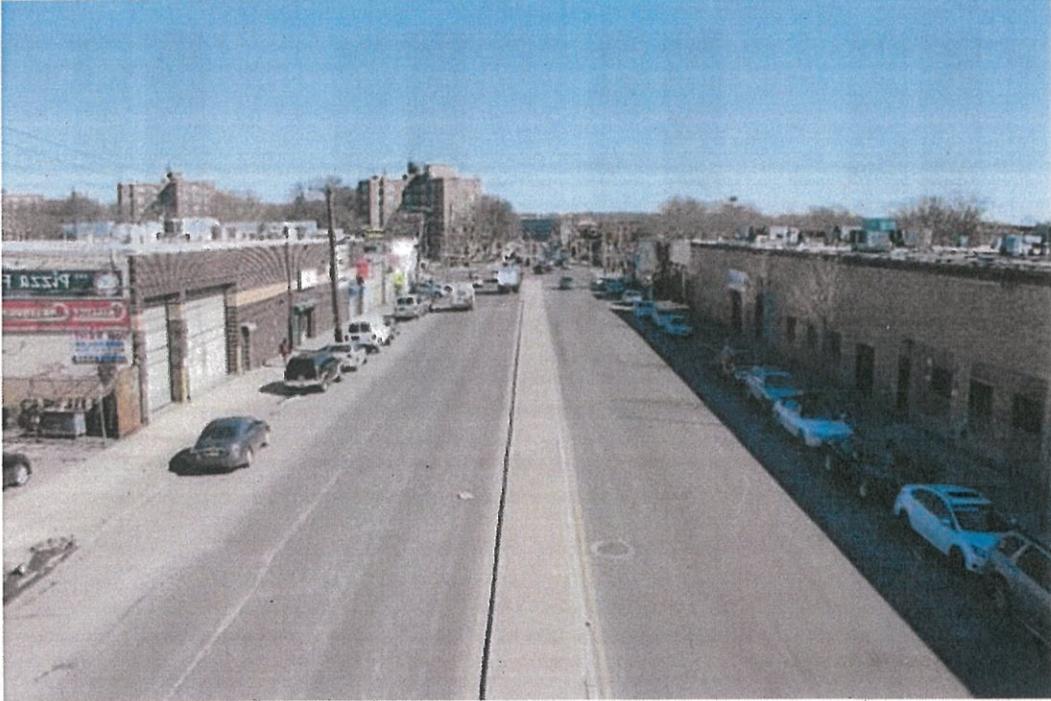


We have much more to do, of course, but some of DOT’s specific safety work within East New York is particularly worth noting. In 2017, we declared Brooklyn’s Community Board 5 as one of our Bicycle Priority Districts, as it is an area where we see comparatively high cycling deaths and serious injuries, suggesting high ridership, but where cycling infrastructure is more limited. Last fall, we joined activists and community leaders to cut the ribbon on the de Blasio Administration’s 100th mile of protected bike lanes along Fountain Avenue at the edge of the new Shirley Chisholm State Park. You can see before and after pictures of Fountain Avenue in my testimony along with a couple other recent examples of our work.

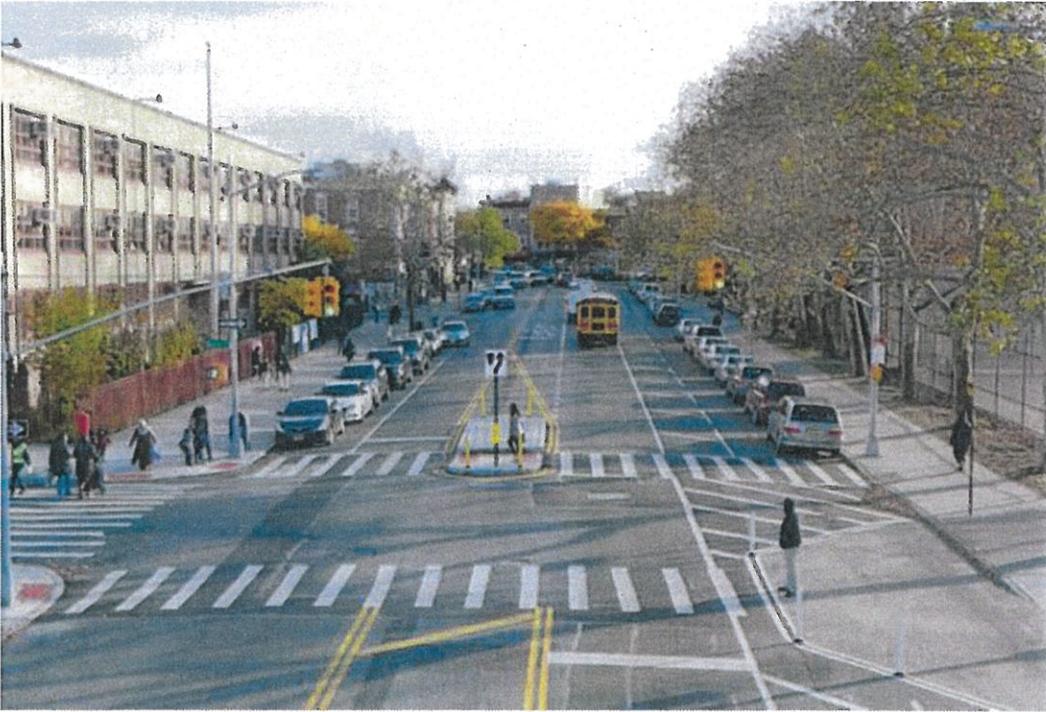
And this past Friday, DOT leaders joined Chancellor Carranza at a community forum with local leaders, Council Member Barron, and Assembly Member Barron and participated in a very productive dialogue about what else DOE, DOT, and local elected officials can do together to make local streets safer.

² Source: NYCDOT/NYPD Fatality Database; 2009-2018. Change in fatalities from 2009-2013 ("Pre-Vision Zero") to 2014-2018 ("Post Vision Zero"). Airports, Rikers Island, parks and cemetery NTAs were excluded from this analysis.

Bike lane at Fountain Avenue and Linden Boulevard in East New York before and after:



School safety and NYCHA project in Bedford Stuyvesant at Ralph Avenue and Marion Avenue before and after:



School safety and NYCHA project in the South Bronx at Alexander Avenue between E. 135th Street and E. 138th Street before and after:



Street Improvement Project at Willis Avenue in Mott Haven before and after:



In the area of the two East New York crashes in particular, DOT had installed a number of safety projects in recent years, including school slow zones, left-turn calming, a pedestrian head start (that we call an "LPI"), and nearby speed cameras. Even with all these interventions, the NYPD's two separate arrests on failure-to-yield charges show that reckless driving can override a lot of good design and safety work.

As with all fatal crashes, we will evaluate the design of the streets and the circumstances of these crashes in order to enhance safety. But we grieve especially hard for these two children, killed as they simply walked to school.

As we enter the seventh year of our work and after tough weeks like we saw last month, we should together take stock of the progress the City has made and the challenges we still face on Vision Zero. We will take some action quickly and decisively, but other factors impacting road safety are complex, involving land use, interstate commerce, and federal regulation. I say this not to avoid responsibility or pass it onto other agencies or jurisdictions, but rather to provide context into the immense and complex challenges we face. I can speak for DOT staff when I say: we have no shortage of will, care, or imagination.

Even with the recent setbacks, we need to remember that fatalities declined for five straight years and New York City's streets have seen six of their seven safest years under the de Blasio Administration. Overall, fatalities are down 26 percent compared to 2013, the year before Vision Zero started. Pedestrian fatalities are down 33 percent compared to the year before Vision Zero.

And while last year roadway fatalities tragically rose for the first time since Vision Zero began in 2014, it was still New York City's second-safest year ever. New York City's roadways are significantly safer overall than even a few years ago, and traffic fatalities are half of what they were as recently as two decades ago. In 2019, the Bronx saw the safest year in its recorded history, with 28 fatalities borough wide, compared to 38 last year. Its previous record low was 32 in 2007.

Staten Island has also had encouraging results: after its safest-ever year in 2018, with seven fatalities, it saw its second-safest year in 2019 with eight fatalities. In fact, never before in the borough's modern history have annual traffic fatalities been in the single-digits. Those safest-ever two years also included the longest period without a traffic death, of any borough in New York City's recorded history (June to December of 2018).

But, sadly, fatalities did increase in 2019, driven by a dramatic spike in Brooklyn cyclist deaths, up from two in 2018 to 17 in 2019. This figure includes five e-cyclist fatalities, which NYPD would have previously recorded as motorcyclist fatalities and began re-categorizing this past year. Of course, these are more than just numbers, they are our family, friends, coworkers, neighbors, and fellow New Yorkers and we mourn each and every death.

In response, as you recall, the Mayor announced the Green Wave plan in August 2019, and DOT is hard at work implementing this ambitious series of new initiatives. To support Green Wave, the November plan included funding for 48 new positions, ramping up to 61 positions in FY24, and hiring is underway.

In January we announced that we will be building 10 of the 30 miles of protected bike lanes we committed to for this year in Brooklyn along Flatbush Avenue, Fort Hamilton Parkway, Franklin Street, Remsen Avenue, Meeker Street, Navy Street, and Smith Street. And we are grateful to the Mayor for proposing in his preliminary budget to add \$98 million to fully fund additional improvements on our 4th Avenue Great Streets capital project, building out pedestrian and bike improvements along the corridor.

And two weeks ago we released a Green Wave progress report and announced that we will install ten new miles of protected bike lanes in Manhattan, the borough's largest single year increase ever. Those lanes include 6th Avenue in Midtown, completing Central Park West, 5th Avenue in Harlem, St. Nicholas Avenue, a greenway connection on the Lower East Side, several new connections to the Queensboro Bridge, and key connections in Lower Manhattan including along Broadway, Whitehall, West Broadway, Varick, Church, and 6th Avenue. And we are in the process of finalizing additional crosstown routes in midtown.

Together many of these new lanes, along with others we will be working on in the Bronx, Queens and Staten Island, will fill major gaps and make key connections in our cycling network. They bring us closer to reaching our 2030 vision for an interconnected, protected, city-wide network of bike lanes connecting all New Yorkers where they live to every major destination. The de Blasio Administration, in partnership with the Council, has invested over \$1 billion in these efforts since 2014 and has budgeted \$3 billion more from FY20 to FY29.

Guided by data about the locations most in need of safety enhancement, DOT has tripled our output of street improvement projects and protected bike lanes compared to pre-Vision Zero, to create over 100 miles of protected bike lanes—*about one out of every five protected bike lane miles being created across the entire U.S.* We increased LPI installations by nearly 6000 percent, corridor re-timings by over 800 percent and speed reducers by nearly double.

And as the Council knows, the Master Plan legislation that the Mayor signed into law in November—thanks to the leadership of Speaker Corey Johnson and you, Chair Rodriguez—requires DOT to develop even more ambitious street design targets. We have begun the process of creating DOT's dedicated Master Plan Unit to spearhead our efforts. In the Preliminary Budget the Mayor proposes \$1.75 million for Master Plan early action costs. We will use this funding to bring on a consultant overseen by our new Master Plan unit for outreach, traffic counts, and data collection.

I know the pace of street engineering changes receives a lot of attention and rightly so. However, with everything we have accomplished under six years of Vision Zero and many years of data and experience in hand, we are continuing to work on additional ways that we, together with our Vision Zero partners, can go even farther and deeper, and I will mention just a few.

First, of course, DOT is installing the largest speed camera network in the world, as far as we know, at a pace of three new cameras every workday. In fact, during 2020 alone, we will install more speed cameras on NYC streets—720 in total—than we have installed in the previous six years combined.

And we just recently celebrated the signing of a law to create a new driver accountability program, with the Mayor, Council Member Brad Lander, Chairman Rodriguez, New York City Sheriff Joe Fucito, and a remarkable group of advocates. Over the next twelve months we will be working to stand up this new program, a first of its kind, to hold the drivers who incur the greatest number of red light and speed camera tickets accountable for their reckless behavior. Under the program, drivers will be required to take a restorative justice oriented safe driving course, and if they fail to complete the course, the Sheriff will be authorized impound their cars until they do.

In the coming months, we will be promulgating rules, identifying a provider for the required course, and working with the Sheriff, DOF, and OATH to set up procedures for running the program. Starting this fall, we will begin adding a warning to all our speed and red light camera notices that if vehicle owners incur five or more red light or 15 or more speed camera violations they may be subject to the program. We hope that these warnings will themselves be a form of deterrence.

And many people may not realize this, but since our speed camera expansion started in July, every speed camera violation also includes photos and testimonials from five families who lost loved ones to crashes; an example is attached to my testimony.

Unfortunately, those drivers with the most speed camera violations are only a tiny percentage of all drivers, so we need to continue to think about how we can do even more. At the state level, we support the Vehicular Violence Act which stiffens penalties. We will also work closely with our state elected leaders to encourage the DMV to focus on driver behaviors through enhancements to testing, driver training, and licensing. An amazing fact: in New York State, cars must be inspected every year, but drivers must only pass a driver's test once in their entire lives.

We will also be working closely with DSNY as they transform the City's commercial waste system, thanks to landmark legislation passed last fall. This bill was the product of years of activism, study, and the leadership of Mayor de Blasio and the City Council, particularly Council Member Antonio Reynoso, and my fellow Commissioner, Kathryn Garcia. Drivers of private sanitation vehicles were responsible for the deaths of nine people in 2019. We expect commercial waste zones will lead to fewer vehicle miles traveled, fewer emissions, and most importantly for Vision Zero, safer streets.

The City is also advocating strongly at the State-level for the ability to pilot automated truck enforcement, with a particular emphasis on the urgent need to get overweight trucks off the BQE. In the coming weeks, we will lay out a comprehensive plan for managing freight on our streets that will enhance safety, sustainability, and livability for our neighborhoods. We have also announced a partnership with DCAS, MTA, BIC, TLC, and the New York City Vision Zero Task Force to host a professional fleet operator training on March 13th, details of which you can see in a flyer attached to my testimony.

The City is purchasing and implementing the best available technology for our fleet wherever possible, and we hope that by leveraging our dollar and influence we can push manufacturers to

make more proven safety equipment standard on all vehicles. And we are joining transportation leaders around the country to increasingly come together to call on the National Highway Traffic Safety Administration to promulgate vehicle design standards that place greater emphasis on the safety of vulnerable road users such as pedestrians and cyclists.

Of course, we look forward to working with all of you as we bring new safety projects to your districts in the years to come. As we have said around Vision Zero, and as last year sadly showed, progress will not always be linear, but the amazing team at DOT will continue to focus relentlessly on proven strategies and new approaches to roadway safety.

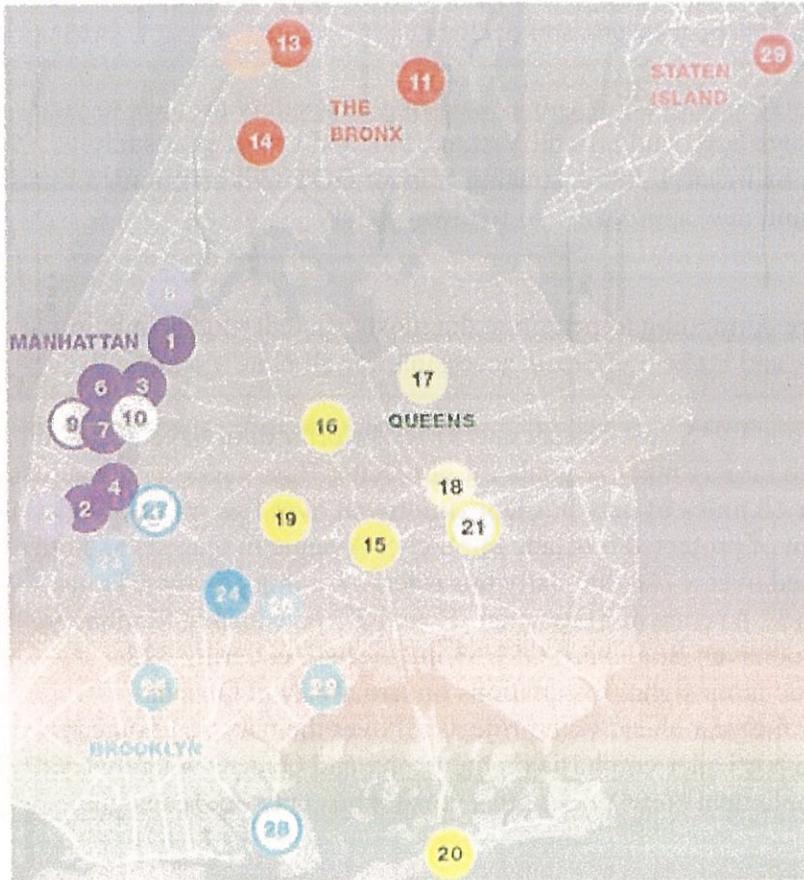
Mobility and Accessibility

When it comes to mobility, we are continuing to prioritize the most efficient modes, maximize the most efficient use of our curb, and make our streets accessible for all New Yorkers.

On buses, the exciting results of our 14th Street Transit and Truck Priority pilot have been well publicized. This past year we also largely met our goals for our Better Buses action plan across the board. We implemented over 10 miles of new bus lane, improved over five miles of existing lanes, and implemented a segment of protected bus lane on Archer Avenue in Queens and other street design projects that benefited over a 700,000 daily bus riders. We implemented Transit Signal Priority on four corridors (5th Avenue in Manhattan, 1st and 2nd Avenues in Manhattan, the Bx6 in the South Bronx, and Woodhaven Boulevard Q52/53 in Queens), covering 322 intersections, as well as four queue jump signal installations on Broadway in Queens. And we have ambitious plans for the year ahead with projects all over the City that you can see on a map in my testimony, with a particular emphasis on the Bronx and Queens where we will implement transit priority to complement New York City Transit's bus network redesigns.

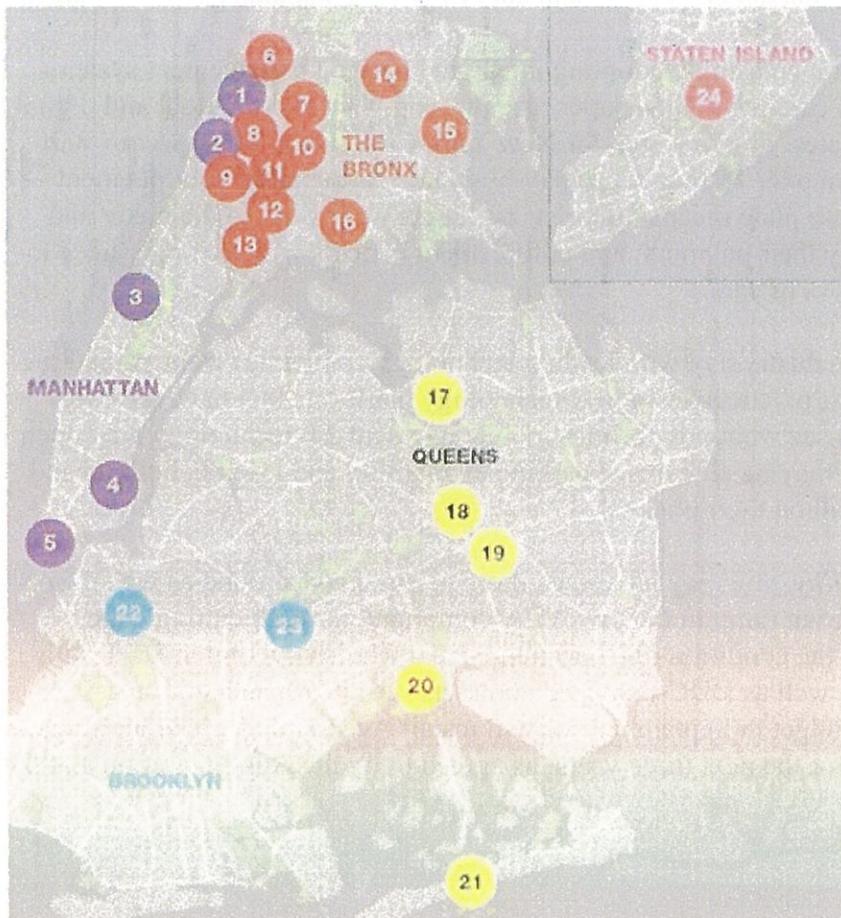
As many of you are aware, the City and the MTA were successful up in Albany in securing re-authorization of bus lane camera enforcement authority, and removing all time of day and route restrictions. Since then, we have partnered with NYCT to process the notices of violation from their dramatically expanded use of bus-mounted cameras, and I want to thank Acting SVP of NYCT Bus and President of MTA Bus Craig Cipriano and the whole NYCT Bus team for their great leadership and partnership. And last year, DOT added camera enforcement to 10 new bus corridors, and NYPD stood up seven new tow truck teams and issued over 350,000 bus lane and bus stop violations.

Better Buses 2019 Project Locations:



- 01. Lexington Ave
 - 02. FDR Dr
 - 03. Madison Ave
 - 04. Allen St
 - 05. Battery Pl*
 - 06. 42 St
 - 07. 14 St
 - 08. 88 St*
 - 09. 23 St & 2nd Ave**
 - 10. 57th St**
 - 11. Baychester Ave
 - 12. Broadway*
 - 13. Moshulu Pkwy
 - 14. Webster Ave
 - 15. Woodhaven Blvd
 - 16. Broadway
 - 17. Main St*
 - 18. Union Turnpike*
 - 19. Fresh Pond Rd
 - 20. Rockaway Beach Blvd
 - 21. Archer Ave**
 - 22. Pennsylvania Ave
 - 23. Livingston St*
 - 24. Malcolm X Blvd
 - 25. Church Ave
 - 26. East New York Ave*
 - 27. Williamsburg Bridge
East Plaza**
 - 28. Flatbush Ave**
 - 29. Narrows Rd
- Completed
○ *Planning and implementation continuing in 2020
○ **Added since April 2019

Better Buses 2020 Project Locations:



- 01. 207th St
- 02. W 181 St
- 03. 96 St
- 04. Ave A, Ave C, Ave D
- 05. Battery Pl
- 06. Broadway
- 07. Fordham Rd
- 08. University Ave
- 09. Edward L Grant Hwy
- 10. Tremont Ave
- 11. Webster Ave
- 12. 167 St
- 13. 149 St
- 14. Gun Hill Rd
- 15. Pelham Bay Park Station Area
- 16. Story Ave
- 17. Main St
- 18. Union Turnpike
- 19. Archer Ave
- 20. Cross Bay Blvd
- 21. Rockaway Beach Blvd
- 22. Livingston St
- 23. East New York Ave
- 24. Staten Island Bus Stop Accessibility Improvements (locations TBD)

When it comes to bikeshare, Citi Bike Phase Three expansion is underway, funded by a five-year, \$100 million capital investment from Lyft, that will double the geographic reach of the program and triple its number of bikes to more than 40,000. This year, we are expanding Citi Bike to the northern tip of Manhattan and into the Bronx, while also adding new stations and docks to the busiest areas in the core of the city to support the demands of a much larger system.

And, we know the Governor and the Legislature are currently negotiating on e-bike and e-scooter legislation. Should Albany act, the Administration looks forward to working with the City Council to create the best legal, regulatory, and operational framework for these devices in our city.

When it comes to managing our curb, as uses and needs for the space evolve and demand continues to grow, we are developing a more flexible, dynamic, and responsive approach, through new policies and regulations, more proactive planning, and harnessing new and emerging technologies.

For context, we handle *a lot* of parking activity, with over 400,000 daily transactions at nearly 14,000 meters citywide. And in just two short years, ParkNYC, our mobile payment platform, has grown to nearly a quarter of all transactions, or around 100,000 daily transactions.

Cities across the U.S. have been increasingly adopting integrated parking management systems by moving from cash and credit card payments, paper receipts, and placards to virtual and digital systems, built around license plates. The first step for New York City, which we expect to start this summer and fully implement over 18 months, is pay-by-plate. Associating your payment—or your permit—with your license plate means motorists no longer need walk to the meter and then return to their car to display their payment, and enforcement officers will no longer need to check for a receipt in the windows of cars.

Last month, we held a parking industry day with leading technology companies from around the world, and we are surveying best practices from new technology platforms that have recently launched around the country, to see what possibilities mobile payment 2.0 technology may open up. In the future, New Yorkers may be able to see parking availability and pricing, both on and off street, and pay for parking, all on their phones.

And when it comes to accessibility, you may have seen more of our crews around as we take on the task of making every pedestrian ramp in the city ADA-compliant, through cutting edge technology to map and analyze the condition of every ramp and a whole new unit at DOT with in-house construction crews, as well as DDC-managed contracts. And with an additional \$57 million that was added to our budget in September, we will install Accessible Pedestrian Signals at over 300 locations annually for the next three years, as agreed to by the Administration and the Council.

State of good repair

Moving to the vital work of maintaining transportation infrastructure on which New Yorkers rely, last year we committed \$1.2 billion worth of bridge, street, and ferry capital projects. And I am proud to say that with improved planning and scoping this was our fifth consecutive year of achieving capital commitments of over a billion dollars.

To help deliver our massive capital program, DOT is very glad to now have broad authority to use design-build procurement, thanks to the legislation passed last year and signed by the Governor. With the limited authority the City had previously received to implement the BQE, borough-based jails, and NYCHA projects, DOT had already been working with partner city agencies under City Hall's oversight, the Comptroller's Office, and the Design Build Institute of America to prepare to utilize design-build. With our new, broader, authority, we expect to advance a number of projects in our program through design-build in the next few years, including Staten Island Ferry Terminal resiliency.

We remain laser-focused on project delivery and are happy to continue working with the Council to explore ways that the Administration and the City can improve the capital process.

Upcoming DOT street and bridge projects in construction include:

- Riverside Drive W.155th to W.161st Street. This construction contract represents a \$133 million investment in this important structure, including deck replacement, historic parapet and lighting refurbishment, and more. Construction commenced in November 2019 and is expected to continue through June 2022.
- Brooklyn Bridge Contract. This component of the continuous effort to maintain the 137 year old landmark focuses on the rehabilitation of the Manhattan and Brooklyn Arch Block structures. Contract work began in 2019 and will continue with minimal interruptions to traffic through 2023.
- Unionport Bridge. The Unionport Bridge construction project hit an important milestone in January 2020 with the opening of the second of two temporary bridges alongside the existing bridge. The temporary bridges allow 63,000 daily vehicles to continue travelling on Bruckner Blvd across Westchester Creek unimpeded. The new Unionport Bridge will have a long life span and a widened structure, and include a 5-foot sidewalk and, for the first time, a 10-foot bike lane. The project is on schedule to be completed in July 2021.
- DUMBO. Construction continues on the project to rebuild DUMBO's Belgian block streets in a historically-sensitive manner. This project will also make the Pearl Street plaza permanent, and create new bike connections along the Brooklyn Waterfront Greenway. Completion of construction is currently anticipated in summer 2024.
- Grand Concourse Phase 4. Our long-term project to transform the Bronx's most iconic street will enter its next phase of construction, from East 175th Street to E. Fordham Road. This project is expected to begin summer of this year and wrap up in early 2023.
- Far Rockaway Business District Improvements. Damaged in Hurricane Sandy, Rockaway Beach Boulevard from Beach 73rd to Beach 88th Street, is now being fully restored to state of good repair with additional safety improvements. We expect completion in fall 2020.

Projects starting soon include:

- Boston Road over Hutchinson River. Rehabilitation includes improvements to pedestrian safety, street connectivity and infrastructure. We expect to put the project out to bid in late 2020, with an anticipated construction start in summer 2021.
- Water Street Corridor Streetscape Improvements. In partnership with EDC, DOT will improve Water Street in Lower Manhattan between the Staten Island Ferry and South Street Seaport. Together we will construct a new pedestrian plaza, at Water & Whitehall Street, and make targeted roadway and pedestrian safety improvements along the corridor. Construction is expected to start in the spring of 2020.
- Atlantic Avenue Phase 2. This project will continue important safety improvements along the corridor as well as introduce grade-separated cycling facilities. Construction is expected to begin spring 2021.

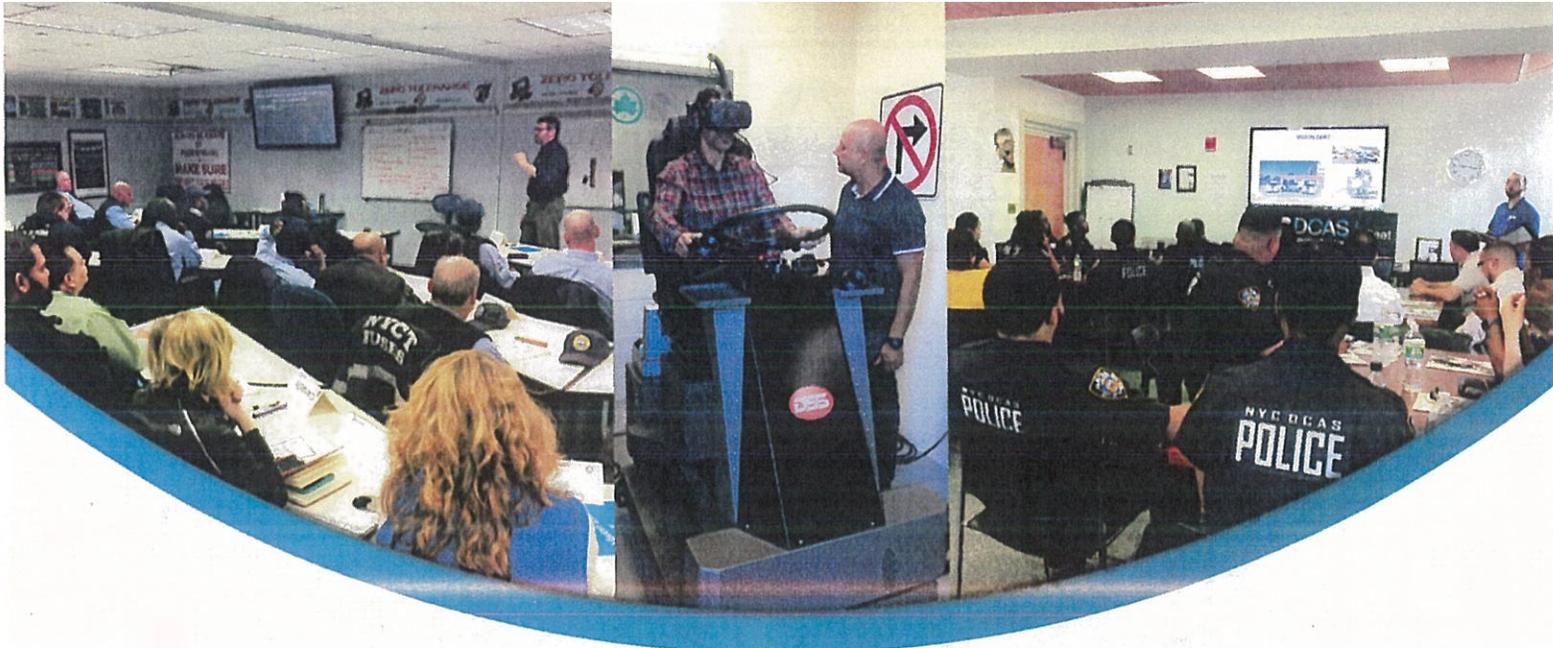
- Brooklyn Waterfront Greenway: Sunset Park – Gowanus Connector. This Vision Zero project, part of the third phase of the Greenway development, will construct approximately 1.6 miles of the Greenway from Red Hook through Sunset Park. The reconfiguration of the street will include the creation of a two-way, separated bike path with a buffer, raised crossings and improved pavement markings at intersections.
- Beach 108th Streetscape Improvements. This project will improve pedestrian, bicycle and vehicular conditions along an important north/south connection in the Rockaways. The street reconstruction project will provide a safe, inviting and continuous dedicated bicycle facility, connecting the new ferry landing to the existing protected bike lane along Shore Front Pkwy and the planned Rockaway Beach Blvd bike route.
- Safe Routes to Schools - Phase 4D. Continuing our long running program of improving the safety of important intersections near schools, this project focuses on four schools in the Bronx. The work includes widening sidewalks around triangles at irregular intersections, narrowing pedestrian crossings, slowing turning vehicles and improving access and connectivity to nearby bus stops and subway stations.
- Trench Restoration - Queens and Bronx. This project, currently in final design, will address long standing state-of-good repair needs across Queens and the Bronx, repairing failed utility trenches on streets across the boroughs. Construction is expected to begin in summer 2021.

Efficiencies

Finally, we heard in the Mayor's budget address that the City faces tough choices as a result of State budget gaps, including sizable Medicaid deficits. While making the vital investments I have discussed, this budget also includes savings in a combination of the November and January Plans of \$20 million in FY20 and over \$17 million in FY21. We were able to accomplish these savings through initiatives that reduced our City funded costs and recognized increased revenues, without impacting important public services.

Conclusion

In conclusion, I want to thank the Council for its continued partnership. As I start my seventh year as Commissioner, I am proud of all we have accomplished together and am excited about the work to come. I will now be happy to answer any questions.



You are invited to attend a workshop on:

Professional Fleet Operator Training in Public and Private Fleets

Hosted by DCAS, MTA, BIC, DOT, TLC, and the New York City Vision Zero Task Force

TLC Offices Commission Hearing Room

33 Beaver Street, 19th Floor
New York, NY 10004

Friday, March 13th
from 8:30 a.m. to 1:00 p.m.

Breakfast will be served

- Hear from professional trainers from DOT, DCAS, and MTA on their driver training programs.
- Learn how to create effective training based on vehicle design and features.
- See new training videos and marketing campaigns.
- Learn how to use real life collisions as educational tools.
- Find out about new training systems, including virtual reality.
- Exchange best practices in driver training in the private sector.

Attendance limited to 75 people

[RSVP](#) by 2/28/20

NYC DCAS
Citywide Administrative Services

Speed Camera Violations

All violations are reviewed by trained DOT technicians for accuracy. If verified, the technician will issue a Notice of Liability through the mail to the vehicle's registered owner. The cameras do not identify individual drivers; it is the responsibility of vehicle owners to pay any fines associated with their vehicles.

Violation Procedures

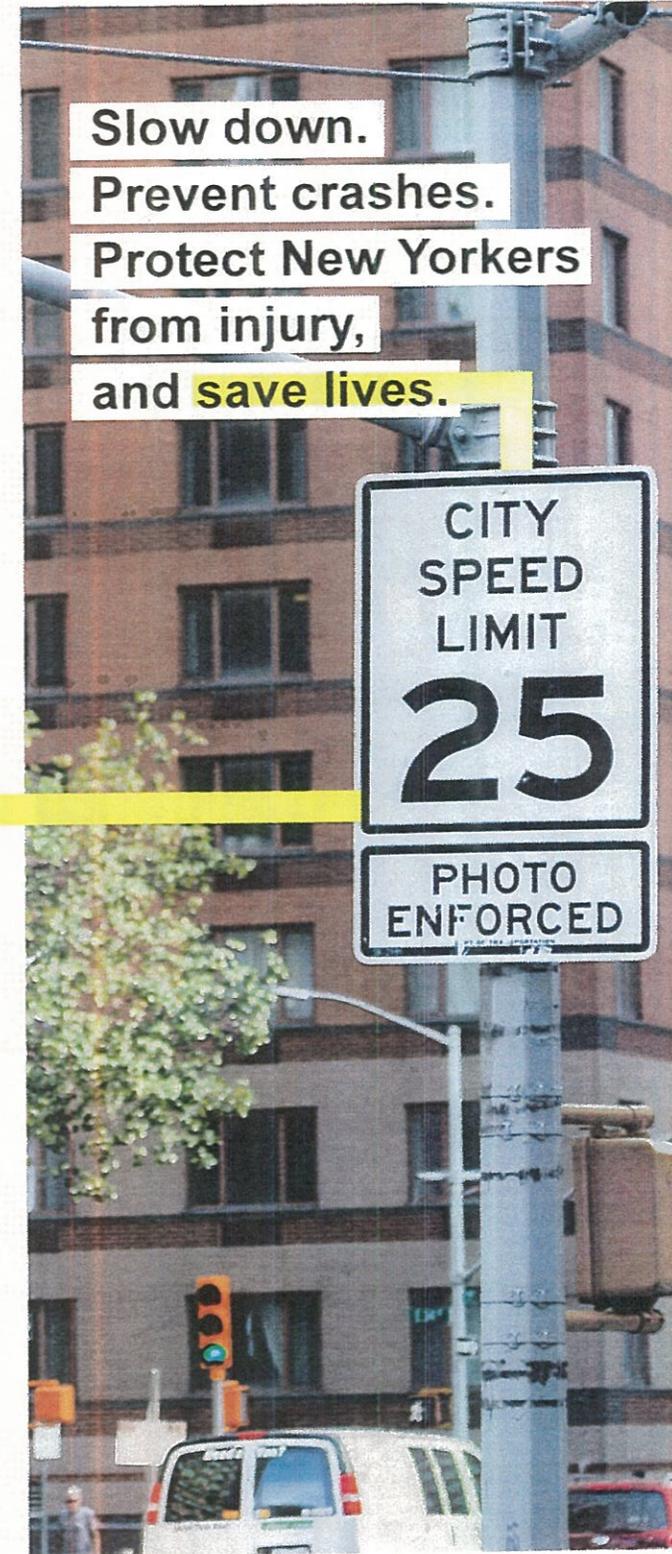
The enclosed Notice of Liability describes the procedures for paying the fine or pleading not guilty and requesting a hearing. Please read the notice carefully.

The enclosed Notice of Liability shows the speed limit, violator speed, date, time, and location of the violation.

Violation Sample

Date of Violation	Time of Violation	Posted Speed Limit	Violator Speed	Vehicle Direction	Photo Frame Seq. (A/B)	Roadway Lane
Date	Time	Limit	Speed	Dir.	Frame	Lane
3/28/2018	15:01:42.8	030	041		075487A	2
KFS02P-WB LINDEN BLVD @ ROCKAWAY AVE						

↑ ↑
 Site ID / Camera Location



Slow down.
 Prevent crashes.
 Protect New Yorkers
 from injury,
 and **save lives.**

Speeding is deadly.

The faster a vehicle is moving, the harder it is for the driver of that vehicle to avoid a crash. Even a small difference in speed makes a big impact in terms of safety – a pedestrian who is struck by a vehicle travelling at 30 MPH is twice as likely to be killed as a pedestrian struck by a vehicle travelling at 25 MPH.

Why use speed cameras?

NYC uses a variety of methods to encourage people to drive at safe speeds, including speed bumps, signal timing, narrowing wide travel lanes, and police enforcement. Speed cameras have been proven to save lives. At locations where a speed camera is in use, injuries drop 17 percent, and speeding drops by over 60 percent.

NYC's Speed Camera Enforcement

NYC's speed cameras use the same radar and laser technology relied upon by law enforcement to measure a vehicle's speed. If the radar finds that the vehicle is exceeding the speed limit by more than ten miles per hour, images of the vehicle are recorded along with an image of the license plate.

On July 11, 2019, New York City's expanded speed camera law took effect. The City now issues violations Monday through Friday, from 6:00 a.m. to 10:00 p.m., year-round. The placement of speed cameras is limited to school speed zones – a quarter mile radius around schools.

It is illegal to speed anywhere within the City of New York. You should always drive at or below the speed limit, regardless of where you are.



"I lost my nine-year-old vibrant, funny, adorable and loving son Giovanni. He was the heart and soul of our family. He loved to dance and do crazy things to make us laugh. His smile and laughter were infectious. After our son passed away, I couldn't even leave my house. Now, I sit in my car and I don't want to go home. I miss Giovanni so much. I speak out because I don't want any more children to die. It's inexcusable for a parent to bury his own son."

- Raul, father of Giovanni

**Testimony of Aloysee Heredia Jarmoszuk
New York City Taxi & Limousine Commissioner and Chair
Before the City Council Committee on Transportation
PRELIMINARY BUDGET FOR FISCAL YEAR 2021
March 9, 2020**

Good afternoon, Chair Rodriguez, and members of the Transportation Committee. I am Aloysee Heredia Jarmoszuk, Commissioner and Chair of the New York City Taxi & Limousine Commission. Thank you for inviting me to attend today's hearing and preview the TLC's Fiscal Year 2021 Preliminary Budget. With me is Assistant Commissioner for Finance and Operations Vincent Chin.

As I shared at my confirmation hearing last month, I am committed to making sure that TLC delivers solutions that help increase driver income, expand the number and type of accessible transportation for New Yorkers in wheelchairs, support the struggling medallion industry and encourage technological improvements for drivers and passengers.

Preliminary Budget FY 2021

Let me start with an overview of TLC's Preliminary Budget for Fiscal Year 2021, which is \$54.33 million, broken down into \$41.8 million in personal services (PS), and \$12.5 million in other than personal services (OTPS).

This Preliminary Budget represents a \$356,000 increase from the current modified budget for Fiscal Year 2020. The difference reflects funding for collective bargaining changes and the restoration of unspent funds from hiring delays that had been redirected to meet citywide savings targets. For many years, we struggled with recruitment and retention of TLC officers and inspectors, which resulted in a high vacancy rate for the agency, but we have made significant strides to address this. Over the past year we have been able to hire multiple classes of new cadets,

a new class will graduate within the month, and we will begin a new and larger cadet class this spring. These efforts are aligned with one of the recommendations from the Taxi Medallion Task Force to continue hiring enforcement officers to keep pace with the growing size and complexity of the industry we regulate.

Currently the TLC's authorized headcount is 597, almost what it was in 2014 when the apps began operating and there were half the number of licensed drivers and vehicles. TLC has experienced minimal PS and OTPS growth since that time and headcount was reduced due to the delays in hiring uniformed staff. Now that we are increasing our uniformed staff and have taken on several new efforts to address the struggles of drivers during this period of crisis for the industry, we must ensure our budget allows us to deliver on the City's commitments. We appreciate support from the Council and the Office of Management and Budget to ensure TLC has the resources it needs to support drivers, work toward solutions for medallion owners, improve accessibility of all licensed vehicles, and keep drivers, passengers and TLC officers safe.

On the revenue side, TLC's budget is projected to be \$58 million in Fiscal Year 2021. This is \$3.5 million lower than the current modified budget for Fiscal Year 2020. The difference reflects an expected, one-time uptick in revenue from driver license renewals in FY2020, which will not carry over into Fiscal Year 2021. Revenue collected from taxicab licenses is also expected to be somewhat lower than prior years after the introduction of important legislation to waive license renewal fees and TLC's subsequent decision to defer collecting these fees. Throughout the fiscal year we will monitor collections of all categories of revenue, and work with OMB to make any adjustments as needed.

At my confirmation hearing, I outlined four key priorities for the TLC: addressing the medallion debt crisis; encouraging innovation in vehicle technology; protecting driver income;

and ensuring accessibility. I also committed to you and to the drivers that I would take several actions to further these and other priorities in the near future. In the past few months I've also had the chance to meet with many of you, and since becoming Chair I've continued to meet with drivers, base owners, medallion owners, and I have of course met with TLC staff at our facilities in Queens, Staten Island and Manhattan and with our enforcement teams at both airports. I'd like to update you on these goals and initiatives.

Medallion Debt Update

I said at my confirmation hearing that my first priority as Chair would be working towards a solution for the medallion crisis. TLC and this Administration are committed to working with the Council, members of the Task Force, medallion owners, our partners in state and federal government, and other stakeholders to find a solution to crippling debt faced by many drivers. As you know, the National Credit Union Administration, which held a significant number of New York City medallion loans, recently sold that portfolio to a private investor.

Our goal must be to ensure that any entity controlling a large bloc of medallions behaves in a socially responsible way that respects each owner and does not destabilize the medallion market. Conversations among the Administration, the Council, and the private sector are ongoing, and I am determined to find resolutions that support medallion owners. We must also continue to push for changes to state and federal law that would protect drivers from the predatory loans that contributed to this crisis in the first place. At TLC we continue to implement the changes called for in the Broker Review ordered by the mayor, including the passage of new broker rules and the creation of a Driver Assistance Center that will provide owners with financial and legal counseling.

Fostering Innovation in Technology

There are many reasons for the current financial crisis, and it is going to take a multi-pronged approach working alongside all stakeholders, including drivers, to get us through it and make sure it doesn't happen again. To ensure the continued viability of the taxi industry and of drivers, we need to foster innovation in the industry and ensure that TLC's regulations are appropriate for a 21st century market. In my time so far as TLC Chair, we have worked to convene a working group that will study greater innovation in the taxi sector, and work to foster greater adoption of e-hail and other technology by drivers, passengers, and fleets. We will also identify what other steps could be taken -- either solely by TLC or in partnership with other City agencies and outside technology experts -- to introduce new technologies in the industry and encourage their adoption as a way to increase the number of trips taken in yellow cabs. Ensuring that yellow cabs can compete in the 21st-century transportation landscape is essential if we want professional driving to be an economically viable career for New Yorkers.

Protecting Driver Income

In 2018, TLC released a report on driver income which found, among other things, that 85% of app-based drivers were making less than the minimum wage. Following legislation signed by the Mayor with the support of the Council, TLC's Driver Pay rules went into effect in February 2019, adding more money to the pockets of our hardworking drivers, paying their rent, putting food on their tables, and supporting their families and local businesses. TLC's pay rules were first in the nation, and we continue to evaluate their impact to ensure that we are protecting and supporting drivers.

Since 2018, and thanks to our partnership with City Council, TLC has restricted issuance of new For Hire Vehicle licenses, with the exception of wheelchair accessible vehicles and

battery electric vehicles. This license pause played a key role in boosting driver income and reducing congestion. We've taken these steps to check growth and halt the race to the bottom for driver pay, and we will continue to advance the needs of drivers so they can have a livable wage.

Accessibility

The TLC continues to prioritize expansion of wheelchair accessibility for passengers in New York City, to make sure passengers using a wheelchair can go anywhere in the city using a TLC-licensed vehicle, at any time. Through the implementation of TLC's FHV license pause and FHV Accessibility rules, more FHV WAVs are on the road in New York City than ever before. In addition to the vehicle mandates for yellow and green taxis, TLC's For-Hire Vehicle accessibility rules establish critical service requirements for all car service companies doing business in New York City, and we continue to see the numbers of wheelchair accessible for-hire vehicles increase from 200 to over 1,600. While we've heard from passengers who use wheelchairs that this is a good start, we need to continue this progress, and increase the number of accessible vehicles on the road so that passengers using wheelchairs experience wait times equivalent to all other passengers. While much progress has been made, I am committed to an exhaustive review of TLC's accessibility initiatives that will greatly expand transportation options in New York City.

Inclusion

A key part of TLC's mission is to ensure safe reliable transportation for passengers, but for too long too many potential passengers have not enjoyed the full benefit of that mission. Mayor de Blasio and the Council have made clear through the creation of TLC's Office of Inclusion that the City will not accept the denial of for hire service to any passenger based on

race, religion or any other illegitimate reason, and we are expanding our commitment to combat and eliminate discriminatory service refusals in the City of New York. TLC has recently launched a citywide outreach campaign about service refusals, informing the public about their rights to a taxi or for-hire trip, and providing information on how to make a complaint through 311 if refused service. We've brought examples of these ads today, and maybe you've seen one around the City, on the Subway or while waiting for a bus.

I am excited about this campaign, and we look forward to continuing our outreach efforts in 2020 and beyond. As I mentioned in my Confirmation hearing, I would like to work with the Council's Black, Latino/a, and Asian Caucus and all Council members to expand the reach of the Office of Inclusion so that all residents and visitors of New York City know their rights to a ride in TLC-licensed vehicle.

Conclusion

Thank you again for inviting me to preview with you TLC's Preliminary Budget and our policy goals for the future, and I am here to take your questions.



Asian American Federation

Testimony Submitted to the New York City Council Committee on Transportation FY2021 Preliminary Budget Hearing

Submitted by the Asian American Federation

March 9, 2020

Thank you Chair Rodriguez and members of the New York City Committee on Transportation for giving us the opportunity to submit testimony. We'd also like to recognize Councilmembers Menchaca, Cabrera, and Richards for their support of our work on behalf of immigrant delivery workers. My name is Tiffany Chang, advocacy and policy manager at the Asian American Federation (AAF).

AAF's mission is to raise the influence and well-being of the pan-Asian American community through research, policy advocacy, public awareness, and organizational development. We also come to you today on behalf of our network of nearly 70 member organizations supporting the Asian American community with their work in health and human services, education, economic development, civic participation, and social justice.

For the past two years, AAF has been advocating for tens of thousands of delivery workers using electric bicycles to perform their duties. Since January 2018, the City's zero-tolerance policy towards the use of e-bikes has caused extreme hardship for these workers, who are mostly low-wage immigrants. These workers have received penalties consisting of \$500 fines and outright confiscations of their bikes, depriving them of needed income and employment and turning into an administrative burden for the New York City Police Department.

This is in stark contrast to concessions made to corporations like Citibike, for whom the local law was changed to allow pedal-assist e-bikes, but not the throttle e-bikes that are essential to many delivery workers. Late last year, Amazon, DHL, and FedEx also unveiled plans to use cargo bikes, the mechanics of which are very similar to the throttle bikes used by most delivery workers, to deliver packages during the holiday season.

AAF formed the Deliver Justice Coalition and has since worked with allies in the transportation, environmental, and immigrant and workers' rights arenas to advocate for e-bike legalization. Our efforts most recently culminated in Governor Cuomo's inclusion of an e-bike legalization bill in his FY2021 State Budget.

However, delivery workers are still being targeted not only by the NYPD for their use of e-bikes, but also by predators who have taken to robbery, assault, and theft of these workers' e-bikes, which cost up to \$2000 and are the workers' private property. Last month, 20-year-old Esvin Cruz was stabbed in both legs and robbed of his e-bike, cell phone, keys, and jacket while delivering a pizza in Brooklyn. While this example is extreme, it is not unprecedented. In fact, according to research conducted by Dr. Do Lee at CUNY in 2017, 63.4% of Chinese delivery workers and 36.7% of Latinx delivery workers surveyed had been robbed at least once.



Asian American Federation

Meanwhile, the concerns of pedestrians about the safety of e-bikes are not borne out by DOT data: in 2018, only 0.07% of traffic-related injuries involved e-bikes.

It is clear that the City's use of resources to target, ticket, and confiscate e-bikes from vulnerable immigrant workers is severely misdirected, and that the resistance among both elected officials and community members towards the proliferation of e-bikes runs counter to the City's goal of protecting immigrants and making our streets more environment- and cyclist-friendly.

AAF believes that concerns about e-bikes in the community would be better addressed through increasing awareness and making the streets safer for EVERYONE, not punishing and endangering delivery workers for trying to do their jobs.

The demand for delivery services is not going away anytime soon; in fact, as seen in other localities around the world, including in Wuhan, the coronavirus outbreak may further pressure the delivery workforce to risk their own safety to serve customers of restaurants and delivery app companies like Grubhub, without the rights and protections afforded to other employees.

AAF therefore urges the City Council to not only call for a moratorium on e-bike enforcement; but also to fund immigrant-serving community organizations like us and many of our member organizations to do in-language outreach and training for delivery workers so that they are not only aware of the anticipated changes to the State laws regarding e-bikes, but also aware of their rights and resources in the event of sickness, robbery, or injuries experienced on the job.

We also urge the City Council to create a workers compensation and/or bike conversion fund for throttle bikes to be retrofitted to be in compliance with the imminent State law, funded either through charging a tax or license fee to companies like Grubhub, Postmates, and DoorDash.

Recommendations:

- 1. Create a community education and outreach program for delivery workers to learn about e-bike regulations and familiarize themselves with their labor rights.**
The program should be jointly run by the Department of Transportation and the Department of Consumer and Worker Protection, and would fund CBOs to host workshops in the languages and locations that are most accessible to delivery workers.
- 2. Fund a workers comp or conversion program for throttle e-bikes to come into compliance with anticipated state-level e-bike regulations.** Pass Intro Bill 1897 and direct revenues from third-party delivery company licensing fees towards an e-bike conversion program or workers compensation fund for workers.
- 3. Pass Intro Bill 1763, which imposes a fine for operators of motor vehicles who do not maintain at least 3 feet of distance when overtaking a cyclist.** This fine can also



Asian American Federation

go towards a workers comp or conversion fund for the workers, but at the very least would promote conscientiousness about sharing the road with cyclists.

- 4. Pass Intro Bill 0338 directing the Department of Transportation to collect data on bicyclist fatalities.** Doing so would help the City implement further measures to make New York streets safer for cyclists, including commercial cyclists.



March 9, 2020

**Testimony to the City Council Committee on Transportation
Submitted by Harvey Murphy, Community Organizer, JLUSA**

Dear Council Member Rodriguez and Committee Members,

Thank you for the opportunity to testify today and your leadership on this issue. I'm an organizer with JustLeadershipUSA, working on the #CLOSErikers campaign. Today I want to speak about the opportunities New York City has to immediately invest in the types of community resources that can create safety by strengthening and stabilizing communities. But so far, New York City is not taking those opportunities. We can fund our communities, even with budget cuts from the state, by beginning the long-overdue work of divesting from overfunded systems of law enforcement.

New York City has prided itself on uplifting the values of equality, fairness and respect for its 8 million residents, but the way New York City spends money does not match those values.

Each budget cycle, New Yorkers passionately and articulately make the case for desperately-needed funding for housing, education, libraries, healthcare, youth programs and more. In each budget cycle, they walk away with only a fraction of what is needed. Every time that happens, gaping holes widen in our social safety net, and law enforcement agencies are once again relied upon to respond to challenges they will never be equipped to address - challenges of public health, poverty, and inequality.

This is a choice, and our electeds have the power to make a different choice. The choices that created this misalignment in budget priorities have had serious and sometimes deadly consequences. While we are well aware that the State and Federal government have contributed to funding gaps, the truth is that New York City has the resources to address many of the needs that currently go unmet. With vision and political courage, we can move those resources to where they are truly needed. **The Mayor and City Council will need to decide that our city will once and for all stop relying on law enforcement agencies to address social problems.** You must develop and implement bold plans to fund community resources and infrastructure *to scale*, and in doing so, create new living wage jobs in the social and human services sector. **Only by making this shift can New York City truly end the tale of two cities.** This shift will not be completed in this budget cycle alone, but New York City must start this process, and we can lead the nation in doing so.

Decades of mass incarceration have taken so many resources from Black, Brown, and poor communities. We all want to live in strong, safe, healthy neighborhoods, and our communities have had the solutions for a long time, but not the support. The #buildCOMMUNITIES platform explains these solutions. It was launched in January 2019 and updated this month, draws on the collective wisdom of over 40

organizations and more than 200 residents of communities most impacted by mass incarceration. The platform highlights areas of need, as well as many programs that are already working, but in dire need of greater investment. I'm pleased to share a copy of that platform with you today.

One particular need that I want to highlight today is affordable public transportation. Specifically our platform asks that the City make public transportation affordable to everyone by fully funding the Fair Fares reduced price Metrocard program, including single-ride and pay-as-you-go fares, and implement fare capping so that people who don't have the money in their account to buy an unlimited don't miss out. We also ask you to make all student metrocards unlimited, so that students can participate in after school activities beyond 8pm, and beyond three rides per day. Students who live near their schools should also get metrocards so they can participate in programming in other neighborhoods.

We know that your committee would probably like to fund all of this. And New York City CAN. This year's budget allocates over \$14 billion dollars annually into the New York City Police Department, the Department of Corrections, the New York City Department of Probation, and District Attorneys. The majority of the money is spent on the NYPD and the Department of Correction. New Yorkers - and even some police officers themselves - are increasingly aware of the overreach of the New York City Police Department. The enormous size of the NYPD means that police officers are inserted in situations where they are at best not effective, and at worst cause serious harm. Furthermore, though Governor Cuomo has refused to address many of New York City's most important urgent needs, he has insisted, despite broad opposition, on deploying 500 new MTA police officers to our subway system, at a cost of \$249 million. The City should implement an NYPD hiring freeze this year which could, at minimum, balance out this unnecessary addition of law enforcement officers, and allow New York City to save our resources for things like the housing, education, and healthcare that the Governor routinely denies us.

In terms of the Department of Corrections, New York City recently implemented a hiring freeze for DOC, to address the extreme excess of correction officers. The administration has planned to further reduce this workforce only by attrition. But this transition must be addressed more quickly, and more intentionally. The hiring freeze combined with attrition should result in about \$150 million in cost savings this year, the FY 2021, but the budget still reflects an excess of 5,000 correction officers, at a cost of nearly \$1.2 billion this year alone. Those officers work within the notorious culture of violence and failed leadership that exists within DOC, and many of them would consider a transition if one were offered. The City should: conduct an assessment to determine which agencies are in need of more staffing; determine what training and qualifications would be necessary to work in new or currently vacant roles in these agencies, and what counseling may be necessary for officers leaving the Department of Corrections to fill those roles; and establish a fund to help correction officers transition to other work.

We need you, the Council members who understand the importance of resourcing other priorities, to urge the Mayor to make the boldest step he can towards a truly safer, fairer, and more progressive City.

Sincerely,

Harvey Murphy
JustLeadershipUSA



PCAC

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**New York City Council Budget and Oversight Hearings on The
Preliminary Capital Budget for FY 2021-2024,
Preliminary Capital Commitment Plan for FY
2020-2024 and The Fiscal 2020 Preliminary Mayor's
Management Report
Testimony by Lisa Daglian, Executive Director, PCAC
Monday, March 9, 2020**

Good afternoon, my name is Lisa Daglian and I am the Executive Director of the Permanent Citizens Advisory Committee to the MTA, also known as PCAC. Created by the State legislature in 1981, PCAC is the MTA's in-house rider advocacy organization, representing nearly nine million daily riders on New York City's subways and buses and the Long Island Rail Road and Metro-North Railroad. I am speaking today on behalf of the New York City Transit Riders Council. Thank you for holding this hearing today and allowing us to weigh in on funding for our critical transit system.

Last year, we sought desperately needed dedicated and recurring funding sources for the MTA's FY20-24 capital program – for new signals, tracks, rolling stock, accessibility projects, station improvements and capacity expansion projects. Despite the very unfortunate fact that NYC Transit President Andy Byford won't be at the MTA to see his *Fast Forward* vision become a reality, ensuring its implementation is vital to the city's – and the entire region's – economy.

The good news is that the legislative structure is now in place to fund the most ambitious capital plan in the MTA's history, and the eyes of the region and the nation are on us. The bad news is that there is still a hold-up at the federal level, potentially delaying its planned January 2021 start. Even if the approvals come tomorrow, the reality is the MTA won't see toll revenues until mid-2021 to 2022 – after the start of the MTA's FY20-24 capital program. It is vital the MTA has adequate money to start its capital projects on time. Therefore, we ask that the city's \$3 billion contribution comes to the MTA before the \$1 billion annually – \$15 billion when bonded – that will be raised through congestion pricing. We are asking the same of the state.

Even with a possible delay in implementing full congestion pricing in time for a 2021 roll-out, the MTA has a relatively good handle on meeting its capital needs. The lack of dedicated and recurring *operating* revenue sources, however, is still of great concern. With congestion pricing a year away, ridership is growing and subway and bus service must be increased to meet the new demands it will bring. Right now, the MTA is redesigning its entire bus network – and that's a good thing. Some of the routes haven't changed in a hundred years and are in serious need of a refresh. At the same time, it is critical that the redesigns come with increased and enhanced service to meet growing demand, in the outer boroughs especially, and in subway deserts such as Co-op City, Cambria Heights and Mill Basin. They cannot simply be cost neutral reorganizations of

the networks. Ideally, the redesign should help form the glue of a truly regional system of better buses, commuter rail, and subways that will benefit all riders, particularly in advance of congestion pricing.

That's going to take money. In the face of a significant operating deficit, we are asking the city to add funding to increase bus service as a key component of redesign. How much? As much as you can find to meet the needs of the constituents you serve. We are asking the same of the state.

A very successful addition to more affordable transit in subway deserts has been the Atlantic Ticket, originally the Freedom Ticket. The Transit Riders Council takes tremendous pride in having laid the groundwork for this pilot program, and soon will be coming out with a set of recommendations for Freedom Ticket Phase II. Complicating the situation is the new Outer Borough Transportation Account discount program, funded with \$50 million a year from for-hire vehicle fees coming as part of Congestion Pricing, that will roll out in the coming months. While it will bring in some great data, it has the potential to muddy the waters as discussions get underway with the railroads in the coming months. Rest assured that we are committed to working with you on behalf of riders to move the needle on this – but again, it's going to take money. As with our original Freedom Ticket recommendations, we will be asking the city to contribute.

We appreciate your considering our comments as you begin discussion of transportation funding for the millions of riders who count on the MTA every day. Thank you.

Written Testimony for City Council Budget Hearing 3-9-2020

Opening

The MTA has been making great progress since officials appeared before council members in December – reaching new heights in performance while keeping the focus on safety. Weekday subway on-time performance reached 83.3 percent in January – the seventh straight month above 80 percent. Rush hour train trips were also faster on nearly every line. On MTA Buses, 76 percent of customers completed their trips within 5 minutes of their scheduled time – the highest percentage in a year. It's a credit to the work of our dedicated employees and MTA leadership.

We want to continue to build on this progress. To do so most effectively, we need the City to come to the table as a partner in funding improvements to the system. Ongoing investment is vital to maintaining a healthy transit network and to the region, to the economy, and most importantly, to the 8 million people who depend on us every day.

We're asking for a \$3 billion contribution to our historic 2020-2024 Capital Plan, matching the investment by the state. Governor Cuomo's executive budget proposal, which was released in January, includes the state's full \$3 billion contribution. As it stands now, Mayor de Blasio's preliminary budget contains no funding for the Capital Plan. He said it himself last year that it's entirely appropriate for the City to pitch in. We believe our request is reasonable and serves the best interest of New Yorkers.

Capital Plan Highlights

The City's \$3 billion contribution would enable the 2020-2024 Capital Plan to include an unprecedented 70 new ADA-compliant stations. This investment more than fulfills our goal to ensure that no rider is more than two stations away from an accessible station. Should the City not match the state's contribution it would have a significant impact on our Capital Plan.

In addition to accessibility, the 2020-2024 Capital Plan focuses on priority projects including signal modernization on six line segments. We're also buying 1,900 new subway cars. Together with signaling updates, this will deliver faster, more reliable and more frequent service.

Additionally, the Capital Plan advances our commitment to a cleaner, greener bus fleet, with the purchase of 2,400 new buses, of which 500 buses will be All Electric, kicking off our transition to a zero-emission fleet throughout the network by 2040. After 2029, all bus purchases will be electric buses. Having a younger fleet of buses will increase the distance they can go between failures. That means more reliability and more service for riders.

Central Business District Tolling

Funding for the Capital Plan will come from a variety of sources – including the Central Business District Tolling program, which is expected to reduce traffic congestion and help us access \$15 billion in bonding toward the Plan. The MTA is doing everything in its power to deliver this first-in-the-nation program on time.

Our portion of the project remains on track and ahead of schedule. The selection of the contractor and notice to proceed with work were each completed a month ahead of schedule, and the MTA team has been working closely with staff from NYCDOT since the late Fall.

But we are waiting for a needed federal decision on the type of environmental review we must undertake in order to keep the project moving forward. We have been asking for months, but thus far have been given no guidance.

The reality is that continued federal inaction would result in worsening congestion on city streets, delayed improvements to air quality in the region and put the Capital Plan at risk. We cannot continue to move forward without the Federal Highway Administration formally working with us on the federal environmental review-and only they can provide the guidance to make this happen.

The MTA is the lifeblood of New York City's economy, contributing nearly \$1 trillion in gross domestic product annually. It's imperative that the CBDT program move forward to continue to move North America's largest transit system into the 21st Century.

Bus Priority

We're immensely proud of how our partnership with the City is helping to attract more customers back to our buses, specifically with the 14th Street Busway. We're thankful to Commissioner Polly Trottenberg and her staff at City DOT, and to Chair Rodriguez for your support of this bold initiative. We want to emulate that success on other lines wherever possible.

Since banning most cars from 14th Street last fall and implementing Automated Bus Lane Enforcement, there's been a dramatic uptick in bus speeds on the M14. It once took an average of 15 minutes to travel between Eighth and Third Avenues, it now takes just over 10. That's an improvement of nearly 33 percent. Ridership surged once customers started taking notice.

We're committed to making further improvements with our holistic borough-by-borough bus network redesigns. Our customers deserve more direct routes and increased service in the busiest areas where New Yorkers live, work and play. We're bringing the bus system into the 21st century after decades of the same old service map.

The Staten Island express bus redesign completed in summer 2018 is already paying major dividends for customers. It's led to improvements in bus speeds and reliability. On February 20th we held a public hearing on the *Proposed Final Plan* for the Bronx Redesign and will present a final plan in the coming weeks. In Queens, we've had a chance for the first blank-slate redesign of the bus system in decades. We recognize the draft proposal generated passionate responses. As a result, we have held dozens of public meetings with members of the council, state legislators, your constituents, and other stakeholders. We will continue to listen and work with the community as we update our plan. We also recently released the *Existing Conditions Report* for Brooklyn.

Paratransit

We're investing in and focused on Access-A-Ride service. We're expanding the popular e-hail pilot program, which offers on-demand service for Paratransit users -- doubling access to the pilot, from 1,200 to 2,400 AAR customers. For the core, ADA-required service we provide, we're also making improvements -- expanding the types of trips offered, leveraging more taxis and for-hire vehicles, and adding 700 new vehicles to our aging fleet. Thanks to improved GPS tracking, customers can now track their trips on an app and webpage. And in an effort to make the system more transparent, we regularly publish metrics on a public dashboard.

These improvements are helping to make our service more popular than ever. MTA Paratransit performs over 8 million trips a year. We have 160,000 registrants with approximately 68,000 active New Yorkers in any given month. 71 percent of registrants are over 65 years of age and 15 percent use a wheelchair. And the 2019 budget for Paratransit was \$614 million.

To put that in perspective, when the MTA first assumed responsibility for Paratransit in 1993, the service had just 25,000 registrants, compared to more than 160,000 now. That's a six-fold increase over 27 years. The total number of trips has also increased 1900 percent since 1994, from roughly 400,000 trips to nearly 8.1 million trips last year. Both registrants and ridership are only expected to continue to increase in 2020 and beyond.

Under the current funding agreement, there is a partial annual subsidy from the City, which amounts to the lesser of: (1) 33 percent of the MTA's net Paratransit operating expenses; or (2) a 20 percent increase over the subsidy paid by the City in the prior year.

Although the ADA allows agencies to charge up to double the base fare for paratransit service, based on the 1993 agreement with the City, our paratransit customers pay the standard base fare. As a result, our net operating deficit has risen from \$11 million in 1994 to \$548 million in 2019. Of that, the City will pay only \$176.4 million, leaving us with the remaining balance of \$371.9 million, which is twice as much as the City's share.

The reality is that the City's contribution to Paratransit's net operating expense has not kept pace with the growth in demand and accelerated investments in service. Given our current financial outlook, it is no longer sustainable for the MTA to shoulder a disproportionately high share of the operating expenses.

We believe that the 50 percent share of the costs we requested last year is fair. As you may know, in many jurisdictions across New York state, the locality covers the full amount of Paratransit costs and in other cities dedicated taxes have been appropriated to help share this expense. We reiterate the need for the City to increase its share of funding for Para-transit so we can continue to build on recent successes.

MTA Transformation Success

In previous appearances before the City Council, members have asked how the City and taxpayers can trust that the MTA will properly manage its resources to deliver results for the system. We want to assure you that it is truly a new day at the MTA.

Under the direction of Chief Transformation Officer Anthony McCord, the agency is undergoing a systematic reorganization to create a leaner, more efficient and centralized MTA. This reform is already driving toward meaningful results. For example, MTA Chief Development Officer Janno Lieber oversees our newly consolidated Construction and Development organization, which serves as a single, central point responsible for the planning, development and delivery of capital projects.

Under Janno's leadership, we've started bundling work to expedite project timelines and trim costs. On the first business day after the 2020-2024 Capital Plan was approved, we issued an RFQ for 23 accessible station projects. We issued another RFQ for Penn Station Access. The total cost of this work amounts to \$2 billion in the 2020-2024 Capital Plan. We have since provided a timeline for finishing the remaining capital projects from the 2015-2019 Capital Plan as well as work beginning from the 2020-2024 plan for the rest of 2020. These timelines were provided in keeping with the schedule promised at the Council's November 25th hearing.

This coordinated approach to capital projects is already paying off at Grand Central Terminal, where the integrated 42nd Street Connection project has combined eight separate rehab projects – including a major overhaul of the 42nd Street Shuttle -- into one comprehensive plan. The work is now expected to be finished 13 months ahead of the original schedule, with millions of dollars in savings.

These are the kind of efficiencies we expect to see with Transformation. Going forward, the new standard for the MTA is to operate more creatively, efficiently, and economically, to deliver projects on time and at or under budget.

With the City's help, we can continue to put our best foot forward to create the 21st century transit system that New Yorkers demand and deserve.

**THE COUNCIL
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Name: Aloysee Heredia Jarmoszuk

Address: 33 Beaver Street

I represent: TLC Commissioner

Address: _____

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Name: Vincent Chin

Address: 33 Beaver Street

I represent: TLC

Address: _____

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Name: Rebecca Zuck

Address: 35 Wade St

I represent: NYC DOT

Address: _____

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Name: Elizabeth Franklin

Address: 55 Water Street

I represent: NYC DOT

Address: _____

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Name: Polly Trotter

Address: 55 Water St

I represent: NYC DOT

Address: _____

E-bikes

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Name: Tiffany Chang

Address: _____

I represent: Asian American Federation

Address: _____

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Name: Lisa Daglian

Address: 2 Broadway

I represent: PCAC

Address: _____

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Name: Danny Pearlman

Address: _____

I represent: Riders Alliance

Address: 555 8th Ave #1803

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