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NEW YORK CITY DEPARTMENT OF TRANSPORTATION**

**HEARING BEFORE THE NEW YORK CITY COUNCIL
COMMITTEE ON LAND USE
APRIL 22, 2010**

Good morning Chairman Comrie and members of the Land Use Committee. My name is Samara Karasyk, Director for Intergovernmental Affairs at the New York City Department of Transportation (DOT). I am joined today by Anne Koenig, Executive Director of Franchises, Concessions and Consents at DOT. Thank you for the opportunity to discuss Intro 99, a charter amendment authorizing DOT to extend the date of the operating authority for two unsubsidized private bus services.

In 2007, the Committee approved Authorizing Resolution #838-A, which allows DOT to award competitive franchises for two unsubsidized bus services, one that transports approximately 880,000 passengers annually from Manhattan to LaGuardia and Kennedy Airports and between these airports (currently run by Private One of New York, LLC – d.b.a, New York Airport Service); and one that transports approximately 570,000 passengers annually between Williamsburg and Borough Park in Brooklyn (currently run by Private Transportation Corp.). Competitive solicitation will offer the opportunity for companies with the best overall proposal to operate these services.

As you know, last year, the Committee approved and the Council enacted Local Law 34 of 2009, which allowed DOT, subject to the approval of the Franchise and Concession Review Committee, to extend the operating authority of the current unsubsidized bus service providers until June 30, 2010 in order to ensure that we were able to solicit new proposals through a RFP process without interrupting service.

DOT released RFPs for the Williamsburg to Borough Park bus service on February 22, 2010, and for the Manhattan to LaGuardia and JFK Airports bus service on March 22, 2010. We issued addenda to the Brooklyn RFP in March. Responses to these solicitations are due in May of this year. There has been a lot of interest in these two bus franchises and we look forward to receiving proposals and awarding new franchise agreements. Given the time period needed to evaluate proposals and negotiate final contracts, we are seeking an extension to

the existing franchises to ensure that the New Yorkers who depend on these bus lines will not experience a disruption in service.

In accordance with Local Law 34 of 2009, the operating authority of these unsubsidized bus franchises cannot be extended beyond the end of June 30th, and therefore we urge the Council to support Intro 99, which will allow DOT to proceed to the Franchise and Concession Review Committee to extend the expiration date of these franchises until June 30th, 2011. We expect to have the new franchises in place by this date, and hope to have them finalized sooner.

Thank you for your consideration of this bill. We would be happy to answer any questions that you may have at this time.

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