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12	May	7, 2021
13	Start	10:03 a.m. ss: 1:52 p.m.
14		2.02 P.M.
	HELD AT: REMOT	E HEARING (VIRTUAL ROOM 2)
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16	Chair Finar	rperson for Committee on
17	Marga	aret Chin,
18	_	person for Committee on Aging
19	ll .	ssa Gibson,
20	I	rperson for the Committee on sight & Investigations
21		.s Rodriguez,
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23	COUNCIL MEMBERS:	
24		enne E. Adams ta Ampry-Samuel
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1	COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 2
2	COUNCIL MEMBERS (CONT.):
3	Robert E. Cornegy, Jr. Laurie A. Cumbo
4	Darma V. Diaz
5	Oswald Feliz Vanessa L. Gibson
6	Barry S. Grodenchik Karen Koslowitz Farah N. Louis
7	Steven Matteo
8	Francisco P. Moya Keith Powers Helen K. Rosenthal
9	James G. Van Bramer Ruben Diaz Sr.
10	Deborah L. Rose
11	Mark Treyger Paul Vallone
12	Kalman Yeger Carlina Rivera
	Ben Kallos
13	Mathieu Eugene Fernando Cabrera
14	Peter Koo Brad S. Lander
15	Robert Holden Stephen Levin
16	Scephen Hevin
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1	COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 3
2	APPEARANCES
3	Lorraine Cortés-Vázquez Commissioner of the New York City Department for
4	the Aging
5	Jose Mercado Chief Financial Officer for the New York City
6	Department for the Aging
7	Michael Ognibene Chief Operating Officer for the New York City
8	Department for the Aging
9	Margaret Garnett Commissioner of the New York City Department of
10	Investigation
11	Hank Gutman Commissioner of the New York City Department of
12	Transportation
13	Joseph Jarrin Executive Deputy Commissioner of the New York
14	Department of Transportation
15	Zeeshan Ott Director of Government Affairs of the New York
16	Department of Transportation
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SERGEANT BRADLEY: PC recording is up.

SERGEANT KOTOWSKI: Cloud recording is started.

Sergeant Bradley, can you give us the opening please?

SERGEANT BRADLEY: Good morning and welcome to

the today's New York City Council Executive Budget

hearing on Finance joint with Aging, Oversight &

Investigations and Transportation.

At this time, will all panelists please turn on your videos for verification purpose. To minimize disruption, please place electronic devices on vibrate or silent mode. Thank you for your cooperation. Chairs, we may begin.

CHAIRPERSON DROMM: Thank you very much. Good morning and welcome to the City Council's second day of hearings on the Mayor's Executive Budget for Fiscal 2022. My name is Daniel Dromm and I Chair the Finance Committee. We are joined by the Committee on Aging, Chaired by my colleague Council Member Margaret Chin. I am going to start by acknowledging my colleagues joining us and they are Council Member Grodenchik, Adams, Feliz, Minority Leader Matteo, Powers, Ampry-Samuel, Chin and Reverend Diaz are here with us. Thank you all for joining us this morning.

The Executive Budget for the Department of Aging totals \$440 million. Up \$56.5 million from its

Preliminary Budget just three months ago and includes \$36.2 million in federal revenue received from

President Biden's stimulus package. Significantly, this growth isn't just a temporary increase. It includes \$49.4 million in new baselined funding to support several new needs championed by the Council in our budget response.

First, the Executive Budget includes \$39.4 million for the first year of a five year community care plan for older New Yorkers, which creates 25 new senior centers or naturally occurring retiring communities known as NORCs.

Second, the Executive Budget finally adds \$10 million for the second phase of the senior center model budget, hooray, which will increase rates to service providers and increase staffing and programming at senior centers. Initially, it was expected that senior center model budgeting would be fully funded by Fiscal '21 but due to budget constraints because of COVID-19, it was delayed and will now be funded in Fiscal 2022.

Third, the Executive Budget increase support for the City's Indirect Cost Rate Initiative by \$6.3 million for a \$9.2 million total. This increase will also be retroactive to Fiscal 2021, meaning that providers will receive 100 percent of their approved indirect funding for Fiscal '21 rather than the expected cut of up to 70 percent.

There are still a few important items that the Council called for in the budget response that didn't make it into the Executive Budget and which we hope to see included in the Adopted Budget.

For example, we sought \$16.6 million to increase reimbursement rates for home delivered meals. Serve more seniors and add weekend meals. \$6 million to expand case management and clear the home care wait lists. \$4.9 million to address the growing need for mental health services by expanding the clinicians in Senior Centers Initiative and the Visiting program for Homebound Seniors program. \$4.4 million for 10,000 additional internet connected tablets to help more seniors bridge the digital divide and pay equity for human service workers.

We are also very concerned by the Executive Budgets proposed 48 percent decrease since the

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 7 Preliminary Budget in capital funding over the next four fiscal years. We look forward to working and continuing to work with DFTA and the Administration to ensure that these initiatives are prioritized.

I want to say thank you to Daniel Kroop, Dohini
Sompura, Noah Brick and Dohini and Daniel from the
Finance Division for the preparations for today's
hearings. I will now turn it over to Chair Chin for
her opening statement. Chair Chin.

CHAIRPERSON CHIN: Thank you Chair Dromm. Its been a pleasure serving with you for this past — this is our $12^{\rm th}$ year together and this is our $4^{\rm th}$ budget together and you as the Finance Committee Chair and I am really grateful for all your support.

Good morning. I am Council Member Margaret Chin,
Chair of the Committee on Aging and welcome
Commissioner Cortés-Vázquez from the Department for
the Aging.

In today's Executive Budget hearing, we will hear testimony from the Department for the Aging, also known as DFTA on its Proposed \$440 million budget for Fiscal Year 2022. Which is \$42 million greater than its Fiscal 2021 budget. The Executive Budget adds \$48 million for a community care plan that will

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 8 create 25 new senior centers or NORCs. It also adds the long way to \$10 million increase for senior center model budget and fully funds the Indirect Cost Rate for providers with \$6.3 million.

During my time as Chair of the Committee on Aging, DFTA's budget has grown by 67 percent. We have moved from cutting services to adding them. I am proud to say that in this budget we have achieved an historic new investment in New York City's senior services. Congratulations to the Commissioner, providers, advocates and Council Members who have pushed relentlessly for this Administration to do the right thing in the face of the COVID-19 pandemic. Together, we are building critical new supports for this city's growing senior population. Federal revenues from the American Rescue plan drive this expansion and I thank our partners in Washington for their efforts as well.

Despite these huge strides forward, we are not done yet. Providers are concerned about the short timeframe for a new RFP for senior centers and NORC. I am concerned to given that senior centers are hard at work preparing for their first grab and go meals in over a year which begins on Monday. In addition,

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 9 the Executive Budget still lacks the \$16.6 million for the Council's call in its Preliminary Budget response for home delivered meal, as well as \$6 million for the case management. \$4.9 million for mental health and \$4.4 million for technology.

We also need our one time Council and

Administrative funding restored. Commissioner, there
is still time for DFTA's budget to pass the half a

billion dollar for the first time and create a senior
service network that makes New York the best city in
the world to age in. So, let's get it done this year
to be truly the year of the seniors.

I would like to thank the Committee Staff for their hard work in preparing for this hearing. The Senior Financial Analyst Daniel Kroop, Unit Head Dohini Sompura, our Committee Counsel Nuzhat Chowdhury, Policy Analyst Kalima Johnson, of course our Finance Director Latonia McKinney and Regina Poreda Ryan and also, my Deputy Chief of Staff Kana Ervin and my Legislative Associate Angela Seeger.

Now, I would like to turn it back to our

Committee Counsel who will review some procedural

items relating to today's hearing before we swear in
the Commissioner. Thank you.

CHAIRPERSON DROMM: Just before we go back to our Committee Counsel, I just want to say thank you also Chair Chin for your very kind words and it has been such a pleasure to work with you over these last 12 years. You are genuine and I really feel lucky to know you and to have worked with you. I have really enjoyed our tenure with you in the City Council. So, thank you Chair Chin for everything you have done. Yes, we can give her a round of applause.

CHAIRPERSON CHIN: Thank you Chair Dromm. I also want to thank you to Council Member Vallone, who was my partner on this Committee who is still my partner on this Committee and he has been such a strong advocate for our senior center. So, I wanted to give a shout out to Council Member Vallone. Thank you.

CHAIRPERSON DROMM: Absolutely and I have not had the pleasure to work with him for twelve years but for the last eight years I have had that pleasure.

So, thank you Council Member Vallone and I want to say you are here. Thank you very much for being here. Also, we have been joined by Council Member Rose, Treyger and Moya. And just I have to read a statement just before we go to Counsel. Thank you Chair Chin. We will now hear testimony from DFTA

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 11

Commissioner Lorraine Cortés-Vázquez who is also someone who I have known and had the pleasure to work with over many years now. So, thank you Commissioner for all that you have done for the City of New York and for the State of New York as well.

So, she is joined by Chief Operating Officer
Michael Ognibene and Chief Financial Officer Jose
Mercado. So, I am going to turn it over to Counsel
to swear in the witnesses and Counsel, thank you for
all of your work as well.

COMMITTEE COUNSEL: Thank you Chair Dromm. My name is Noah Brick and I am Counsel to the New York City Council Committee on Finance. Before we begin, I want to remind everyone that you will be on mute until you are recognized to speak. At which time, you will be unmuted by the Zoom host. If you mute yourself after you have been unmuted, you will need to be unmuted again by the host. Please be aware that there could be a delay in muting and unmuting, so please be patient.

During this portion of today's hearing, we will hear testimony from the Department for the Aging.

During the hearing, if Council Members would like to ask questions, please use the Zoom raise hand

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 12 2 function and you will be called upon to speak. We will be limiting Council Member questions to five 3 minutes including responses. 4 I will now administer the affirmation to the 5 6 Administration witnesses. Do you affirm that your 7 testimony will be truthful to the best of your knowledge, information and belief? Commissioner 8 Cortés-Vázquez? 9 10 LORRAINE CORTES-VAZQUEZ: I do. 11 COMMITTEE COUNSEL: Mr. Ognibene? MICHAEL OGNIBENE: I do. 12 COMMITTEE COUNSEL: And Mr. Mercado? 13 14 JOSE MERCADO: I do. 15 COMMITTEE COUNSEL: Thank you. Commissioner, you 16 may begin when ready. 17 LORRAINE CORTES-VAZQUEZ: Thank you very much. 18 Good morning. This is quite a day that we have come 19 to. It's the last hearing for many of us. It's the 20 last Executive Budget Hearing for many of us. good morning Chair Chin, good morning Chair Dromm. 21 22 It's always a pleasure to work with you and to all 23 the members of the Aging and Finance Committees. I am Lorraine Cortés-Vázquez, I am the 24

Commissioner of the New York City Department for the

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 13 Aging. I am joined this morning, as you just heard, by Jose Mercado who is the Chief Financial Officer and Michael Ognibene our Chief Operating Officer.

And I want to thank you for this opportunity to discuss DFTA's Executive Budget for Fiscal Year 2022.

In addition to working to eliminate ageism and ensuring the dignity and quality of life of older New Yorkers, providing high quality services and resources are among the Department's top priorities. To support this important work, our FY 2022 Executive Budget, as you both have said this morning, projects \$439.9 million in funding, of which \$285.6 million is city funds. And other \$230.3 million of those support older adult centers, which incorporates the \$8 million in NORC funding. \$41.8 million of home delivered meals and \$38 million for case management, another \$34.4 million to support home care for homebound seniors who are not Medicaid eligible, and \$8.1 million for caregiver services.

There is also an additional \$6.2 million in Indirect Cost funding. In addition to supporting these services, the Administration has invested heavily in responding to the continued pandemic.

This Administration has consistently made major investments in aging services. And I thank all of you who helped make that possible. Including an overall increase of \$150 million in baseline funding. If you recall, the prior administration had taken \$110 million away from aging services. In this Executive Budget, an additional \$10 million, the long waited \$10 million food model budget was included. Fulfilling a promise to right-size many contracts. Additionally, the \$39.4 million for funding for older adult and senior centers and NORC contracts, to be allocated through an RFP. It is the largest investment in aging services in 20 years. It is the first time we have had an opportunity to expand in that same period of time.

The FY '22 Executive Budget adds \$115.4 million in coronavirus state and local recovery funds over three years. These funds are allocated to the community care investment that I just referred, the indirect cost rate, which is extremely important and the senior center model budget phase II. We are also incredibly grateful for the ongoing support of the City Council, which in FY 2021 awarded DFTA with over \$38.1 million in discretionary funding, allowing us

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 15 to make even greater investments in often underserved or unserved communities.

We know that older adults overwhelmingly prefer to age in their homes and in their communities if given the choice. To achieve these, many need a full range of high-quality critical services, resources and opportunities that will support them in their daily living activities. With this in mind, we have released a five-year community care plan which promotes universal access to a continuum of services and supports in the community that will help prevent institutional care or nursing homes.

With the current administration's investments, we have reversed losses and added slightly more from previous administrations. Additional investments are needed to help keep pace with the growth and the diversification and financial pressures facing older adults. Additionally, DFTA aims to increase the diversity in its portfolio of providers to address historical funding inequities. We know that roughly half of the older adults use centers in their districts, while another half travel to other centers.

We also hope to tap into the technologies that have come online in recent years and that have reached isolated older people, connect people with their communities and help address a variety of presenting needs. A critical next step in this plan is to reimagine Older Adult Centers OACs as we are calling them now. Always Loved and Reviewed and Call Senior Centers and Naturally Occurring Retirement Communities to promote collaborations, innovations and synergy between these two core DFTA programs. It is to be accomplished through the current Request for Proposal.

To start to achieve these goals, the budget includes \$39.4 million to fund an additional 25 Older Adult Centers or NORCs and to support and ensure full utilization. This includes better marketing outreach to inform the community of the rich array of community care services available to them. It also encompasses expanded transportation to reach those who are geographically isolated and live in transportation deserts, which we will be able to fund this also in FY23.

This Executive Budget also includes the \$10 million of the non-food model budget funding, which

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 17 focuses on programming and program staff. As you may recall, the model budget exercise aimed to achieve two goals. One was to increase revenues and ensure strong programming in our network of congregate centers. And the second was to make more uniform funding levels of each center to support equity in staffing structure and salary.

In FY18, the first phase of this process began and it focused on programming and program staff and resulted in a significant investment of \$10 million of baseline funding to our network of older adult centers. This allowed centers to right-size salaries, hire more staff and expand and enrich center programming. We appreciate the Council's continued advocacy for these funds and the Mayor's commitment to them. As you know, the Council, the Mayor and service providers have been working collaboratively to address indirect costs. These are a portion of provider costs that are not directly attributable to service delivery but are necessary for operations like accounting, human resources, fund raising, rent, general operations and other eligible costs.

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DFTA contracts will receive \$6.2 million in funding to cover these indirect costs. And I am going to — this is an important feature, especially for the smaller nonprofits and the supports of their administrative operations. This funding will help stabilize contracts for social service providers across the city. You know that many older adults lack access to technology, which has been a lifeline especially during the pandemic. We recognize the value and the importance of virtual programming. In addition to the device itself, reliable internet and digital literacy training are fundamental components of access.

As you know, last summer, through a program led by the Mayor's Office of the Chief Technology, with the support of the New York City Housing Authority and DFTA, the city delivered 10,000 free Wi-Fi-equipped tablets to older NYCHA residents. The program included one year of free internet, which was set to expire this month. Though we are thrilled that the city has extended the free Wi-Fi along with the contract to the Older Adults Technology Services, which we all know as OATS, to continue to provide training, education and technology support.

We have continued to invest in planning for increased access and support in this area. This is a fundamental component of our community cares plan as well and we continue to explore ways, not only to ensure access but also to innovate our use of technology to make access to other services easier.

The pandemic has been a strain on all of us, that is an understatement. Especially older adults who are most vulnerable and isolated. Since the start of the pandemic, we have increased supports to address isolation. In March 2020, we started with wellness calls to older adults in all our programs and to date have conducted over 4 million calls. These serve an essential purpose not only to check-in on the older adults to reduce isolation but also to provide referrals to other services. Like food insecurity, Friendly Visiting, elder abuse, mental health and other services.

In addition to DFTA's Geriatric Mental Health programs, Friendly Visiting has also served as a mental health intervention program. It focuses on isolated, largely homebound seniors who are connected with DFTA's contracted case management agencies. The program matches older adults facing the negative

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 20 effects of social isolation with well trained, matched volunteers who spend time with them to provide social interaction. The program expands the older adult's connection to their community and helps prevent the isolated older adult from declining into depression and loneliness.

During the last years, these visits have continued and have been continued virtually as well as telephonically. To expand services and to support the social isolation and loneliness of a broader range of older adults, DFTA also launched the program called, Friendly VOICES in October 2020. This program was established to open eligibility to a wider range of older adults and will remain virtual. Friendly VOICES offers older adults the opportunity to be matched to a volunteer, a peer or a small group and the Friendly VOICES program currently has openings for older adults to join.

To sign up as a volunteer or an older adult, individuals can call our Aging Connect program, which is an entrée to all aging services and the number there is 212-244-6469. I am proud of DFTA's most recent campaign, which was an anti-ageism campaign, Ageless New York, which focuses on the pervasive

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 21 thoughts and attitudes New Yorker have on aging and older adults. And the negative impact that ageism has on personal lives, self-esteem, the workplace, the health industry and our economy. The campaign highlights real older New Yorkers who are active and defy the stereotypes about older adults. The messaging focuses not only on aging and not stopping individual's uniqueness, gifts or contribution. It highlights those.

The anti-ageism campaign consists of both visual and video PSAs which are running in bus shelters,
LinkNYC boards, Facebook and Google ads and a website nyc.gov/agelessnewyork, and NYC Media assets,
including NYC TV and New York City taxi monitors.

Our hope is that as more people get information about ageism, those of us who are older will not be effected by these insidious attitudes that we experience regularly.

The COVID pandemic has challenged us — the other thing I want to say is that ageism is insidious. We all do it in sometimes unbeknown to ourselves and so this campaign also challenges individuals to look at their own attitudes of ageism. The COVID pandemic has challenged us to do more with our limited

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION resources, while underscoring the critical importance of community care. On the one hand concentrating on the older adult persons in an institution has been a tragic driver of death tolls in this pandemic. also resulted in the detrimental mental health effects to the many isolation unnecessarily imposed upon nursing home residents during this time and to their families. Those isolating at home have feared far better in terms of physical health. It has been much easier to avoid the worst effects of isolation within homebased settings. Which has allowed continuing connection one by one in family households and via community care professionals.

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The community care plan will achieve the City's long-term vision of providing universal access to appropriate, high-quality community care services and supports for growing older multicultural population. This included a continued investment in virtual programing, as well as the support of older adults accessing a device, connectivity, technology and literacy training.

Additionally, continued strategic investments to expand case management, homecare services, caregiver services and other essential services including

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 23 referrals to services such as mental health programming. More older adults will have the option to age in place. We look forward to advancing these goals with you this year and in the next four years of the plan.

I continue to be proud of the work that DFTA has done and I am proud of the incredible talented staff that DFTA has assembled and look forward to an influx of additional resources and investments in the years to come towards the community care plan. As also, we are grateful to the Chairs and the Committees for your advocacy and continued partnership to support older New Yorkers and I thank you for that.

CHAIRPERSON DROMM: Thank you very much

Commissioner. Before we go to questions, I would

just like to announce that we have been joined by

Council Members Ayala and Brooks-Powers and let me

start off with some questions regarding the planning

for COVID-19 recovery.

So, I want to credit the Administration for heeding the Council's call in Fiscal '22 Preliminary Budget response to enhance support for the city's \$1.6 million seniors with its \$47.6 million baselined investment to create 25 new senior centers and NORCs

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 24 and the prize \$10 million for model budgeting. So, when can we expect to see all of the 25 new senior centers or NORCs opened?

LORRAINE CORTES-VAZQUEZ: The goal is and it is an ambitious goal because we would like to make sure that that happens this year so that the investment could be realized. And the goal is to start those programs October 1st. The RFP is currently in the field. We have in addition to releasing the RFP over two weeks ago. We have a robust addendum which addresses all of the questions raised during the bidders conference and the RFP. So, we expect the programs to start October 1st.

CHAIRPERSON DROMM: So Commissioner, I have heard some concern from senior centers and advocates about the deadline on the RFP. I think it's May 27th if I am not mistaking. Is there a possibility that that deadline can be extended?

LORRAINE CORTES-VAZQUEZ: Well, I am proud to tell you and I said this to Chairwoman Chin last night, that yes, the deadline has been extended. We have also heard those concerns and the deadline has been extended to June 10th.

CHAIRPERSON DROMM: Okay.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 2 LORRAINE CORTES-VAZQUEZ: And so, there is an additional two weeks, so there is a total of close to 3 nine weeks to address the RFP. 4 5 CHAIRPERSON DROMM: Okay, thank you. That's 6 great news. 7 LORRAINE CORTES-VAZQUEZ: Yes, thank you. 8 CHAIRPERSON DROMM: Is there a model budget for these new centers in NORCs? 9 10 LORRAINE CORTES-VAZQUEZ: The model budget 11 process that we have employed in the past will also be the model budget process that we are looking at as 12 13 part of the RFP. 14 CHAIRPERSON DROMM: Okay, thank you. And will the \$47.6 million support the \$1.3 million for nurses 15 16 at NORCs? The City Council has added in the past two 17 years. 18 LORRAINE CORTES-VAZQUEZ: I believe it is a part 19 of the RFP process but I am going to turn to Jose 20 Mercado, the Chief Financial Officer who has the 21 details, specific details on the budget on this 22 category. Jose. 23 JOSE MERCADO: Yeah, that is correct that 24 information. That those funds are a part of the

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current RFP.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 26 2 LORRAINE CORTES-VAZQUEZ: CHAIRPERSON DROMM: Okay, thank you. 3 LORRAINE CORTES-VAZQUEZ: And can I just add one 4 5 more thing to that? 6 CHAIRPERSON DROMM: Sure. 7 LORRAINE CORTES-VAZQUEZ: The other, one of the 8 other things that we have done in the RFP is also encourage. If you weren't a NORC or were a senior 9 center, that that was also a service that we would 10 like to see as an enhancement. 11 12 CHAIRPERSON DROMM: Okay. LORRAINE CORTES-VAZQUEZ: So, I just - I am sorry 13 14 about that. 15 CHAIRPERSON DROMM: Yes and just one of the 16 concerns that I have is the last time that the NORCs 17 went out for other - that the RFP went out for NORCs, 18 three centers were left out. One in my district, one 19 in former Council Speaker Melissa Mark-Viverito's 20 district and one in southern Queens. Mine is self-21 help and the Southern Queens is JASA and the other 22 one may have been JASA as well. Is there any 23 assurance that those NORCs will not be cut out? They weren't cut out because they didn't qualify. They 24

qualified but there was not enough funding.

LORRAINE CORTES-VAZQUEZ: So, I and Jose will correct me if I am overstating but my understanding is that we have normalized that and included those in the RFP so that they do not find themselves year by year as you have just well said. You know we have funded them every year. We have had to do it as a special add on and but all of that has been included as part of the RFP. Is that accurate Jose?

JOSE MERCADO: Yeah, I just want to add as well, the RFP actually has three competitions. There is one strictly you can bid for NORC by themselves, right? You can bid strictly for older adult centers by themselves and you can also bid for two combined. So, you actually have three pots of money. So, anyone can compete for all three of those.

So, from our perspective, we have for example for the NORCs, we have baseline of \$23 million. That's what we are assuming that's the base, the minimum, with \$23 million on top of that. We couldn't increase more and more. That's part of the 25. So, from that perspective, there is a separate competition just for NORCs.

CHAIRPERSON DROMM: Okay and I would like to know if we can continue the discussion into the Adopted

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 28
Budget so that we know whether or not those NORCs in particular will be funded. So, that if not because the Council has also been putting in funding for those NORCs and that we can figure out what we are going to do so that none of them are cut out.

LORRAINE CORTES-VAZQUEZ: Yeah, so you know obviously this is all about getting the RFP's, looking at who is the bidders, reviewing it. So, we will have a much better sense by October — I am sorry by June 10th, the number of prospects that have come in and have some sense of where we are. Alright, a better sense.

CHAIRPERSON DROMM: Okay and then also concerning, the centers and the NORCs, what about things such as case management, mental health counseling and new technology? Will that be included in the new NORCs and centers?

LORRAINE CORTES-VAZQUEZ: The expansion of those services; and Jose and Michael, you can add to my comment. The expansion of those services was planned for the second year. Alright, so the expansion of homecare and the case management is planned for the second year. What we needed to do in this first year was expand the base services, which are NORCs and

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 29 senior centers. And looking at, because this is a five year plan, that other expansion would occur in the second year of funding.

CHAIRPERSON DROMM: So, we are not going to see a reduction in the waitlist for case management?

LORRAINE CORTES-VAZQUEZ: Different conversation.

CHAIRPERSON DROMM: Okay.

LORRAINE CORTES-VAZQUEZ: A different conversation but uhm, we have, as you know, we have seen a waitlist and it increased incrementally during the pandemic. But what we have also seen as the pandemic has gone down, we have seen a 46 percent reduction in the case management waitlist. And I also want to add, you know in anticipation of the question on home delivered meals, you know we immediately, as we assess someone and identified the emergency needs and food insecurities, one of the emergency needs, we then rely on Get Food during this pandemic period to uhm, to absorb that individual until they get normalized into a home delivered meals program.

And again, in anticipation of the follow question, is that we have been able to increase home delivered meals and because we have used the CARES,

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 30 the emergency CARES money, we know that we can continue that increase for the next year into the next budget year. That increase demand on home

delivered meals. Jose, is that accurate?

JOSE MERCADO: Yeah, I just want to clarify something. So, there will be for example, the Commissioner has been working with OMB to expand technology for the senior centers and she is correct, that will be happening in Fiscal Year '22. Regarding case management, there is no money in the current budget for expansions for our case management as is.

CHAIRPERSON DROMM: So, uhm, the Executive Budget didn't include any additional funding — just to go to the home meals that you are referencing. It didn't include any additional funding for home delivered meals am I correct on that?

JOSE MERCADO: That is correct but as the Commissioner mentioned, we were using stimulus money to continue to cover our current great need in home delivered meals but I am going to add more to this as well. We are still for example, waiting for the state to also give us our appropriation for additional stimulus money. So, there is more money

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 31 coming for that for meals, for meal security in general.

CHAIRPERSON DROMM: So, when you say the state, does that include money from the feds that goes through the state or do you get money from the feds directly?

JOSE MERCADO: No, that is the former, that is correct.

CHAIRPERSON DROMM: Okay, thank you. And since April 2020, the city has been issuing Get Food — has been using Get Food New York City budgeted in the Department of Sanitation as the overflow plan for seniors with emergency food needs that can't be met within distance Own Home Delivered Meals program. Given that there are thousands of seniors who have been placed on Get Food due to capacity issues, is DFTA working with OMB to get additional funding into its Home Delivered Meals program?

LORRAINE CORTES-VAZQUEZ: And I am going to address that and Jose, you will correct the details if I am overstating again. I'm not overstating but if I have left anything out.

We had used the stimulus money to increase the home delivered meal capacity and home delivered meals

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 32 programs and the goal is to continue that as we go forward. You know, as you know we have identified somewhere, anywhere between depending on the day, between \$25 and \$100,000 older adults who were not participating in DFTA services who raised their hands for services, primarily food services.

JOSE MERCADO: Right.

LORRAINE CORTES-VAZQUEZ: And those are the people that we are you know normalizing if they chose to go onto the Home Delivered Meal program.

CHAIRPERSON DROMM: Okay and then in regard to the Home Delivered Meal, the Get Food program, the quality of the food often times is not culturally competent. What type of effort is being made to ensure that those meals are culturally competent?

LORRAINE CORTES-VAZQUEZ: I would defer those questions for Get Food to Get Food. I can tell you that we have been in close partnership with Get Food and have shared with them our nutritional standards. Have also shared with them you know, many of the culturally competent contractors and I believe that they have made some efforts in that arena but I would defer those questions to Get Food.

CHAIRPERSON DROMM: Okay and Commissioner, just to make you aware as you may already know, from my community in particular, you know often times they will get lima beans but they are not the type of lima that you know a certain group of people are accustomed to or even the same thing with rice etc.. So, they get rice but it's not the rice that they like to use.

Announce as Chairwoman Chin said in our opening remarks and I believe you did also, that we are resuming a grab and go process, where the food will come back from their own senior center that they know and they are familiar with and that process is starting pretty soon. I mean, it's up to the provider when they can and they choose to start grab and go but we have with the Chairwoman's constant advocacy and partnership, we have been pushing for grab and go and we are at that point now. And so, we are glad that we are able to do that transition as the first pathway to reopening.

CHAIRPERSON DROMM: And we are very well aware of the Chairs constant advocacy, believe me. Alright, let me just finish up with this and then I will turn

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 34 it over to Chair Chin. There are currently \$38.1 million — there is a \$38.1 million deficit resulting from the absence of council seniors initiatives and administration one time additions for senior program like NORCs, which I mentioned before, NYCHA clubs and senior centers. By not baselining these programs in the Fiscal '22 Executive Budget, the Administration runs the risk of funding cuts to these essential programs.

So, why are you not funding those programs and/or baselining those programs? Maybe you answered it a bit when I was talking to you about the NORCs. Can you just elaborate further on that for me please?

LORRAINE CORTES-VAZQUEZ: Jose, can you repeat

CHAIRPERSON DROMM: Oh, okay.

how we baselined all of it into the RFP.

JOSE MERCADO: So, we are going to make a distinction. There are discretionary money that you guys fund every year and then there are agreements that we have made in a couple of years but we were funding those specific programs and we baselined those.

So, those, there are two different pots of money we are talking about. They are the ones that we fund

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 2 right? Which we made the agreements in the past and those are part of the RFP. The \$38 million that you 3 fund are not part of the RFP. Those again are we are 4 hoping that with your generous you know advocacy, 5 that these things will continue on as well. 6 7 LORRAINE CORTES-VAZQUEZ: And I also want to, I 8 want to underscore Chairman Chin, I am Chairman Dromm, one of the first commitments you made me; you 9 asked me for when I became Commissioner was to put 10 lot of attention on the ten ethnic nonprofits that 11 you funded with discretionary funds. We have put a 12 lot of effort into those and ensured that this RFP is 13 14 responsive to their needs, so that they are not left 15 out because the concern was, can they compete and be 16 considered. And we have done everything that we can 17 in this RFP to ensure that they are not - put 18 anything that serves as a disadvantage to them. 19 CHAIRPERSON DROMM: Yes and I know that you 20 visited the Queens Center for Gay Seniors, are they included in that as well. You mentioned ethnic but 21 22 not the LGBT is included as well? 23 LORRAINE CORTES-VAZQUEZ: I am sure it is, yeah. CHAIRPERSON DROMM: Okay, alright thank you 24

Commissioner. I am going to turn it over.

LORRAINE CORTES-VAZQUEZ: One of my favorite place is that.

CHAIRPERSON DROMM: I know, I know you've been there. I know. It's right around the block from me, so it's important. Chair Chin.

CHAIRPERSON CHIN: Thank you Chair Dromm.

Commissioner, I am glad to hear that you have extended the deadline for the RFP, two weeks but I really ask you to consider longer than two weeks.

Because providers have told me that they got this huge addendum back and then also for them to make sure that they can really be competitive.

So, I ask you to consider a little bit longer, more than two weeks.

LORRAINE CORTES-VAZQUEZ: Chairwoman Chin, you know that I listen to you but we also have this competing deadline which is the October 1st implementation. So, yes, I am listening to that and as we get more information than we can make an informed decision.

CHAIRPERSON CHIN: Okay.

LORRAINE CORTES-VAZQUEZ: I am committed to continuing that discussion with you.

CHAIRPERSON CHIN: Great, thank you. Okay, my question is well, the first question is on the model budget. I know that we finally got the \$10 million put in. I wanted you to maybe elaborate a little more on how that money is going to be spent because on the first time with the first \$10 million there were centers that did not get a dime. And like these were centers that were serving a large senior population and the Council, then we have to step in and continue to provide supplemental money for their essential services. So, can you just elaborate more like to make sure that this extra funding will go to every senior center? Because there is great need and we are still supplementing them.

LORRAINE CORTES-VAZQUEZ: Right, so what I can tell you is that there was formula that we designed with you and one of the things that goes to normalizing and rightsizing programming and staff.

And so, what we are looking at is to — and we look at those programs that have the lowest number of staff and the lowest number of programs. And so, we are looking at it very, very carefully to make sure that it is incorporated into those programs so that we can right size them. Because that's what it was, it was

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 38 a model budget process. And Jose, if you want to elaborate how we are looking at that, I would appreciate it.

JOSE MERCADO: And so, I would say, I would basically echo what the Commissioner said. It was based on a specific formula. We were looking at specific salaries to make sure that there was a minimum amount per each agency. But if there are specific agencies that you have concerns with, if you can forward it to us and we can look at this and get back to you on this.

CHAIRPERSON CHIN: Well, I mean, we talked about it with the last model budget that came out. I mean there are agencies that actually when you are just talking about staffing, they have a greater need because of the population they serve. They need more bilingual bicultural staff and you know, all the extra costs that was not covered. But we hope to have this you know, continued conversation to make sure that every center you know, get their fair share.

We, on the Council -

LORRAINE CORTES-VAZQUEZ: That commitment is there.

CHAIRPERSON CHIN: And then we at the Council are not providing money for core services. I think that is a key issue.

JOSE MERCADO: Yeah, we understand that but again the premise behind the model budget is to ensure that we are at least minimal salaries across the board.

Some agencies have salaries much higher than the minimum. I think that's kind of where the model fell in that piece. Again, we can have conversations about like the Commissioner said, we can come back and look at this again.

Given the fact that this actually will be implemented again in part of the July 1, so and that's like the first three months of that first quarter and we can kind of look at this again.

CHAIRPERSON CHIN: Okay. I am going to go to talking about senior center reopening. I mean we're very happy to hear that grab and go will start on Monday May 10th but some of the providers was a one week notice.

LORRAINE CORTES-VAZQUEZ: No, no, I want to be clear. We said they could give us information and they can start as soon as they can. We don't have a

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 2 mandated date when they start. They will let us know when they are able and want to start, right? 3 4 CHAIRPERSON CHIN: My understanding and then I think from the notice that was sent out that May $10^{\rm th}$ 5 is the first day that they can start the grab and go. 6 LORRAINE CORTES-VAZQUEZ: May 12th was - by May 7 12th they had to give us information and they can 8 start as early as May 10th if they are ready. All of 9 10 this was a voluntary process. It's not a mandated 11 opening date. CHAIRPERSON CHIN: So, how many, how many centers 12 do you know is ready to start on May 10th. 13 14 LORRAINE CORTES-VAZQUEZ: I will get back to you on that. I don't have that information right now. 15 16 CHAIRPERSON CHIN: But there are centers that are 17 ready to go right? 18 LORRAINE CORTES-VAZQUEZ: I believe so. 19 CHAIRPERSON CHIN: Because some seniors are 20 expecting their grab and go on May 10th. 21 LORRAINE CORTES-VAZQUEZ: That was never, that 22 was never a definitive date. I will get back to you on that and we can look at, see who is ready for May 23 10^{th} , whose ready for May 15^{th} , who is ready. We can 24

give you that rolling deadline that they are giving -

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 41

I mean, the rolling opening date that they are provided, alright?

CHAIRPERSON CHIN: Yeah, I mean -

JOSE MERCADO: I can give you a little bit more clarity. So, there was a document that was sent out that basically asked the provider to submit whether they can opt in. You know, put in whether you want to opt in, please let us know by May 12th. We think as the Commissioner said, is that if you can start earlier let us know. We do have a couple people, a couple programs who are very eager to start on Monday. I think that's where the confusion is. We did not say start Monday but we do have a couple who are very eager. We are looking at their finances to make sure that they are viable to start on Monday.

CHAIRPERSON CHIN: Well, these providers

definitely will need the support. The resources and

the support to help them get started and we want to

make sure they have that information. And the other

thing is that the city is opening up. I mean

restaurants, you know increase the capacity. There

is outdoor dining. So, there are a lot of ways that

the seniors can go back to their center to get

services, not just the grab and go. I mean that's a

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 42 good beginning but what about you know getting some social service support or mental health support, one on one counseling discussion. I mean, all those services should be available. I mean, that's what seniors are asking. The restaurant down the block is open. How come my center down the block is not open?

And it is such a critical need for them to be back with their friends. The isolation that they have endured for the whole past year and that's what we've been you know advocating for to get them to reopen as quickly as possible.

So, we want to make sure that they get the resources and support they need from DFTA so they can do that.

that and of course they will. And what we have done also is worked and as you are well of this, we've worked very closely with the Department of Health and they have given us some guidelines for reopening in the event that we can start congregate. And so, we will be steering those and they have also given us very good guidelines on low — what we are all calling outdoor low-risk activities. Grab and go being the first of those. And so, those guidelines have been

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 43 prepared. We just need to put them through the administrative process. You know, meaning City Hall and the Law Department but they are there when we are ready to open so people will be prepared as to what is going to be required for an opening. So, all of that Preliminary Planning has been put in place.

CHAIRPERSON CHIN: So, when do you expect, anticipate? Because the Mayor is talking about July $1^{\rm st}$. The city will — is all the senior centers going to be ready by July $1^{\rm st}$?

LORRAINE CORTES-VAZQUEZ: Chairwoman Chin, you and I both share that desire to open senior centers and I always defer. This pandemic has been the most eye opening, mind boggling, disease that we have ever experienced and I defer to the science. And when the science is and the medical community says that it is safe for congregate activities and for activities other than outdoor low-risk activities, we will be the first there with you in reopening. But I have to defer and respect the science and follow the science.

CHAIRPERSON CHIN: Well, I mean we will continue to advocate to push because the providers have been you know doing all the support work with the Grab and Go, I mean with the Get Food and they were asked to

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 44 be the one to help register to seniors and see if they were registering, if they missed vaccine. If they were having a problem doing it online, you and I made robocalls and said, call your center.

So, we got to provide the supports so the seniors come back.

LORRAINE CORTES-VAZQUEZ: Yeah and we do and we have and we will continue to do that. What I want to say is that as part of Grab and Go just precisely on this vaccination question, one of the things that we built in is to get information as to who might not be vaccinated in a senior center and get that information to the Department of Health as well as getting them information, so that we could ensure that as many older adults as possible are vaccinated. Because that also helps the pathway to reopening. And so that's going to be part of the Grab and Go approach and we are very proud of that.

CHAIRPERSON CHIN: Okay and are your community plan and the RFP; there was a concept paper that was issued for the older adult center, senior center but there was no concept paper for the NORC. So, how much of the \$230 million in the RFP are going to the

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION NORC program? And why was there not a need for a concept paper for the NORCs. LORRAINE CORTES-VAZQUEZ: The reason — my understanding from the procurement policy requirements is that there is not a need for a concept paper. I've always believed in a concept paper, if there was going to be a material difference in the operations of a program, which is why we've done that with the senior center and we did that over a year ago. We started having conversations and planning groups and input from the network and taskforces that we have assembled, so that we could inform that concept paper and then inform the RFP.

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In the NORC program, in the programs structure and design there was no material difference and therefore a concept paper was not necessary.

CHAIRPERSON CHIN: Well, I know that the Council, we put in the \$1.3 million for nursing services for NORC. Is that going to be included in the RFP pot of money? Because that's a core service.

LORRAINE CORTES-VAZQUEZ: Jose said that that was based — Jose, can you address that?

JOSE MERCADO: So, I mean, so example, that's a part of the discretionary pot correct?

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 46 2 CHAIRPERSON CHIN: Yeah. JOSE MERCADO: Right, so that is not. That is 3 not. That is not. 4 CHAIRPERSON CHIN: But that should be in there. 5 6 I mean, it's only discretionary because we had to put 7 it in because it's a deserving but it's a core 8 service that should be part of the NORC program, right? 9 JOSE MERCADO: Yeah, I understand that but I am 10 11 just saying for example, what we asked for is we need include a specific information. Now, for example, as 12 we mentioned earlier, there are three competitions. 13 14 One is the NORC itself. We have a minimum right now 15 of \$8 million set aside for NORC on top of that 16 vision and another \$7 million that can also be added to that NORC competition. 17 18 Again, we have asked all providers to come in 19 with you know, with their requests and this could be 20 part of their request and it could be part of the RFP 21 as well. 22 CHAIRPERSON CHIN: But did you specifically 23 mention that it could be part of the RFP? 24 JOSE MERCADO: We opened, look uhm, I can get

back to you in terms of the details but I do know for

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 47 example, any provider could submit a request in terms of what they want for this program to look like. So, we didn't put any kind of limit on what the programming should look like. We kind of left it flexible so they can put in all their needs for the program. As well as the funding needs or those programmatic needs.

CHAIRPERSON CHIN: Okay, I mean, I just want to make sure that it is part of the core program, so that the Council don't have to put in the money for nursing service. It was so critical that we had to do it but it should be part of the RFP.

The other issue is uhm -

LORRAINE CORTES-VAZQUEZ: And I am glad you mentioned that because that's going to be an important part of our review then. And then we will look at that very, very closely alright.

CHAIRPERSON CHIN: In terms of technology, in one of our past hearings we talked about you know the stimulus money that was coming into provide emergency broadband benefits. So, is DFTA helping seniors sign up for that program? Because the program will end when the funds run out.

LORRAINE CORTES-VAZQUEZ: Are you talking about the bill that just — are you talking about the bill that just went into effect?

CHAIRPERSON CHIN: No, this was the December 2020 stimulus money. It is talking about emergency broadband benefit that was included in that. That program allows seniors and other and low income to receive a monthly discount of the costs of broadband services. We talked about it in the past hearing with Technology Committee because seniors definitely could qualify for that.

LORRAINE CORTES-VAZQUEZ: I will have to get back to you on that because I will tell you what we are doing in technology and maybe that addresses it but I want to be specific to your — answer your questions specifically, alright.

Uhm, what we have done in — the broadband technology is still not in place. The FCC has not rolled out the guidelines alright. So, it needs to roll out its guidelines and then we could follow those. That is my understanding but what we have done so far is uhm, for or has been in conversations with OMB about expanding the NYCHA program, so that

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 49 we can have more technology and tablets available for other than NYCHA residents.

And what we have also done is we've started some conversations with some abled providers to see how we could work with them and senior centers and come up with a plan where they can have low-cost services.

Particularly to support the work that we have been doing virtually. And so, those conversations are going on but until the FCC rolls out its guidance, it is difficult for us to do education and advocacy in that arena. Although we did have conversations with the CTO on how are we going to start doing that but it is not in place yet.

CHAIRPERSON CHIN: Okay, uhm, my last question and then I will turn it over to my other colleagues. Mental health services, I was very excited when I heard the mayor talk about providing social workers to every schools for our kids, for our young people. So, I wanted the same thing for our seniors, the older adults. Are we going to be able to have you know mental services support in every senior center? In every NORC program?

So, how do we get to that point where — because the seniors were definitely traumatized through the

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 50 pandemic through all the you know isolation. They couldn't meet with their friends, couldn't meet with their family. I mean they definitely need this service. So, how are we fighting for that in terms of new needs to make sure that every center, every NORC, have this mental health support? Just like our schools.

LORRAINE CORTES-VAZQUEZ: Yeah, while the stimulus money, which we thought we could benefit from was really directed towards education. And so, but we have been in wonderful conversations, productive conversations with Thrive as well as with OMB around this issue. And we are also supporting Thrive's grant, federal grant to the National Institute of Help precisely for geriatric mental health centers.

So, it is not something that we have expanded. We have more than doubled the number of geriatric mental health services and then we have also more than doubled because we did that Hub and Spoke model that we introduced that year. We hope that we could be able to do that which is a cost effective model and provides services for all.

But at this point, we are in conversations about how can we then expand those services with both OMB as well as with Thrive.

CHAIRPERSON CHIN: Well, I hope that you know before we adopt a budget that we hear some good news on that. Because I think that it's great that you know the Administration is providing the services to all our young people, the student but they definitely cannot forget the seniors.

So, we will continue to advocate for that Commissioner.

LORRAINE CORTES-VAZQUEZ: Yes.

CHAIRPERSON CHIN: I want to make sure that our budget go beyond at least half a billion, so that we can say that the budget is more than half a percent of the city's budget.

LORRAINE CORTES-VAZQUEZ: Yeah.

CHAIRPERSON CHIN: That's our goal, okay?

LORRAINE CORTES-VAZQUEZ: That's our goal.

CHAIRPERSON CHIN: Let's get over that half a billion line.

LORRAINE CORTES-VAZQUEZ: There you go, half a billion, half a billion.

CHAIRPERSON CHIN: Alright, I am going to pass it on to our Committee Counsel to call on other Council Members.

LORRAINE CORTES-VAZQUEZ: Thank you.

CHAIRPERSON CHIN: Thank you.

COMMITTEE COUNSEL: Thank you Chair Chin. If any Council Members have questions for DFTA, please use the Zoom raise hand function and you will be added to the queue. Council Members, please keep your questions to five minutes including answers. Please wait for the Sergeant at Arms to tell you when your time begins. The Sergeant will then let you know when your time is up. We will now hear from Council Member Vallone followed by Council Member Darma Diaz.

16 | SERGEANT AT ARMS: Starting time.

COUNCIL MEMBER VALLONE: Thank you Noah. Thank
you Mighty Margaret and Danny Dromm. Yes and I have
to echo the same sentiments. It has been an amazing
eight year journey fighting side by side for our
seniors and for all New Yorkers. It is truly a
privilege Margaret for all that we have done for the
last eight years and Danny, fighting on the budget to
make sure those dreams become reality. So, much of
the services for seniors came through on the Council

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 53 side when things weren't picked up. And to see a budget this year Commissioner where we have that additional funding coming in, I think we are really ending on a positive good note on seeing the changes and the prioritization of seniors.

It is what we have always said. As the highest demographic in the city and growing in the number one area, we always have to reflect that, so that's a good win. So, thank you for that. I wish I had the 12 years Margaret with you and Danny but we were only stuck with eight, so I would have loved another four.

Uhm, you know can we clear up maybe some light

Commissioner on the wonderful community care plan and
the \$48 million. Do you have any I guess estimates
on where those are going to be at this point and how
that process is going to be where how they are going
to be spread out over the city and what will be
involvement on providers in communities?

LORRAINE CORTES-VAZQUEZ: Sure Council Member

Vallone and I will be more than happy to show you. I

don't have it with me and even if I did, I wouldn't

know how to do a share screen. So, I don't have it

with me but I would be more than happy to share the

map with you. What we have done is we looked at

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 54 where existing senior centers are right? And then we also looked at where growth has occurred and we also looked at where we have had what we have considered and I think I have spoken to this at a previous hearing. When we saw service deserts, alright? And then service deserts coupled with transportation deserts became the highest need.

COUNCIL MEMBER VALLONE: Well, then we check all the boxes.

LORRAINE CORTES-VAZQUEZ: Exactly.

COUNCIL MEMBER VALLONE: We check all those boxes out.

LORRAINE CORTES-VAZQUEZ: And I wish I was better prepared to tell you exactly what we are doing in your districts but I can tell you that I don't know if it is your district in particular but Queens does check a lot of those boxes.

COUNCIL MEMBER VALLONE: Yeah.

LORRAINE CORTES-VAZQUEZ: That is where the greatest growth is. It is where the greatest diversity has occurred because we are looking at a variety of factors in our community assessment need. But there is a map, I can share it with you and it

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 55 shows you where the anticipated areas for new NORCs and senior centers.

COUNCIL MEMBER VALLONE: That's good. We would love to be part of that and just to see what the initial vision is and maybe how we can enhance or work with you to show you some of those areas. I mean, each Council Member is always going to advocate for their districts. We are all of those things that you mentioned in Northeast Queens. The highest population of seniors furthest away from all services. No transportation options, so it is critical to see that those plans are going into place.

Is there any talk of maybe, just like we do with schools, if we don't find a new senior center, maybe expanding or working with the providers to an extension of the existing?

LORRAINE CORTES-VAZQUEZ: Absolutely. That is the beauty of this RFP. This RFP is really revisioning. Alright, we did a community assessment need and as Jose so aptly said before, people have the opportunity to either create a new NORC, create a senior center based on the needs and/or expand existing or collapse a NORC as well as an older

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 56 adult. So, that's what we are hoping to see in the submissions to this RFP. That is what is possible here.

area instead of creating a whole new vision plan.

There are centers that we are all aware of who have room for expansion or need some additional services like doing the wiring and the electrical, just to expand the community room and bringing some virtual needs to the existing centers that we may be able to do even if we don't target a new site. So, that's good to hear that we can help.

LORRAINE CORTES-VAZQUEZ: And there also is the possibility that they can have cooperative agreements with each other.

management; I will provide the arts program. You know, that's what we are trying to do is to have continuum of care in a community and kind of collaborations. You know, we have been stuck in a model for more than 25 years. You know, that had not changed and we haven't issued an RFP in more than 10 years. This is an opportunity to address this growth, this diversity and this total demographic

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 57 change that we have had, not only in the city but in the older population and that's why this community care plan is so —

SERGEANT AT ARMS: Time expired.

COUNCIL MEMBER VALLONE: Well, if I could just finish. I want to applaud you and your team. After the last hearing, you did reach out on some of the questions we had and you did work directly with the providers who were asking the questions and that was a big help to see that you know the team is listening and same thing here. We would love to work with you. I know immediately of two or three areas that were either in the middle of an expansion, planning expansion and the pandemic hit. Funding stopped and if they can access those funds to finish off those growth in the existing, that would be a huge win for the seniors.

LORRAINE CORTES-VAZQUEZ: We will send you the map and you start working at the local level. I can no longer talk to individuals about the RFP because the RFP is out. But I will send you the map and you can do all of the discussions that you can do.

COUNCIL MEMBER VALLONE: I know Chair Chin tried to ask but I have to ask because that is the number

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 58 AND THE COMMITTEE ON TRANSPORTATION one or not number one now. Whereas I get my vaccination shot, but after that, when they will be opening. You know you said you relied on the science but I can't tell that to folks when they are calling my office because in today's news that comes out faster than everything. Everything seems to be opening. What I would like to hear is maybe that we can provide a date, even on a limited capacity. have to eventually start to the point of saying we are opening July 1st with a percentage capacity and then we are going to work with the seniors that are vaccinated, not vaccinated and we have a plan and it is all going to happen and it's going to expand and change as we go. But right now, we still don't have that answer and we really do need that answer.

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I can't tell the rest of the demographic that everything else is opening but centers. We can target that date.

LORRAINE CORTES-VAZQUEZ: I hear you and what we have done in response to all of your questions and support has been to get that plan up and out. I mean, up and ready with the Department of Health.

And now what we need to do is get a date but we want to share that information with the network. We are

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 59 going to do that within a matter of a day or two and early next week and uhm, and so that people can start getting ready and to know exactly what the requirements are.

But I can't, I wish I could give you a date positive but I hear you and we will go back and consider it and look at it.

in place, that's the answer, so that we don't have to say we still need to do this, so as soon as we do have that guidance. It's been an honor working with you, your team and Margaret fighting for everything from transportation services, increased social services, guardianship and like Margaret Chin said, the mental health issue for seniors now post-pandemic at 30 years is through the roof.

So, that will have to be something, even if we can't provide a social service worker in each center, some type of service on or help or addition because the minute those centers open, I believe that's going to be the number one concern is the state of our seniors following the pandemic is probably worse than we thought it is.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 2 So, to get that help, I thank you very much. Thank you both Chairs and thank you for the 3 additional time. God Bless. 4 5 LORRAINE CORTES-VAZQUEZ: Thank you. 6 CHAIRPERSON DROMM: Thank you very much. Just 7 before we go to Council, I just want to say we have 8 been joined by Council Members Cornegy, Darma Diaz, Rosenthal, Gibson, Van Bramer, Yeger and Rivera. And 9 I know that we have questions from Council Member 10 11 Darma Diaz and Robert Cornegy and then I am going to have to end it there. I will not go to a second 12 13 round because we do have the Department of 14 Investigation coming in to do their hearing and we 15 were supposed to start at 11, so we are running 16 behind time. But thank you. 17 Council, would you please call the next Council 18 Member? 19 COMMITTEE COUNSEL: Uh, yes, can we have Council 20 Member Darma Diaz followed by Council Member Cornegy? 21 SERGEANT AT ARMS: Starting time. 22 COUNCIL MEMBER DIAZ: Good morning and thank you 23 for this opportunity Council Member Chin and Dromm, it has been excellent for me and Council Member 24

Vallone, thank you as well. As one of the newest

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 61 members I was stunned. It definitely is a learning process. To the Commissioner, I had three questions, I am going to just ask one. In reference to your Grab and Go, many of us are under the impression that as of Monday, our centers would open up. I just had a conversation with one of my centers and they indicated that they are ready to go but they have not heard back from DFTA about the funding's being released so they can start purchasing. Can you please explain to me what the system is and if there is a disconnect?

LORRAINE CORTES-VAZQUEZ: There is no disconnect. They got the information, once they give us their needs, we review that, we give them back their budgets. The money is there because we have not expended money on food, so I don't know where the disconnect. They may be ready to go but I think that they need to let us know that. So, I will be more than happy to follow up with that center to see what is the issue but I doubt seriously that there anything on our end holding them up, alright. So, I will be more than happy to follow up with you on that.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 2 COUNCIL MEMBER DIAZ: I am not looking to play 3 the blame game. 4 LORRAINE CORTES-VAZQUEZ: No, neither do I. I am not a blamer. I am a fixer. 5 6 COUNCIL MEMBER DIAZ: Okay. 7 LORRAINE CORTES-VAZQUEZ: Alright. 8 COUNCIL MEMBER DIAZ: Thank you. LORRAINE CORTES-VAZQUEZ: You're welcome. 9 COMMITTEE COUNSEL: We will now have Council 10 11 Member Cornegy. SERGEANT AT ARMS: Starting time. 12 13 COUNCIL MEMBER CORNEGY: Can you hear me? 14 LORRAINE CORTES-VAZQUEZ: Now we can. 15 COUNCIL MEMBER CORNEGY: Hey Commissioner, good 16 afternoon. How are you? 17 LORRAINE CORTES-VAZQUEZ: I'm fine thank you, 18 great to see you. 19 COUNCIL MEMBER CORNEGY: Good to see you as 20 always. Thank you Chair Dromm, Chair Chin. I am the proud recipient of NORC in my district, a relatively 21 22 new NORC. What the pandemic though has demonstrated 23 to us is that we need an enhancement. Are there

enhancements in what you have been talking about or

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 63 the possibility for growth in those NORCs or are we all talking about new NORCs?

LORRAINE CORTES-VAZQUEZ: No, it depends on the community need. There is — I can't determine if a particular NORC needs to be expanded. They may choose to consolidate and expand. We cannot dictate that though. Nor does the RFP prohibit that.

So, it is depending on the community assessment and then the community profile that that particular NORC or older adult center says, how are they going to address the needs of that particular community.

council Member cornegy: Okay, because you know obviously uhm, isolation and I think you've talked about this already. Isolation was a huge portion of what the pandemic exacerbated and you know our NORC and other networks were very creative in getting information to and connecting our seniors even in spite of that but we saw a need, not to just leave it there but to expand those opportunities for our seniors. With access to technology, access to remote learning, all of those kinds of things. So, there is a hybrid system that we have in mind and that a lot of NORCs probably have in mind about what [LOST AUDIO 1:15:19-1:15:23] and how to actually what we found

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 64 was, there was an ability to bring in more seniors, homebound seniors into the NORCs system and into the engagement.

Oh, I just wanted to know if there is a possibility for expansion and how we are looking at NORCs going forward. They are certainly not ever going to be the same. Just like the DOE is never going to be the same after this pandemic.

LORRAINE CORTES-VAZQUEZ: Exactly, right. We're looking forward to see what comes also.

COUNCIL MEMBER CORNEGY: Okay, so we will definitely stay in touch but thank you so much Commissioner for the great work. Thank you so much both Chairs and no disrespect to anybody, especially Council Member Chin who as you already alluded to, is one of the biggest champions and advocates and I would proudly say that we celebrate our NORC because of her advocacy and because of her making it possible for everyone. So I want to thank Chair Chin.

LORRAINE CORTES-VAZQUEZ: No truer words could ever be spoken. She pushed for that NORC.

COUNCIL MEMBER CORNEGY: No, we know. There is a lot of things we can't say on this Zoom but you know we know Commissioner. Thank you. Thank you

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 2 Commissioner. Thank you Chairs and especially, thank you Chair Chin. 3 4 LORRAINE CORTES-VAZQUEZ: Thank you. CHAIRPERSON DROMM: No worries Council Member 5 6 Cornegy. Everything you said is exactly right. So, 7 Council Member Chin, thank you. With that, I am going to end this part of the 8 hearing and let me just read my statement and I want 9 10 to thank you Commissioner again for coming in. We do have follow up questions and we will be asking them 11 12 later on. So, okay, this will conclude the portion of 13 14 today's hearing. Thank you DFTA for being here. 15 will now take a break until 11:00 a.m., well, it's 16 actually after 11:00 a.m. I ask my colleagues who 17 will be joining us for the DOI portion of the hearing 18 to remain in this Zoom with your microphone muted 19 until we are ready to begin. Again Commissioner, 20 thank you very much. Good luck and we look forward 21 to getting through this budget season working 22 together with you. 23 LORRAINE CORTES-VAZQUEZ: Thank you. The same here. Bye, Bye. 24

25 CHAIRPERSON DROMM: Okay. Chow.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 66 2 LORRAINE CORTES-VAZQUEZ: Chow. COMMITTEE COUNSEL: Chair Dromm, I think we can 3 go to your next portion of the script starting up for 4 5 DOI, if you are ready. CHAIRPERSON DROMM: Okay and DOI is here with us 6 7 now? 8 COMMITTEE COUNSEL: They are. CHAIRPERSON DROMM: Oh, okay, I see you, okay. 9 10 Good morning Commissioner. 11 MARGARET GARNETT: Good morning. 12 CHAIPERSON DROMM: Good morning and welcome to the City Council's second day of hearings on the 13 Mayor's Executive Budget for Fiscal 2022. My name is 14 15 Daniel Dromm and I Chair the Finance Committee. 16 are joined with the Committee on Oversight and Investigations, Chaired by my colleague Council 17 18 Member Vanessa Gibson. I believe we are joined by -19 I will get that in a moment I think. Yeah, about who 20 is joining us. We just heard from the Department for Aging and 21 22 we will now hear from the Department of 23 Investigation. In the interest of time, I will 24 forego an opening statement and I thank Chair Gibson

and ask her to make her opening statement now.

CHAIRPERSON GIBSON: Thank you so much Chair

Dromm and good morning ladies and gentlemen. Welcome
to our Executive Budget hearings. I am Council

Member Vanessa Gibson and I am proud to serve as
Chair of the Oversight and Investigations Committee.
I am so pleased to be conducting today's important
hearing and unfortunately it will be my very last
budget hearing as Chair of this Committee.

Today, I am joined by my good friend, the Chair of the Finance Committee Chair Danny Dromm and my other colleagues who have joined us today for today's Fiscal 2022 Executive Budget hearing to review the budget for the Department of Investigation.

The Department of Investigation promotes and maintains the integrity and efficiency in all government operations across the City of New York.

To accomplish this, DOI's Fiscal 2022 Executive

Budget totals \$53.2 million including \$29.4 million for personnel services to support 363 positions and \$23.8 million in other than personnel services.

I would like to thank Commissioner Margaret

Garnett and her team at DOI for their steadfast work

over the past year. The Department of Investigation

has successfully worked to decrease the backlog of

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 68 background investigations performed important investigations published detailed reports and issue policy and procedure recommendations to city agencies, all while a great deal of staff are working remotely.

We thank you Commissioner and the entire

Department of Investigation. I look forward to

continuing our productive conversations with our

oversight hearings; however, we do have a lot of work

ahead. Holding public officials accountable,

ensuring that public tax dollars are spent lawfully

and building faith and trust in honest government is

an arduous undertaking.

Today, I am interested in learning more about the DHS integrity monitor, the department staffing and what is on the horizon for the Department of investigation. As this is my very first as mentioned and last budget hearing as Chair of the Committee on O&I, I look forward to learning more about the Department and the important role that DOI plays in New York.

I want to thank our Committee Staff for their hard work during this process. Our Financial Analyst Jack Kern, Unit Head Eisha Wright, Committee Counsel

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 69

Johnny Ujohn[SP?], Policy Analyst Noah Meixler, Chief of Staff Justin Cortes. I want to thank Regina

Poreda Ryan, Latonia McKinney and the entire Finance

Division for all of your incredible work. This is our second year in which we are holding the entire budget process remotely. And the Finance Division has done an amazing and exceptional job and as I close, I want to thank you Chair Dromm for your partnership.

It's really been an honor. While I didn't come in the Council with you, I have been serving with you alongside you for the past eight years and for the past four years we have been Deputy Leaders and on the budget negotiating team and previously to O&I Chairing the Subcommittee on Capital and it has really been an honor to work with you. You are my friend. You are my advocate and I look forward to continued success for both of us after we leave the Council. So, I thank you so much for your work, your efforts and really making sure that the Council's priorities are always at the forefront of our discussions.

I look forward to today's conversation and I turn it back over to Chair Danny Dromm. Thank you so much.

CHAIRPERSON DROMM: Thank you Chair Gibson.

Thank you very much for your kind words. You know it has been a pleasure for me as well to be able to work with you over the last eight years but particularly in your role as the Chair of the Subcommittee on Finance, which we worked on for three years together and now, this important role and I am so happy that you took it on as the Chair of the Investigations

Committee. And you know, you are doing a fantastic job here and I know that you asked to this and you stepped up to serve.

So, it's really great to have had this opportunity to work with you. Let me also say that we have been joined by Council Member Adams, Ampry Samuel, Ayala, Brooks-Powers, Darma Diaz, Grodenchik, Kallos, Louis, Rivera, Rose, Treyger and Yeger.

And just bear with me one minute. I want to thank you again Chair Gibson. We will now hear testimony from the DOI Commissioner, Commissioner Garnett. Before we hear from the Commissioner, I

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION will turn it over to our Committee Counsel to go over 2 some procedural items and to swear in the witness. 3 4 COMMITTEE COUNSEL: Thank you Chair Dromm. name is Noah Brick and I am Counsel to the New York 5 6 City Council Committee on Finance. Before we begin, 7 I want to remind everybody that you will be on mute 8 until you are recognized to speak. At which time, you will be unmuted by the Zoom host. If you mute 9 10 yourself after you have been unmuted, you will need 11 to be unmuted again by the host. Please be aware that there could be a delay in muting and unmuting, 12 13 so please be patient. 14 During this portion of today's hearing, we will 15 hear testimony from the Department of Investigation. 16 During the hearing, if Council Members would like to ask questions, please use the Zoom raise hand 17 18 function and you will be called on to speak. 19 We will be limiting Council Member questions to 20 five minutes including responses. I will now administer the affirmation to Commissioner Garnett. 21 22 Do you affirm that your testimony will be 23 truthful to the best of your knowledge, information and belief? 24

MARGARET GARNETT: Yes, I do.

COMMITTEE COUNSEL: Thank you Commissioner. You may begin when ready.

MARGARET GARNETT: Thank you. Good morning Chair Gibson and members of the Committee on Oversight and Investigations and Chair Dromm and members of the Finance Committee. My name is Margaret Garnett and I am the Commissioner of the New York City Department of Investigation.

On behalf of DOI, I would like to especially welcome and recognize Council member Gibson as the new Chair of this Committee. My staff has really enjoyed introducing DOI to you and your team and I look forward to working with you and this Committee, with how ever much time we have left. Continuing to provide a window into DOI's work and its important role in supporting good government, particularly as we continue to navigate these unprecedented times together.

I am pleased to deliver this testimony via video, which is the second budget testimony we are presenting under the grip of the COVID-19 pandemic. The serious fiscal challenges that first emerged during the early days of the pandemic continue to affect the city and all city agencies and DOI has

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 73 shared in this burden. The budget cuts, citywide hiring freeze and employee furloughs over the last year have presented weighty challenges for DOI both in the present and as it looks to build a stronger future. We have had to make hard choices and we continue to make them.

Our goal is to navigate through a smaller budget and a reduction in headcount without significantly compromising the agency's work. However, the severe constraints on hiring, salaries and promotions over the last year have had an impact on the agency, leaving us currently with a significant number of vacancies in our workforce. And making it difficult to retain staff and establish a strong, flexible plan for the future. DOI is a unique law enforcement agency with a broad mandate to root out corruption, fraud, malfeasance and other types of wrongdoing across the entire city.

As a result, our work and our budget, is focused on the investigations we do and the people who do them. Unlike many city agencies, DOI does not have programs or provide direct tangible services to the public. Therefore, there is no one program or area where DOI could cut to realize a large sum of

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 74 savings. Rather, to satisfy the budgetary constraints that have been imposed on us, we have to look for small savings across the entire agency, asking staff to carry a heavier burden and to do more with a smaller workforce and fewer resources.

I want to recognize the determination and hard work by DOI's staff that has made it possible to meet the fiscal goals we have been given. And I want to share with this Committee the dedication to public service that DOI's staff has had in spite of the difficulties of this past year. Swiftly and successfully shifting into new and different work configurations as warranted by COVID-19. transitioning to working remotely early last year, to seamlessly moving to a mix of remote and on-site work schedules last summer. DOI's staff has continued to do their jobs and advance the agency's mission, as well as willingly stepped up to assist other city agencies during the crisis, including transporting essential Personal Protective Equipment to the city's hospitals during the pandemic's early days, advising the citywide emergency procurement task force, and offering to conduct expedited Vendor Name Checks on

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COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 75 companies being considered for pandemic-related contracts.

DOI also loaned two staff members from its

Fingerprint Unit to assist DOHMH in conducting rapid
background checks for their various programs,
including the Learning Bridges program, which
provided free childcare options for children from 3K
through eighth grade on days they are remote
learning. This past year is a story of extraordinary
circumstances for us all. It has proven the
resilience of New York City and its people. And at
DOI, as at was at so many agencies, it has reflected
the perseverance of our employees and their continued
commitment to public service.

To understand our current situation, I want to share some context about DOI and providing a foundation for the rest of my testimony, where I will discuss first the budget cuts and the savings DOI has been able to realize. Second, the progress of certain reforms I implemented to strengthen DOI's investigative foundation. And third, the impact of COVID-19 on DOI and our productivity in the face of this year's many challenges.

So, I would like to begin with provide the Committee with some budget and staffing figures. The Proposed Budget for Fiscal Year '22 is \$53.1 million, of which \$3 million is a pass-through to fund a mayoral initiative to audit the non-profit homeless service sector under DHS. The remaining \$50.1 million supports DOI's Personal Services and Other Than Personal Services in the amounts of \$29.4 million and \$20.7 million, respectively. Fiscal '22 proposed headcount stands at 363 full-time staff, although a significant number of vacancies and our limited hiring authority, means we expect to begin Fiscal '22 with a much lower active headcount.

DOI's current Expense Budget for Fiscal '21 is \$58 million, consisting of \$29.3 million in Personal Services for approximately 365 full-time budgeted staff positions. The budget includes \$28.7 million for Other Than Personal Services, such as supplies, equipment and physical our space at 180 Maiden Lane. Included in the \$29.3 million for Personal Services is approximately \$5.5 million in Intra-City funding, from Memoranda of Understanding with thirteen other city agencies.

An additional approximately 180 staff positions are funded through various arrangements with city agencies, including the Memorandum of Understanding I just mentioned, as well as staff working at DOI's Inspector General for NYCHA, Health + Hospitals and the School Construction Authority.

Thus, the total staff headcount who report through DOI's chain of command on investigations is approximately 545, just under half of which are funded through financial arrangements with other city agencies or public authorities.

For Fiscal Year 2021 the agency provided \$2.5 million in savings, approximately \$2.15 million in Personal Services that was realized through a reduction of 22 lines, employee attrition, mandated employee furloughs and the citywide hiring freeze.

Another \$353,000 in Other Than Personal Services was achieved by evaluating all discretionary spending across the agency and finding ways to cut costs. For example, renegotiating some contracts or realizing that some procurements that had originally been planned for Fiscal '21 will not occur until the following year, thereby saving those costs in the current fiscal year.

In Fiscal '22, DOI has been directed to cut costs by approximately \$1.95 million through similar approaches to cost savings, including a further baselined headcount reduction of seven lines. These reductions and constraints come at a price, namely the inability to fill critical investigative positions over the last year, coupled with delays in promotions and merit raises, all of which diminish DOI's ability to retain and hire qualified staff.

We have attempted to focus our extremely limited hiring authority on areas that can benefit investigations across the agency, such as staffing for our new initiative discussed in last year's budget testimony. To create a centralized Data Analytics Unit that will serve all of DOI's investigative squads. We have hired a director for this Unit and are actively recruiting for three data analysts to staff it.

The New Investigator Program is a second effort that is essential to shore up the agency's investigative foundation and one we also discussed in last year's preliminary budget testimony but then had to immediately place on hold due to the pandemic.

This Fiscal Year and early next Fiscal Year, we hope

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION to receive approval to hire two cohorts of five entry-level investigators each, that would jumpstart this initiative, which will combine six months of intensive training on investigative techniques with close supervision on introductory casework. The goal of the program is to develop investigators who can then staff any one of our investigative squads but also have the common understanding of investigative best practices, knowledge about the specifics of integrity and corruption investigations, a shared commitment to a culture of integrity and preparation to meet the high professional standards that DOI expects.

Despite the current fiscal constraints, filling investigative vacancies and doing so in a way that enables us to implement this new Program, is among the critical initiatives to ensure DOI's continued strength in investigations in the years ahead. There is no doubt that the fiscal realities of the last year, along with a significant slowdown in the criminal justice system and a diminished ability to do certain kinds of in-person field work broadly affected DOI's operations in Calendar Year 2020, decreasing our number of arrests, recommendations

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 80 issued and new cases opened and closed, among other indicators.

Given the pandemic's continuing hold on New York
City, we are seeing similar trends in the first half
of Calendar Year 2020, which we expect will begin to
turn around once the city safely and fully reopens.
My executive team and I have worked hard to ensure
that the savings we must realize in our budget do not
fall disproportionately on any one area of oversight,
because that would be a losing strategy for New York
City.

Rather, DOI has tried to absorb these cuts across the board. What that means is there are fewer DOI staff, juggling more projects, under greater resource pressure, in every part of the agency. We are focused on minimizing the effect of these constraints on our work and our mission, shifting resources where necessary to staff high-priority matters that impact public health and safety. We are also hopeful that the additional flexibility provided by the federal stimulus aid to the city will ease the burden on DOI and allow for approval of the missioncritical hires I just discussed.

To better understand our current situation, I want to briefly provide some context about DOI and its mandate and how the reforms I have made since taking office in December of 2018 speak to furthering that mission. DOI is the City's Inspector General, a law enforcement agency made up of attorneys, auditors, analysts, investigators and administrative personnel. But that short description fails to acknowledge DOI's long legacy in New York City, how a massive corruption scandal led to its establishment in 1873 and how the agency has answered the call to root out corruption and fraud throughout its long history.

As a result, DOI has an extensive statutory
mandate and a distinct role within city government.

Protecting the city from corruption, fraud, waste and
malfeasance. Exposing wrongdoing and holding
accountable those who seek to steal from the city or
undermine its programs and operations. Issuing
recommendations to remedy the corruption
vulnerabilities we find through our investigations.

Arming city agencies and city government with the
facts in an array of areas so that informed decisions
can be made. And educating city employees about

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 82 their mandate to report corruption and fraud to DOI. At our core, DOI is a fact-finding agency. We provide the facts to fight corruption, fraud and malfeasance that seeks to undermine the city and we foster reforms to prevent this type of conduct from taking hold in the future.

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DOI's work provides the facts so that wrongdoers are held accountable and city operations can be strengthened and improved. DOI can and does investigate many matters solely on its own. But we also work with law enforcement partners, such as the FBI and the NYPD and we partner with all of the area's prosecutors, including all five district attorneys, the State Attorney General and the two United States Attorney's Offices that cover our region. Our cases can result in criminal charges and can lead to administrative action by the relevant City agency. We effect arrests but we stay behind after that arrest to recommend reforms that aim to remedy the systemic problems we uncover in our investigations. Our broad anti-corruption mandate includes investigating potential city whistleblower matters. Conducting investigations requested by the Mayor and City Council. And serving as the

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 83 designated investigators for the Conflicts of

Interest Board, where we examine potential breaches of the city's ethics rules and provide those facts so the board so that the board can make a determination as to any penalties that may be appropriate.

DOI also has a discrete and targeted role within the city's contracting process. To provide information related to vendor name checks of vendors and its principals for contracts that meet the city's disclosure threshold of \$250,000 or more. To do this, DOI checks its own internal databases and relays to the contracting agency whether DOI has previously investigated a vendor or its principals and had substantiated findings from those investigations. This step enhances the checks that agency contracting officers are expected to conduct, assisting city agencies to make their own determination as to vendor responsibility and whether a particular contract should be awarded.

DOI also manages an integrity monitoring program that allows the city to, where appropriate, enter into or continue contracts with companies that might otherwise be precluded from doing business with the city due to integrity issues. Under this program,

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 84 the companies agree to be monitored by an outside, independent monitor that reports to DOI. Presently, we have approximately ten vendors in this program. The city does not pay for these monitorships, rather the vendor pays the integrity firm directly.

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In addition to monitoring specific companies, DOI also has appointed integrity monitors to help the city oversee integrity issues on largescale City projects. For example, in the wake of Hurricane Sandy, NYCHA required an integrity monitor to oversee its recovery and rebuilding efforts at NYCHA properties. DOI acts effectively as a pass-through agency for that funding, which is approximately \$2.5 million annually that goes directly to fund the integrity firm that provides the day-to-day oversight and reports to DOI. The same vendor integrity unit will be managing the monitorship of the Bronx Parent Housing Network. DOI has an ongoing criminal investigation into financial improprieties at BPHN that began in 2020 and has already resulted in criminal charges against one defendant.

Because this is an ongoing and active matter, I cannot provide further details about our investigation at this time. Alongside our ongoing

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION investigation, we have been working closely with the City's Department of Social Services to strengthen its oversight of BPHN, including retaining a monitor that will report directly to DOI and provide additional oversight on BPHN's approximately \$80 million in contracts. In addition, DOI and DSS are working to retain an independent monitor that will also report to DOI to conduct an audit of all nonprofit homeless shelter providers with city contracts, providing greater oversight of how this important nonprofit sector is using city dollars and complying with city requirements designed to prevent fraud.

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Investigating city-funded nonprofits in every sector continues to be an investigative priority for DOI. There are hundreds of city-funded nonprofits that provide critical services to New Yorkers and do their jobs with integrity. However, DOI investigations continue to reveal corruption, waste, fraud and other abuse in this area. In addition to investigations that have led to arrests and criminal charges, DOI regularly makes administrative referrals to city agencies that have highlighted issues such as potentially wasteful spending, conflicts of interest,

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 86 family members on the organization's payroll in violation of city contracts and other mismanagement that leaves the organization, city clients and the city itself vulnerable.

The city spends billions in taxpayer funds to these nonprofits and depends on them to provide an array of social services to the most vulnerable New Yorkers. And so, it is an area where DOI continues to maintain a close eye and investigates regularly.

A DOI investigation can start through a proactive means, such as DOI deciding on its own to investigate a matter based on information it has obtained. It can begin through a specific request from the Mayor, City Council or other relevant entity or through a tip or complaint from the public or city employees.

DOI receives thousands of complaints annually.

Each is reviewed to determine whether an investigation should be opened, or whether it is more appropriate for another agency to handle the matter.

For instance, investigators might examine whether the allegations involve potential criminal conduct that's under DOI's jurisdiction or present issues that should be expanded into a broader probe, among other factors. So far this fiscal year, DOI has received

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 87 more than 9,500 complaints and we have opened approximately 745 investigations. Complaints received by DOI that do not result in the opening of a DOI investigation, may be referred to another agency that can more appropriately address the allegations made in the complaint.

DOI also tracks and retains complaint information that is not yet ripe for an investigation, to inform our proactive investigative work or to provide a base of information for future investigations. DOI is constantly balancing the public's right to know about our work with protecting confidential and sensitive information from our investigations. Part of DOI's mission is to promote government reforms, which often requires the support and engagement of the public and other government officials, including this Council. The benefits of public engagement and transparency must be balanced; however, with the need to maintain confidentiality and integrity of our ongoing investigation, so that we can do the most effective investigative work and so that individuals feel comfortable and confident stepping forward and providing information, particularly in light of the

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COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 88 statute that mandates city employees to report corruption to DOI.

CHAIRPERSON DROMM: Commissioner, I am sorry, could you just — may I ask you just to wrap it up. We are very limited in our time. I appreciate the detailed report that you are giving. I just want to mention that it is also online but if you can just wrap it up and we can get to questions. I would appreciate it.

MARGARET GARNETT: Sure, I will try to speed through the rest. We are regularly evaluating ways to be more transparent and use various tools to educate the public about our work. We have begun posting our annual Whistleblower Letter publicly and last year we unveiled a policy and procedure portal on our public website, which catalogs nearly 5,000 recommendations to city agencies since 2014.

When I arrived at DOI in December of 2018, my top goals were to strengthen the agencies investigative structure and practices and rebuild trust with our investigative partners and within city government. I believe we have been successful in meeting these goals. One of the biggest problems we uncovered was the enormous backlog in our background

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 89 investigations, as Chair Gibson mentioned at the start of her statement.

Through reforming the structure of the background investigation unit and a lot of hard work by DOI's employees, we have already reduced the backlog by more than half. I am happy to talk about that more with questions.

I just want to briefly touch on DOI's response to the pandemic. When all of New York State went on pause last March, DOI sent nearly all of its employees home and set them up to work remotely, which was an enormous task and one that I am really proud to say I think the agency handled really successfully that has allowed us to operate at close to normal throughout the past year.

Last July, we started brining back a portion of our workforce to the office and that has been very successful, both in terms of safety for our employees and continuing the mission of the agency.

Uhm, I will skip through the work that we have done in the past year and just conclude by saying that the work of DOI is fundamental to the publics faith in good government to the governments ability

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 90 to hold itself accountable. I believe our work reflects good government in action.

I am really proud of the work of DOI staff over the past year under enormous challenges. Their professional dedication and commitment to public service and the vital mission of the agency. We are the engine behind all of our achievements in the past year. And I am happy to take the Council's questions.

CHAIRPERSON DROMM: Thank you very much

Commissioner. Again, excuse me, again I am sorry to

have interrupted you. We have back to back hearings

all day and all month as a matter of fact.

MARGARET GARNETT: It's no problem. I understand.

CHAIRPERSON DROMM: It's an incredible time. In the last part of your testimony, you mentioned the COVID situation. So, my first questions are around COVID. The city is receiving more than \$16 billion in federal funding in Fiscal '21, much of which is for COVID-19 support. Following Hurricane Sandy, the city also received a great deal of funding and DOI was involved in multiple investigations into the Hurricane Sandy recovery. One of which focused on

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 91 the Build it Back program, ultimately saving the city an estimated \$40 million.

So, what role with the department have in investing the city's increase in COVID-19 related funds?

MARGARET GARNETT: So, you know we have had a number of investigations particularly early in the pandemic during what I would say the peak of the emergency contracting. At least one of which has already resulted in criminal charges in the southern district of New York against vendors.

I think that you are absolutely right that the influx in the last couple of months of federal money that is funding many new programs around the city, I guess to sort of put on my sort of cynical prosecutors hat, will undoubtedly result in a lot of work for DOI. I think anytime as we have seen in the past, anytime there is a large influx of money to particular program particularly where that money is going to contracts to outside vendors, those end up being a font of work for DOI because where there is money, fraudsters follow.

So, we are watching very closely. I think each time the city's announce a new program over the last

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION about six weeks since we have gotten the confirmed federal stimulus, DOI has been watching that money, asking questions, reaching out. Just recently I think had productive conversations with small business services about how to design the application program for the new small business grant program that's going to be operated out of SBS. Trying to offer our services in the early stages of programs to prevent fraud. Because what we have seen for example, in our SOTA Special One Time Assistance Report from late 2019, that often the people that at agencies are designing application materials with good intent but because of their own specialties without an eye towards potential fraud or protecting the city against potential fraud.

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So, one of the things we have been doing over the last month and really sense the beginning of the pandemic last year, is more proactively reaching out to the city agencies that are administering these programs to offer our advice in the early stages, rather than simply waiting until we start to see fraud.

CHAIRPERSON DROMM: Commissioner, in the beginning of your testimony, I think that you

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 93 mentioned that there were some concerns that you had around hiring folks. Do you feel that with this new influx of money coming in, that you will have the capacity for you know being able to properly investigate all that funding that's coming in?

MARGARET GARNETT: Uhm, well, I mean we definitely have challenges around our staffing and there is no getting around that. I think we have as of July 1, when we get back some lines that are sort of artificially depressing, our vacancies now. We have about 50 vacancies, nearly all of which are in investigative squads.

So, I think it's very important to me that DOI be able to ramp up its hiring and get that approval from OMB to ramp up investigative hiring as quickly as we can, so that we have new folks in place for the concerns that you just mentioned.

CHAIRPERSON DROMM: Commissioner, is that due to the three to one hiring policy that you have had some difficulty with hiring?

MARGARET GARNETT: Uh, yeah, so we came into the pandemic with about 25 vacancies. Most of which were in investigative squads and due to attrition, which has been actually slightly below normal rates over

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 94 the last year, we are now at around 50 vacancies.

So, over the last year, we have since April of 2020, we have hired only three staff at DOI. Because we had a lot of difficulties with OMB and actually getting vacancies to translate into approved hires from OMB.

So, we have a handful of other positions that are in the hiring process now, which we hope to bring on board in the next month or two but the key for us is to fill these cohorts of new investigators that I talked about in my testimony as quickly as possible.

CHAIRPERSON DROMM: And that's good for us to know because you know ultimately with your investigations, particularly in the area to funding for COVID, it might cost us a bit to pay for those investigators but probably, ultimately, you will be saving the city money.

MARGARET GARNETT: I think that's true. I mean,
I think if you look at the history of DOI, our budget
is really quite small, I think relative to many other
city agencies. And you know, just off the top of my
head, you know several ongoing investigations we have
now that are potentially involve tens or hundreds of
millions of dollars of fraud. I do think that DOI

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 95 pays for itself many times over but it's — we have to have people right? That's the engine of DOI is its people. So, that's our biggest challenge going forward.

CHAIRPERSON DROMM: And thanks Commissioner. I want to talk a little bit about the, one moment please, about the George Floyd protest report. You previously stated that the standard practice for DOI is to provide an advanced copy of the report with the Mayor and the respective agency both to have facts checked and to afford agencies the time to thoughtfully respond to recommendations upon the reports release. Can you please expand on this? How far in advance are reports shared with the Mayor and the relevant agency and how is the length of time determined?

MARGARET GARNETT: So, the length of time really depends on how complex the report is. So, for matters that are less complex, shorter reports, particularly where we may have already been discussing with the agency are concerns. So, I would give the SOTA report as an example, Special One Time Assistance, which is a DSS program to place homeless families in longer term more stable housing.

Uhm, because we have been discussing you know for months our concerns and investigation to that program with DHS, I believe that they saw a final draft of the report about a day and a half before it was issued, maybe two days before and went to City Hall at the same time. On the Floyd report, the final draft went to the Police Department and City Hall about five days, a little less than a week. Oh no, that's not true. We issued the report on a Thursday and it went on Monday to the Police Department and to City Hall.

You know, as you recall, the report was about 125 pages, so it was quite expansive and dense. So, our normal time period of about two days was expanded in that instance to I guess about four days. It went on mid-day Monday and it was issued Thursday morning publicly.

CHAIRPERSON DROMM: Our concern was really why wasn't it released to the Council also at the same time. Can you elaborate on that?

MARGARET GARNETT: So, I mean normally when our report is about city agencies, the Mayor is the executive in charge of all city agencies and responsible for implementing the policy

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 97 2 recommendations that we made. So, that's not a practice that I instituted. That's been the practice 3 as far as I can tell for ever at DOI that when the 4 5 final draft goes to the agency, it also goes to the 6 relevant Deputy Mayor at City Hall. 7 CHAIRPERSON DROMM: So, I just want to say though 8 that the Council, the Speaker did also at the same time make that request. So, we would have thought 9 10 that we would have gotten an advanced copy at the 11 same time as the Mayor. Is there a way to correct that situation, so that 12 this doesn't occur in the future? 13 14 MARGARET GARNETT: Yeah, so an advanced copy did go to the Speakers Office but not as far in advance 15 16 as the Mayor, that's correct. 17 CHAIRPERSON DROMM: When did the Speaker get it. 18 MARGARET GARNETT: I would have to double check 19 but I believe it was the day before on Wednesday 20 even. 21 CHAIRPERSON DROMM: When was it released 22 Commissioner? I am sorry. 23 MARGARET GARNETT: On Thursday morning, December 18th. 24

CHAIRPERSON DROMM: So, barely a day before.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 98 2 MARGARET GARNETT: Yes, that's right. 3 CHAIRPERSON DROMM: And the Mayor got it the prior Friday, am I right? 4 5 MARGARET GARNETT: No, at the beginning of that 6 week on a Monday. 7 CHAIRPERSON DROMM: At the beginning of the week. I would like to say that I feel we should have gotten 8 it at the same time as the Mayor got it. And I will 9 tell you why. The Mayor released a video at 7:30 10 a.m. on December 18th in which he discussed the 11 report that would become public later in the day. 12 His comments potentially influence the way the report 13 14 was received as the public first heard from the Mayor 15 and not from DOI. So, do you believe that the 16 Mayor's comments interfered with the reception of the 17 report? And has any Mayor or agency had done 18 something similar in the past? 19 MARGARET GARNETT: I am not aware of any instance 20 where the Mayor or mayoral agency has done something 21 similar in the past. It certainly was our 22 understanding that the report would first become 23 public when DOI released it at either 10 to 10:30, I can't remember the precise time that morning on 24

December 18th.

So, we were not part of the planning on that video or the Mayor's release of it.

CHAIRPERSON DROMM: Okay, obviously he had some advantage in terms of being able to release that report before we got a hold of it. So, uhm, I hope that in the future if there is a recommendation from both the Mayor and the Council that we would receive the report at the same time. Is that something that you can commit to now?

MARGARET GARNETT: Yes, I think that's a reasonable request. I think it is an unusual circumstance that that happens but I definitely hear your concerns and I think as I said, I think what happened regarding the video and how that played out was not — DOI was not part of that and that was unusual in terms of our reports and what would normally happen.

CHAIRPERSON DROMM: Okay, thank you Commissioner.

Let me just go back to something that you said about

OMB. What is OMB's rational for not allowing you to

hire?

MARGARET GARNETT: There have been a series of challenges and explanations as to what that's based on. I think that you know there have been a number

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 100 of different policies announced by OMB over the last year with regard to what the hiring approval is. So, there was a complete freeze understandably in the city's hiring from March until through July. At that point, a three for one system was introduced but it was not retroactive, I mean, it didn't include existing vacancies. It was limited only to on a going forward basis. You have to accrue vacancies from July forward to get approval on a three for one basis for hire.

At the end of the year, we submitted at OMB's request, a request for mission critical hires and a small number of those that DOI requested. We are approved through that process and we have been working on getting those hires onboard. But I think that the — you know part of the delay that we have experienced over the last year has been essentially long delays with many layers of approval at OMB before a particular hire is approved.

So, it's not as if uhm, once you have three vacancies, there is essentially automatic approval for one hire. There is a process there and all of that takes a great deal of time and then that result has been as I said that since April of 2020, we've

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 101 had only two people actually start at DOI. We have a third person with an accepted offer who should be starting shortly. And it has just been a very lengthy and challenging process to navigate that with OMB.

CHAIRPERSON DROMM: We would really like to work with you on that and see that you get the resources that you need, especially with this COVID funding coming in. I feel that it is very important.

MARGARET GARNETT: Yeah, we would welcome that, thank you.

CHAIRPERSON DROMM: Okay, thank you and my last question. I used to be a New York City public school teacher before I got elected to the City Council.

It's just on the Special Commissioner of
Investigations. So, the Special Commissioner for
Investigation fills a similar role as DOI but for the
Department of Education. Can you describe the way
DOI and SCI work together? For example, do you share
best practices, support each other's work, refer
complaints to each other? How often do you work
together and so on? And does DOI refer complaints to
SCI? And if so, how many are referred annually?

MARGARET GARNETT: Uhm, so, we have tried to follow the findings and recommendations of the government report on the structure of our relationship with SCI. So, essentially SCI operates largely independently as an investigative agency. With a limited reporting function to me.

So, I would say I have a great, a very cordial and positive working relationship with Anastasia Coleman, who is the Special Commissioner for Investigation. But SCI conducts its investigations independently and DOI is really a resource to SCI where they need help guidance assistance.

So, in general, I talk to Commissioner Coleman at least once a month, typically more often, just to check in and see how things are going. Share with her for example, the way that DOI handled remote work. Adapting to the pandemic, any training that we are offering, things of that nature. I receive copies of every referral, SCI referral that goes to the Chancellor. So, I review those regularly. I get sort of a batch of them once a week and review them and if I have any concerns, questions, suggestions, I will reach out to Commissioner Coleman to offer those. Uhm and she will sometimes call me

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 103 independently for advice about how we have handled a particular investigation.

On referrals, when DOI receives complaints that we made to the Department of Education, matters under SCI's jurisdiction, we send those complaints onto SCI to investigate. I don't have the exact number at my fingertips but we can get that for you if you would like.

CHAIRPERSON DROMM: Okay, alright, thank you

Commissioner. I am going to now turn it over to my

Co-Chair Chair Gibson. Thank you.

CHAIRPERSON GIBSON: Thank you. Thank you Chair

Dromm and good afternoon Commissioner. Thank you for

your testimony and outlining all of the work that

your agency has done over the past year during COVID.

A lot of the goals and you know guidelines that you

are following. I just had a couple of questions. I

know that hour is late today.

In your testimony, you talked about the Executive Budget adding \$3 million for the DHS integrity monitor. This is the Departments first new need since the Fiscal 2020 Executive Plan. So, I wanted to understand is this funding of an integrity monitor a result of Executive Order 64 or was there another

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 104 mandate that calls on this implementation of an integrity monitor?

MAGARET GARNETT: So, there was another mandate — it doesn't relate to Executive Order 64. It relates to the Mayor's announcement in the wake of the BPHN story in the New York story in the New York Times that the city would be conducting an independent monitorship of the entire sector of homeless services.

So, there is really two things. One is the process that we are in with DHS to conduct appropriate oversight of just BPHN Bronx Parent Housing Network by itself. At the same time and the \$3 million new needs is to fund the CN2 fortition, that mayoral mandate.

So, as I know you know Council Member Gibson from our hearing last week, the process there is that DOI and DHS jointly developed a questionnaire for all approximately 75 homeless services providers that are under contract with DHS, that was focused on gathering information that relates to many of the kind of red flags for potential fraud that DOI has found from its investigations over the years in this sector.

At the same time, we have issued an RFP for that outside auditor to conduct the audit and the precise parameters of the audit of the entire sector will be driven by the results that we get back from those questionnaires.

So, that is money, the \$3 million is to fund that monitorship of the entire sector is really an audit more than a monitorship of the entire sector of nonprofit homeless providers that have contracts with New York City.

CHAIRPERSON GIBSON: Okay, so the \$3 million we are talking about includes an actual monitor and all of the staffing that would oversee all of our homeless service provider contracts, correct?

MARGARET GARNETT: That's right. That's right, so the majority of the funding will pay the audit firm that will conduct the independent audit and as part of that DOI requested the one line of staff within DOI who will work in our Integrity Monitoring Unit that essentially will oversee the work of the outside audit firm.

CHAIRPERSON GIBSON: Okay, I understand the surveys are due in June. When do you expect the Integrity Monitor to be announced and is this a one-

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 106 time funding stream? I don't imagine this would extend into another Fiscal Year, is that correct?

MARGARET GARNETT: It's a one time, it's a one time funding stream and the \$3 million is not to exceed \$3 million. So, that's the basis for the RFP.

We have been conducting the questionnaire process with providers on a parallel track with the RFP process to secure the monitor, so that we are not losing any time in this process waiting for the questionnaires to come back.

So, I expect that we will be in a position to announce the audit firm shortly after we receive the results of those questionnaires.

CHAIRPERSON GIBSON: Okay.

MARGARET GARNETT: So, this summer and then the basis of the RFP is that the matter will be completed in less than 12 months.

CHAIRPERSON GIBSON: Okay, so DOI, DSS will receive the Integrity Monitor over the course of a year or less and then after that commences, you will expect the recommendations to be made by the Monitor that ultimately would be implemented by DOI and DSS jointly?

MARGARET GARNETT: Yeah, so, the Monitor will report to DOI and depending on the nature of those reports, you know certainly any matters that suggest further investigation or potential criminality will be taken from there by DOI. And matters that relate to the overall oversight of the sector by DHS, those recommendations will go to DHS.

CHAIRPERSON GIBSON: Okay, okay, this is very interesting. I think \$3 million is a lot of money, so that's why I had to ask questions about what we are looking to do. I you know realize that New York Times article that came out, overseeing all of our homeless service provider contracts and really making sure we operate more efficiently. We root out ways waste and abuse. I appreciate the effort; I just think \$3 million is just a lot of money. And so, my colleagues agree, they are nodding their heads.

Okay, I have a quick question about the Office of Inspector General at the NYPD. They released their annual report on April 1st and included a series of updates to the previous report to the state they had issued as well recent actions of the Office of Inspector General and they talked about the NYPD's response to the George Floyd protests. Because this

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 108 was released so close to the issuance of the annual report, DOI had not yet completed your own evaluation of the NYPD's response to your recommendations to be included in the annual report. So, confusing.

So, I want to understand, how long would it take DOI to complete your analysis of the NYPD's response to all of your recommendations?

MARGARET GARNETT: So, uhm, the Local Law 70 includes only annual reporting on the status of the recommendations that we make to the NYPD. So, the annual report captures those and there is a lengthy back and forth process between DOI and the Police Department to settle on what is the Police Departments view and what is DOI's view of the status of each issued recommendation.

When it comes to the Floyd protest report, as you noted, the statutory 90-day period for the Police

Department to respond came in late March, very close to the issuance of the annual report. So, the annual report this year contains only the Police Departments position on the status of implementing those recommendations.

So, at DOI, we typically are updating our public recommendations portal for all city agencies on a

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 2 quarterly basis. So, my hope would be that we would have some update in that portal on the status of 3 4 DOI's view as to the status of the Floyd protest 5 report recommendations by the middle of June, mid to late June when we next do an update for that portal. 6 7 CHAIRPERSON GIBSON: Okay. MARGARET GARNETT: The official update that 8 pursuant to Local Law 70 will come in next years 9 annual report on April 1 of 2022. 10 11 CHAIRPERSON GIBSON: Okay. MARGARET GARNETT: But my hope is that we will 12 13 have something to report before then. CHAIRPERSON GIBSON: Okay and so DOI is committed 14 to publishing the analysis once it is complete? 15 16 MARGARET GARNETT: Yes, yes we do. 17 CHAIRPERSON GIBSON: Okay and to what extent does 18 DOI have the ability to hold the NYPD accountable to 19 fulfill a lot of the recommendations that you are 20 suggesting. If you look on the portal, many of them 21 are in process right? Nothing has been really 22 complete and I think a lot of New Yorkers following 23 all of the protests, really want to ensure that there is a level of accountability. And a lot of the 24

recommendations New Yorkers support but how do we

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 110 ensure that the department is fulfilling as many of those recommendations as legally we can allow them to do?

MARGARET GARNETT: So, DOI's role in that, in that process for the Police Department or any city agency is simply providing the information publicly to the Council, the public, the Mayor, the agency.

And we track it and provide transparency. We have no ability to force agencies to do anything that we think they should do and my own view is that that's appropriate. I think the places in democratic government that should be able to force other parts of government to do things are the Council and City Hall.

So, we make recommendations and we publicly track their status for every city agency on our public website and every recommendation we have made can be tracked, the status of it on our public website, since 2014. I shouldn't say forever, since 2014. So, that's how DOI's role is to persuade and to provide the tools for other entities, whether it is the public or other parts of city government to take action based on our recommendation and what their status is.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 111

CHAIRPERSON GIBSON: I want to ask a quick question about the backlog of investigations and where we are with that. I know you had an ambitious agenda when you first became Commissioner and took on that role of reducing the backlog. What's the update in where we are today?

MARGARET GARNETT: Uhm, so, in early 2019, when I first started to get my arms around the background investigation backlog, the backlog was about 6,500 background applicants were in the backlog.

As of May 1st, that number is down to about 3,000, it's 3,030 applicants still in the backlog. So, in less than two years, we have reduced that by more than half. When I testified about this issue in February of 2020, I believe shortly before the pandemic, we said then and it is still true today that we are on track to meet the promises we made to the Council to have the backlog totally eliminated by at that time, I think I said January of 2024. It is certainly my hope that we will get there before then given the progress we have made so far. So, we continue to make I think great progress eliminating the backlog and I think equally importantly, at the same time that we have done that, the restructuring

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 112 of the background unit has meant that since the summer of 2019, we have been meeting our forward looking ongoing obligations to the city by doing all the background reviews that have come in since July of 2019 in a timely fashion.

So, the vast majority of those have been completed in less than six months with an average time to completion of under 120 days. So, the restructuring I think has enabled us to do both of those things. You know starting today, with today being July of 2019, meeting our obligations in a timely manner as well as at the same time, dramatically reducing the backlog.

CHAIRPERSON GIBSON: Great, I had a quick question about the fees for Marshals that the department collects. The regulation of our marshals as it relates to residential commercial evictions, season utility meters and ultimately carrying out evictions. All of that revenue that is collected is overseen by the Department of Investigation.

I just want to understand where that revenue goes and since COVID-19, obviously all the moratoriums that we have been faced with around residential and commercial evictions. What oversight if any does DOI

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 113 have as it relates to any of this revenue that we collect when evictions aren't processed?

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MARGARET GARNETT: So, uhm, we have, the Marshals are not DOI employees. They are independent actors appointed by the Mayor but we are their regulator and we regulate how they conduct themselves. We require their financial reports - they make their financial reports to DOI and DOI collects a portion you know fees based on their revenue as you noted. That money goes into the city's general fund. It is not retained by DOI; we turn that back over to the city. But I think that you are absolutely correct to note that the sort of the revenue predictions for this year based on fees for Marshal activities I expect will be dramatically lower than they have been in the past because almost no evictions, commercial or residential have occurred since March of 2020. slow down and limited capacity of the courts during that time has also meant a significant slowdown in another fee generating work of the Marshals which is serving leans from civil judgements. That's another fee generating aspect, as well as utility meter work and the booting of cars for scofflaws on parking fines.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 114

So, all of those activities have been down. Some of them quite dramatically because of course of the eviction moratoriums of the last year. So, I do expect that revenue to be down very dramatically in this year.

CHAIRPERSON GIBSON: Okay, thanks. I mean, I just wanted to know if there was any influence that DOI had over the revenue. We are always thinking of ways to repurpose funds in more of a preventative way as you look at you know, keeping people in their homes and their businesses and things of that nature. So, future conversations that we will be having with the DOI and the city over that.

MARGARET GARNETT: Okay.

CHAIRPERSON GIBSON: Okay, my final question
because I have colleagues that do have questions and
I want to move on, is about the policy and procedure
recommendation. The PPR portal that DOI operates. I
really want to learn a little bit more about the
operations and the management of it in terms of
informing the public on the recommendations that are
issued by the Department and the agencies willingness
to except and implement any recommendations. This is
still a relatively new program right? It's a little

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 2 over a year and I wonder what takeaways DOI has about the portal. Have you seen any hitches, any 3 4 successes? How can we make the portal more accessible to New Yorkers? How do New Yorkers find 5 out about it and is it user friendly? Are we 6 7 learning anything after a year to see how we can operate more efficiently for New Yorkers? 8 MARGARET GARNETT: Yeah, so, you know I think 9 10 this is an initiative that we are really proud of at DOI. It was a massive undertaking to create a 11 publicly searchable and accessible database. It goes 12 back to 2014. It's nearly 5,000 recommendations that 13 14 DOI has issued to city agencies since 2014. And it 15 is searchable, word searchable as well as sortable by 16 the agency to which the recommendation was issued by 17 date, by status. So, what it reports is the agency, the date of the recommendation, the full text of the 18 recommendation that was made and the current status 19 20 as well as any note. There is a field for notes or agency comments. The status is DOI's view of what 21 22 the status is of the recommendation, accepted, not accepted, implemented, not implemented and so on. 23

So, unfortunately I think we were you know on

your larger question of how have people used it, I

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COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 116 think we were unfortunate victims of the pandemic timing because we had planned a major rollout event to introduce the PPR portal to the public and city government at large for I believe our planned event was March 18th of 2020. To really introduce this to the public and to the media that covers city government, it might be interested in using this in the further ends of public transparency.

So, you know instead we just did of course a press release. We couldn't have an event and I think the public has been accessing, I mean, we don't, of course DOI doesn't track who is accessing the portal. That's through our public website, so we don't track it. Anyone can look at it without being tracked. I don't mean to suggest that.

So, we think it's been successful. We have been updating it quarterly. We think it's as a technical matter, it works extremely well. I certainly would encourage any members of the press who cover city government, advocates who are interested in particular issues or city agencies or the members and staff of the Council to take advantage of it and if anyone who wants to use the portal has any technical difficulties that they notify DOI right away because

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 117 we think it is a tremendous step forward in transparency of our work. It's a great feature for the public, the media, the Council and we would encourage everyone to take advantage of it.

CHAIRPERSON GIBSON: Thank you. Thank you

Commissioner. I am going to turn it back over to

Chair Dromm but I want to thank you again as my first

hearing under this new leadership Chairing O&I for

the cooperation of your staff and the partnership of

you and your team and I look forward to working with

you on your priorities. A lot of initiatives and

your ongoing work. It's been challenging for all of

us and certainly all of our city agencies have

stepped up in a major way working remotely with less

staff and more work. It's been a huge undertaking

for all of us but I have seen so many New Yorkers

step up in ways that we never ever imagined we have

to but we did it because that's exactly what we

needed to do.

So, I thank you and I look forward to our work during this budget process and I thank you Chair Dromm. Looking forward to our conversation. Thanks again.

MARGARET GARNETT: Thank you.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 118 Thank you Chair Gibson. 2 CHAIRPERSON DROMM: Let me say that we have been joined by Council Member 3 4 Eugene, Cabrera and Lander and I know that we have 5 questions from at least two Council Members. 6 Counsel, would you please call on the Council 7 Members? COMMITTEE COUNSEL: Thank you Chair Dromm. 8 Μv name is Noah Brick and I am Council to the New York 9 10 City Council Committee on Finance. Before we begin, 11 I am so sorry, I am reading the wrong portion of the script. Let's try this. 12 If any Council Members have questions for DOI, 13 14 please use the Zoom raise hand function and you will 15 be added to the queue. Council Members, please keep 16 your questions to five minutes including answers. 17 Please wait for the Sergeant at Arms to tell you when 18 your time begins. The Sergeant will then let you 19 know when your time is up. 20 We will hear now from Council Member Adams 21 followed by Council Member Lander. 22 SERGEANT AT ARMS: Starting time. 23 COUNCIL MEMBER ADAMS: Okay, I was finally 24 unmuted. Thank you very much Chairs Dromm, Chair

Gibson. Thank you so much for having this hearing

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 119 this morning. Commissioner, it's a pleasure to see you this afternoon, I should say. We are into the afternoon already. Hopefully my question is a quick one. It has to do with rampant issues around placard abuse which continue in the city year after year after year. I just need to know whether or not DOI is involved in placard enforcement and if so, how? That's the first part of my question. The second part of my question in the interest of time is going to have to do if so, is going to have to do with the apparently there was a sign that was placed, a fake sign that was placed or signed according to the Patch today signed nailed to a tree near Washington Heights NYPD Precinct. Are you aware of that and what will DOI do about that? So, that's part A and part B to my question. Thank you.

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MARGARET GARNETT: So, on part A, on the placards. I think DOI has done and continues to do a number of investigations and cases related to forged and fake parking placards. In the past year, we had two separate criminal matters. One of an Assistant Commissioner in a city agency who plead guilty to a misdemeanor related to use of a forged fake parking placard, as well as an investigation and a criminal

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 120 matter into a ring of people including four city corrections officers who were using and selling forged disability parking placards. We have done a number of conflicts of interest board matters that relate to the misuse of placards as well in a number of city agencies including at Health + Hospitals which was made public this past year.

So, I think our work in placard abuse is mostly focused on things that are either violations of a conflicts of interest board rules or forged and fake placards which could result in criminal action. I think one, you know the largest area for placard enforcement is with the Police Departments Traffic Enforcement Bureau. DOI cannot issue parking summonses or tickets or anything of that nature for illegal parking.

And so, I think a huge portion of what falls under the umbrella of placard abuse are matters that really are up to the enforcement of the NYPD's Traffic Enforcement Bureau.

COUNCIL MEMBER ADAMS: Commissioner, how has DOI educated or continued to educate workers on the issue of placard abuse because it really is still very significant in the city.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 121

MARGARET GARNETT: Yeah, so I think you know as we do a tremendous amount, during normal times, we do a tremendous amount of anticorruption training and lecturing to city employees. That has been down significantly over the past year because of the pandemic presenting difficulties for that. But misuse of city benefits, whether that is using your city ID or badge to get a benefit or get out of a ticket or misuse of city cars, parking placards has been a significant part of our training over the years as well as our enforcement and that continues.

COUNCIL MEMBER ADAMS: Thank you. I just think that there is still so much more to be done. The complaints are still through the roof and we see them on a daily basis. I would like to see DOI continue to ramp up when it comes to enforcement around placard abuse and thank you very much for your testimony today.

MARGARET GARNETT: Thank you.

COMMITTEE COUNSEL: Council Member Lander.

SERGEANT AT ARMS: Starting time.

COUNCIL MEMBER LANDER: Thank you very much Madam Chair. It's good to be here for this hearing. I am encouraged to see so many things you know in the

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 122 Executive Budget that were not in the Preliminary Budget that we are - that it is great to see. So, Commissioner and Deputy Commissioner, thank you. It is encouraging to see the funding for the streets master plan. For the crash investigation unit. I asked about the installation of the 10,000 bike racks at the Preliminary Hearing and the fact that the \$3.6 million is put in the Executive Budget is great and of course, I am enthusiastic about the funding for the dangerous vehicle abatement program and glad that that will beginning and stepping up in the year to come.

I have two questions. Uhm, first Commissioner, at the Preliminary Budget hearing, I asked you to take a look at the Parkside Avenue bike lane and that one block where there is only a six foot two way lane that is really too narrow.

CHAIRPERSON DROMM: Council Member Lander.

COUNCIL MEMBER LANDER: I'm sorry?

CHAIRPERSON DROMM: This is the Department of Investigations.

COUNCIL MEMBER LANDER: Oh, this is not the DOT hearing.

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COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 2 CHAIRPERSON DROMM: No, no, we haven't started 3 that yet, I am sorry. 4 COUNCIL MEMBER LANDER: I apologize. 5 CHAIRPERSON DROMM: Okay, thank you Council 6 Member Lander. 7 COMMITTEE COUNSEL: Council Member Rosenthal, is your question about investigations? 8 COUNCIL MEMBER ROSENTHAL: Yes, it sure is. 9 10 COMMITTEE COUNSEL: Great, you may commence when 11 ready. COUNCIL MEMBER ROSENTHAL: Thank you. Sorry for 12 the noise, I am in Central Park. Commissioner, thank 13 14 you for all your good work. I am wondering, this is quite a budget question, I accept it has to do with 15 16 your unit that investigated the NYPD Special Victims 17 Division. 18 I am wondering whether or not you plan to issue 19 another report - sorry, given your 2018 report showed 20 that so much work had to be done at the Special Victims Division. And that was just a report about 21 22 the adult squad. At that time, you had said, the 23 Department had said they would be investigating the child squad next. Could you talk a little bit about 24

where you are with that investigative unit and

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 124 whether or not you are going to be doing an additional, more investigation?

MARGARET GARNETT: So, we don't typically talk about ongoing investigations. I know that the NYPD IG unit has been engaged over the last years in discussions and a lot of work on potentially the child victims part of Special Victims but I don't have anything I can say publicly now about the status of that. I will say on the Special Victims Report, I know this is a focus of yours Council Member Rosenthal but I think we are really proud to report in this years annual report on April 1st, that there has been over the last year, really significant progress in implementing some of the investigations from that report.

I think that it was a slow road but a number of those investigations have shown — a number of those recommendations have progressed in terms of their implementation at NYPD over the last year.

COUNCIL MEMBER ROSENTHAL: Can you name one?

MARGARET GARNETT: Uhm, so I don't have the list
in front of me but I think the opening of those
facilities and improvements in staffing are two areas

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 125 that have shown improvement over the last year in terms of implementing information.

COUNCIL MEMBER ROSENTHAL: Right, so with all due respect, we got one new unit in Manhattan. There is still — we are still waiting for siting in Queens and in Brooklyn. Uhm, Bronx has been somewhat renovated but the site, even the Manhattan site is too small because they were not built for the additional staffing.

So, so far, their one possible positive step has fallen short. They need more space because they are not staffing to the level that would be required to do a thorough investigation and they still refuse to do the analysis or think about the promel model to have a staffing level where you know investigators are not depressed, sleeping on the job, overworked, asking still questions in a way that is not trauma informed. I haven't seen any additional training at the last hearing with Commissioner Shea. He said that they have not done affetti training for a number of years. So, I am surprised to hear that your take away is so very different than mine and I am wondering if you would consider going back and rethinking your finding a little bit? I mean, if

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 126 that — if DOI is really satisfied with where NYPD is, I would love to have a follow up meeting with you and understand why you seem to think anything is better now for women or people who come forward who have been assaulted than it was in 2018. I think it's only, the word I get from the advocates is it's only gotten worse.

MARGARET GARNETT: So, I think, I wouldn't say that we are satisfied with where things are and I didn't mean to give that impression and I think we absolutely welcome a meeting with you to hear more about the concerns and see where the gap is I think and what we think worsening at NYPD on this issue and what you are hearing from advocates. So, we would welcome that meeting.

COUNCIL MEMBER ROSENTHAL: Thank you. Do you think you have enough staff to do another thorough investigation of the NYPD because DOI is the only independent agency who could possibly help sort things out there, otherwise it's just NYPD reporting on itself.

You know and you know, they don't put out information and you know, they have been through two different people to run the SVD, they have

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 127 reorganized it several times. Never with success.

So, I am just wondering if you feel you have enough staff to do a proper investigation because I am happy to call on the administration to add investigative staff for the NYPD in particular in my mind for the SVD but I am sure there are multiple other divisions that need investigation. Is that something that you think DOI needs?

MARGARET GARNETT: So, I think that we have adequate headcount but where we are having difficulty is approval to fill the vacancies we have. So, it's not a question I think of adding positions but rather being able to fill the vacancies we have, so that we are operating at full string.

COUNCIL MEMBER ROSENTHAL: Could you, I am going to stop my questions because I know other people have questions but just so, I am going to follow up with you on a meeting. I really appreciate that offer. I would love to you know, have your team there and hear the thoughts.

But secondly, if you could just send over to the Committee the number of headcount that are meant to be filled and how many vacancies there are you know, that you are waiting to fill more and my interest is

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 128 in the Special Victims Division of the NYPD. 2 Perhaps, I mean I leave it to the Committee to ask 3 4 about other divisions as well but in particular, I would like to know the headcount at DOI and what 5 6 positions are waiting to be filled because we are 7 anxious. The advocates are anxious to have some meaningful follow up given that you know I strongly 8 believe that the NYPD has not changed its ways at all 9 since DOI issued what was a seminal report that I 10 11 admire and am proud to turn to. So, thank you very much. That was a nod of the 12 13 head yes. 14 MARGARET GARNETT: Yes, we can provide more 15 detail to the Committee on our vacancies and where 16 they are. I am happy to do that. 17 COUNCIL MEMBER ROSENTHAL: Okay, great, thank you 18 so much. Thank you Chairs. 19 CHAIRPERSON DROMM: Thank you very much. 20 Commissioner, thank you as well. We do have a lot of 21 follow up questions that we weren't able to get to. 22 I am sure we will get them over to you though. 23 appreciate you coming and giving testimony and being 24 open with us about what you have done since you

started at the Department of Investigation.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 129 2 So, thank you. We are going to conclude this portion of today's hearing. 3 COMMITTEE COUNSEL: Uh, Chair Dromm? I am just 4 5 going to interject. Council Member Diaz is your 6 question for DOI or DOT. 7 COUNCIL MEMBER DIAZ: DOI and it is brief. CHAIRPERSON DROMM: Go ahead Council Member Diaz. 8 SERGEANT AT ARMS: Starting time. 9 10 COUNCIL MEMBER DIAZ: Thank you for this opportunity. My question is in reference to the \$3 11 million deal conversation that you are having, which 12 13 I find to be extreme and perhaps unnecessary. you be able to share with the Council the tool that's 14 15 going to be used by the auditing firm that you are 16 going use? 17 MARGARET GARNETT: The tool? I am not sure I 18 understand the question. COUNCIL MEMBER DIAZ: I come from the DHS world 19 and when we monitor, it's called a monitoring tool. 20 I would like to know your questions that you are 21 22 going in with? What are you looking for? 23 MARGARET GARNETT: So, we intend to structure the 24 audit in terms of division between a deep dive audit

versus what we would consider to be desk audit of

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 130 policies and financial filings based on the responses from the questionnaires that went out to the 70 plus providers that are due back in June.

So, based on the answers to those questionnaires as well as other information that DOI or DHS has about the providers, the audit firms work with the structuring to two groups. Those providers that will get a full scale audit of their finances, policies and operations and those providers that will get what we would call a desk audit, which just would involve reviewing their policies around nepotism, professionalization of the board. Executive salaries, a number of issues that we have identified over the years that would be a more limited audit for those providers that are in that second group.

COUNCIL MEMBER DIAZ: That doesn't seem much different to me or different at all from what OTDA comes in with. I am more than happy to have a separate conversation with you but someone that has gone through the OTDA process, I mean it don't seem much different than what you shared with us today.

MARGARET GARNETT: I mean, we are happy to set up a meeting with you and your staff to talk about how

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 131 that review is being planned and what it will look like.

COUNCIL MEMBER DIAZ: Thank you.

CHAIRPERSON DROMM: Thank you very much and thank you again Commissioner for coming in and giving testimony today. We are going to now move into the Department of Transportation portion of this hearing and I am going to welcome Commissioner Gutman and thank him for being here.

We have been joined by a few Council Members, a number of Council Members. Council Members

Rosenthal, Adams, Ayala, Darma Diaz, Reverend Diaz,

Holden, Koo, Lander, River and Yeger and we will be joined by Council Member Rodriguez shortly.

So, with that, I am going to ask Council to - I am going to forego my opening statement and we are going to ask Council to swear in the witness and then we will proceed.

COMMITTEE COUNSEL: Thank you Chair Dromm. My name is Noah Brick and I am Counsel to the New York City Council Committee on Finance. Before we begin, I want to remind everyone that you will be mute until you are recognized to speak. At which time, you will be unmuted by the Zoom host. If you mute yourself

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 132 after you have been unmuted, you will need to be unmuted again by the host. Please be aware that there could be a delay in muting and unmuting, so please be patient.

During this portion of today's hearing, we will hear testimony from the Department of Transportation. During the hearing, if Council Members would like to ask questions, please use the Zoom raise hand function and you will be called on to speak. We will be limiting Council Member questions to five minutes including responses.

I will now administer the affirmation to the Administration witnesses. Do you affirm that your testimony will be truthful to the best of your knowledge, information and belief? Commissioner Gutman?

HANK GUTMAN: I do.

COMMITTEE COUNSEL: Commissioner Jarrin?

20 JOSEPH JARRIN: I do.

21 COMMITTEE COUNSEL: And Mr. Ott?

22 ZEESHAN OTT: I do.

COMMITTEE COUNSEL: Thank you all. Commissioner Gutman, you may begin when ready.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 133

HANK GUTMAN: Thank you. Thank you very much.

Good afternoon Chair Dromm, Chair Gibson, Members of
the Council of the Transportation and Finance

Committees. Thank you for inviting us to appear
today.

I am Hank Gutman, I am the Commissioner of the

New York City Department of Transportation. With me

today are Joseph Jarrin, the Executive Deputy

Commissioner and Zeeshan Ott, Director of Government

Affairs. We are pleased to testify today on behalf

of Mayor de Blasio on DOT's Fiscal Year '22 Executive

Budget and the Fiscal Year 21-31 Capital Plan.

Needless to say today, I am testifying before you on a very different budget than the one I testified on two months ago. The pandemic hit us hard, but as the Mayor has said, together we will fight back and drive a recovery in every neighborhood. This Recovery Budget is an historic stimulus-driven investment in the city's come\ back for which we are grateful to Congress and the Biden Administration, as well as the city administration of course.

The DOT's work touches every aspect of life in the city and is essential to the city's recovery. With an addition of \$140 million to the DOT's

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 134 baseline Expense Budget and \$4.2 billion to the Capital Budget, we will continue to reimagine our streets, double down on Vision Zero, provide more public space in communities across the city, speed up buses for our transit riders, maintain our infrastructure and continue to operate the Staten Island Ferry.

A few key highlights that I would like to mention in my testimony. First, the DOT's proposed \$24 billion Fiscal Year '21-'31 Capital Plan includes: \$11.4 billion for bridge reconstruction and rehabilitation; \$3.9 billion for street reconstruction; \$3.2 billion for resurfacing; \$3.4 billion for sidewalk and pedestrian ramp repair and reconstruction; \$497 million for the Staten Island Ferry; \$1.1 billion for streetlights, signals, and automated enforcement; and \$626 million for the facilities and equipment needed to support the DOT's operations.

Our \$1.1 billion Fiscal Year '21 Expense Budget includes: \$357 million for traffic operations, including signals, streetlights, automated enforcement and parking; \$196 million for roadway maintenance; \$106 million for bridge maintenance and

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 135 inspection; \$125 million for transportation planning and management, including installation of street signs and roadway markings; \$102 million for ferry operations and maintenance; and \$251 million for other DOT operations and administration, including sidewalk management and inspection.

A few of the highlights as to where that money is going. First the Manhattan Greenway. As the Mayor announced, we are incredibly excited that, working alongside our partners at EDC and Parks Department, we will be completing the Manhattan Greenway, the most-traveled bikeway in America. \$723 million in capital spread across the three agencies' budgets will fund completion of: the Harlem River waterfront from Sherman Creek to University Heights Bridge in Inwood; the Harlem River waterfront from 145th Street to Highbridge Park in Harlem and Washington Heights; the UN Esplanade from 41st to 53rd Streets; and the East River Pinch Point from 13th to 15th Streets.

Next, Open Streets. In communities across the five boroughs, Open Streets provided a true bright spot in a very difficult year. And thanks to the Council's partnership, it is now becoming a permanent fixture across all five boroughs. Funding in this

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 136 budget will allow us to support the city's nation—leading program as it becomes permanent and to provide more support for community partners to create a sustainable and equitable program. The budget funds two additional DOT staff and necessary funding for maintenance and operations. It also funds the City Cleanup Corps, a New Deal—style job creation program announced by the Mayor, to support the program and to provide jobs for young people. Open Restaurants, next this budget invests in the Open Restaurants program to support its permanence and to streamline the application process.

In response to this crisis of the pandemic last year, DOT had to re-assign staff from across our operations and our sister agencies for inspections and outreach. This allowed the city quickly to stand up the program in support of our city's beloved restaurant industry, while indoor dining was banned or limited and helped save over 100,000 jobs. With funding allocated in this budget, we will add 34 new positions to manage the permanent program, including two positions in the Mayor's Office for People with Disabilities.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 137

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Vision Zero. On Vision Zero, this budget will provide \$46 million in Fiscal Year '22 ramping up to \$59 million in Fiscal Year '25 and the baseline in funding for operations and maintenance of 360 new speed cameras in Fiscal Year '21 and 600 new speed cameras in Fiscal Year '22. This will bring the total to 2,220 cameras citywide and will expand the reach of these life-saving devices. And, in addition to DOT's portion of the Manhattan Greenway, this budget funds a number of Vision Zero capital streets projects to make permanent safety improvements. These include: \$74 million for Phase 6 of our Grand Concourse Great Streets project, adding bike lanes from 138th to 161st Streets; \$12 million for the Southern Boulevard Bus Stops Under the El Corridor project, including constructing a series of sidewalk extensions to enhance safety and accessibility under the elevated train line; \$19 million for the Jamaica Bay Greenway Marine Parkway Connector to facilitate bicycle connections to the Marine Parkway Bridge; \$13 million for Bayswater Park enhanced pedestrian safety and access and to increase access to Bayswater Park in Far Rockaway; \$9 million for the Maspeth Avenue and Rust Street railroad crossing to enhance safety,

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 138 accessibility and freight mobility at the Maspeth-Rust railroad crossing; \$5 million for Willowbrook Road safety and accessibility enhancements, including new curbs and sidewalks; \$10 million for Manhattan Safe Routes to Schools to enhance safety around seven schools in northern Manhattan; \$7 million for 3rd Avenue neckdowns to enhance pedestrian safety from 60th to 66th Streets in Manhattan; and \$11 million for intersection improvements at 3rd Avenue and 138th Street in the Bronx.

This budget also includes four headcount and approximately \$1.5 million a year to implement the Dangerous Vehicle Abatement Program, which we plan to launch in the fall, as well as 29 headcount and \$2.8 million in the baseline to establish the DOT Crash Investigation and Analysis Unit, in response to the Council's recent legislation. Bike Boulevards and Bridges for the People. With the funds in this budget we will implement five new bike boulevards, streets that are designed to give bicycles travel priority and put cyclist safety first; including two headcount dedicated to this effort.

We will also enhance pedestrian and cycling infrastructure on two iconic bridges. Beginning this

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 139 fall, the left lane of the Manhattan-bound Brooklyn Bridge will be ready for use as a dedicated bike lane. And I should say early in the fall. And on the Queensboro Bridge, we will convert the North Outer Roadway to a two-way bike path and South Outer Roadway to a two-way pedestrian path, with funds allocated in this budget, including funds provided by the Queens Borough President.

We also anticipate additional funds coming in that Council Members have committed to allocating and we appreciate your support and I want to thank you. This budget also funds three additional staff for implementing the Mayor's Green Wave plan for citywide protected bike lane network efforts as well as materials to replace damaged dividers. And it includes funds to install 10,000 new bike racks by the end of 2022, providing 20,000 additional bike parking spaces citywide, an expansion I announced with the Mayor when I was appointed in February.

This budget also makes much needed investments in the state of good repair of our 6,000 miles of city streets and 792 bridges and tunnels, including the historic East River crossings, a surface transportation network on which all New Yorkers rely

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 140 for walking, biking, micro-mobility, buses, automobiles and the movement of goods. On top of the 910 lane miles of resurfacing for this year, this budget builds on six straight years of record levels under the de Blasio Administration by funding 1150 miles per year for the next ten years, including 50 miles of bike lanes.

And this budget allocates more than \$1 billion for pedestrian ramp upgrades over the next ten years. This budget also includes \$246 million for protective coating on the Williamsburg Bridge, \$650 million for eight other bridge structures across the city in need of repair and \$81 million for ten different state of good repair sorry, should I continue or?

CHAIRPERSON DROMM: Yes, please continue.

Somebody is not on mute, so please mute yourselves everybody.

HANK GUTMAN: Okay, thank you Mr. Chair. This budget also \$650 million for eight other bridge structures other thank the Williamsburg Bridge, \$81 million for ten different state of good repair street reconstruction projects across all five boroughs. We will also upgrade our markings management system and

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 141 invest \$78 million for several facilities needed to support our growing operations.

Finally, when it comes to taking care of our infrastructure, with funding in this budget we will install ten weigh-in-motion, or WIM sensors at locations around the city. While getting State authority to use WIM for automated enforcement on the BQE and other key points is needed urgently, it is not the only highway on which weight and size limits are ignored. And many of our streets in residential neighborhoods are impacted by overweight and oversize trucks as well. Many of which are using our local streets in violation of the law.

These sensors will provide much needed data to better manage our infrastructure and develop comprehensive solutions for encouraging a culture of compliance.

Conclusion, I would like to thank the Council for the opportunity to testify before you today. I look forward to working with you in this final year of the de Blasio Administration to create a recovery for all of us and to help this great city come back better than ever. I am now happy to answer any of your questions.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 142

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CHAIRPERSON DROMM: Thank you very much Commissioner. I appreciate you coming in and giving testimony. Let me start off with something that you mentioned in your testimony, which is the open streets program. I am curious to know because I do have an open streets, probably one of the most successful in the city 34th Avenue Jackson Heights. But we are very curious to know what you see as being permanent. We don't know quite yet what permanent means. Can you describe for us when the Mayor made the announcement about making open streets permanent, what did he mean? Is it going to be the same hours that we have had? Is it going to be something different? Can you describe your vision of what permanent means?

HANK GUTMAN: Sure, first Chair Dromm, let me congratulate for the success of your open street on 34th. Yours is clearly one of those we point to as a dramatic success of the program. So, what it means for the program to be permanent, is that this is not a one year pandemic response. It may have started that way but the Administration recognizes that the program has been immensely popular in neighborhoods all around the city and it's something that New

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 143

Yorkers want to continue and so, it will continue and that's what permanent means. As to the details of hours, configuration etc., our plan remains what it has been all along, which is to make that flexible to meet the needs of each neighborhood. We have discovered and I think this is a benefit of one of the pluses of the program, the different neighborhoods, different communities want different things out of their open streets.

And so, what we tried to design as a program which isn't one size fits all driven down from City Hall or from the DOT but where we provide the resources so that each neighborhood can do what works for them and for their community and obviously yours is one of the great successes.

So, our input there is, don't change a thing unless you decide that there is something you would like to improve, in which case, we are happy to work with you to do it.

CHAIRPERSON DROMM: That's really good to know, thank you Commissioner. And I know that you put formerly into the budget for expenses regarding, in relation to open streets. What about capital? Is there anything in the budget for capital because we

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 144 are looking for capital changes. You know, on 34th Avenue but also for the other group citywide.

HANK GUTMAN: Sure, yeah, our plan is to evaluate that. I mean, you are quite correct that there is not a present allocation for capital. Our plan is to look at that on an ongoing basis and again, get input from the local communities.

If for 34th Street there are capital improvements that you would like to see made on a permanent basis, we are happy to do that and happy to take that into account and given the season I would suggest this would be a good time to let us know your wishes. But the idea is that we are providing the expense money and the capital we will take as it goes because again in some communities providing what we provide works fine but we are certainly open to making permanent capital improvements. We just again, we need the input from the communities.

CHAIRPERSON DROMM: Okay, so Commissioner, we have been having the workshops, the forums, we have had five or six of them. I think they were in the process of you know joining all those conclusions together and I hope that before we go to Adoption, we

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 145 can get an idea of what the capital needs are at least for some of the open streets.

HANK GUTMAN: Sure and you know we - I can promise you our full cooperation and not just for $34^{\rm th}$ street but for everybody. I mean, anybody who can advance those proposals at this point, we are happy to hear and happy to work with you.

CHAIRPERSON DROMM: And I think we should get the Secretary of Transportation people to judge here a to see an example of what can be done with our existing street scape. Anyway, we will talk about that later Commissioner.

HANK GUTMAN: We all look forward to the opportunity to show them what we are doing in New York and let them learn from it for the rest of the country.

CHAIRPERSON DROMM: Thank you, thank you.

Alright, let me just talk a little bit about congestion pricing. The Fiscal 2020 New York State Executive Budget authorized MTA to establish a congestion towing program in the city. Congestion pricing revenue was projected to cover 27 percent of the 2020-2024 MTA capital plan. However the rollout of the program was significantly delayed under

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 146

President Trumps Administration but now the Biden

Administration has said congestion pricing can move forward and authorize a less costly and time consuming environmental assessment.

With congestion pricing scheduled to move forward, what role is DOT playing the rollout of the program and is DOT working with the state and the MTA to ensure a smooth start of the program?

HANK GUTMAN: The simple answer is yes. There has been a dramatic change with the change of Administration in terms of the willingness of the federal government to cooperate in getting this program rolled out quickly and efficiently. I mean, we have been thrilled with our interactions so far with the DOT under it's new leadership. I am sorry, federal DOT.

CHAIRPERSON DROMM: Yes. Well, you are pretty new too but-

HANK GUTMAN: Yes, I am even newer than the secretary. So, yes, so with the federal DOT, you know obviously we are very pleased with the cooperative attitude that they are showing and their encouragement to get this proceeding at a prompt pace and we are working very closely with our partners at

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 147 the MTA, which as you know is the lead agency in the process. And with our friends at the state DOT and all three are working together closely to get this done and get it implemented and to make sure that we get it right.

So, thank you for asking. It's a great question and yes, we are working as closely as possible with our partners at all levels of government in this process.

CHAIRPERSON DROMM: And I meant that in a complementary way that you are new. So, we are welcoming. We are welcoming.

HANK GUTMAN: Thank you. I appreciate that, thank you.

CHAIRPERSON DROMM: How will congestion pricing implementation effect DOT's budget if at all and does DOT expect to receive grant money for implementing the system on city infrastructure?

HANK GUTMAN: I think the answer is that there will be — there maybe depending on some of the details of implementation, some budgetary impact but at this point, I don't think we have details to share on that. Part of that, it really depends on what we need to do by way of implementation.

Let me ask Executive Commissioner Jarrin if there is anything that he would want to add at this point.

JOSEPH JARRIN: Thank you Commissioner. I would just add that you are correct. Details should be worked out, obviously a lot of work on DOT's part to implement the equipment that will be needed on the streets and then so there is funding that will be discussed with the MTA to make that possible. And some other impacts but that sounds correct Commissioner thank you.

CHAIRPERSON DROMM: When do you think you are going to know that information?

HANK GUTMAN: At the earliest, I think later this year. I mean these are, we are at earlier steps and it may not be until next year. I mean, there are details that still need to be worked out. At the moment, we are looking to get the program approved and to do what's required from an environmental perspective and all of that and at the same time, we are working on the details but we don't have specifics of a budgetary nature at this point.

CHAIRPERSON DROMM: So, thank you. Commissioner, you mentioned the expansion of bike lanes and the master plan and can you elaborate a little bit

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 2 further on that for us with an update on the status of the overall transportation master plan? 3 HANK GUTMAN: Sure, well as to the master plan 4 5 itself, we are putting ourselves in position to do 6 what we have been asked to do by the end of the year, 7 in terms of all of the process steps for 8 implementation of the master plan. We are on schedule to do what you have asked and assigned us to 9 10 do by the end of the year. CHAIRPERSON DROMM: And that's the 30 miles of 11 protected bike lanes by '22 and 50 miles in the 12 13 outyears?

HANK GUTMAN: I mean, I think the implementation of that, I believe starts next year.

CHAIRPERSON DROMM: In Fiscal '22?

HANK GUTMAN: Yes, so I mean, we are at this point, doing the engagement process etc., that's called for to be done in this year. And certainly in bike lanes, I think we will be there.

CHAIRPERSON DROMM: And do you think the funding is sufficient for this expansion?

HANK GUTMAN: I think for what we need to do in this timeframe, yes, I think we are fine.

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COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 150 2 CHAIRPERSON DROMM: Okay, does the DOT plan on conducting outreach? Yes, you said that and that 3 process has begun? 4 5 HANK GUTMAN: Yes. We are going to be launching, let me provide some details. We briefed the Speakers 6 7 office; we are starting outreach to the Community 8 Boards and Borough Boards. We are going to be launching an engagement portal later this month and 9 we have the funding required to support the 10 development of the master plan, meet the ongoing 11 reporting requirements and begin building our 12 internal agency capacity. 13 14 So, for all of those processes which are supposed 15 to occur in this year, we are, we believe 16 funded and we are already underway. CHAIRPERSON DROMM: Okay, thank you. 17 18 HANK GUTMAN: Thanks. 19 CHAIRPERSON DROMM: And how will DOT ensure that 20 the master plan projects and funding are equally distributed among city neighborhoods? 21 22 HANK GUTMAN: Well, I mean that is a key element 23 of everything we are doing. We are trying to make sure that we - I mean for all of our programs. We 24

try to make sure that we are dealing with all of the

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 151 neighborhoods that need them or to benefit from them and in particular, we are focusing on those underserved communities.

I mean, I think you will see that in our implementation of things like the e-mobility in the e-scooter pilot program that we just launched in the east Bronx. The purpose there was to try and address the needs of an underserved community that didn't have city bike at this point.

So, that is one of the defining characteristics we hope of how we approach all of these issues and again, you know if members of the Council, member of the public have areas that they think need something that we are not dealing with, we are all ears. We've got five very competent Borough Commissioners who are in close touch with all their local elected officials and with all their community boards. Chair Rodriguez and I have been on a five borough tour where we have just hit Borough Three in his district and you know, we are making the rounds. We are intent on making sure that nobody gets left behind in this. I think that's a key value of this, pursued by this administration and certainly our DOT is determined to do it to.

CHAIRPERSON DROMM: Good, thank you and you mentioned city bikes. I would love to get city bikes a little further out in Queens behind Long Island City. We have been looking for that for a while now in Jackson Heights and further east. So, since you asked, I had to tell ya.

HANK GUTMAN: Absolutely, happy to pass that on.

CHAIRPERSON DROMM: Okay, uh, street resurfacing.

The DOT previously had a goal to repave 1,300 lane miles annually, which was reduced to 1,100 lane miles per year in Fiscal '20 and Fiscal '21. This reduced paving level was acceptable in Fiscal '21 because of a mild winter and reduction of traffic at the start of the COVID-19 pandemic. In the Preliminary Budget, lane resurfacing was further reduced in Fiscal '22 to 910 lane miles at a cost of \$205 million, prompting the City Council to request in our budget response to add and baseline \$87.9 million to the Fiscal 2022

Executive Budget to repave 1,300 lane miles annually.

However, funding for only 1,100 lanes was included. So, is the resurfacing of the 1,100 lane miles adequate to meet the city's needs?

HANK GUTMAN: The uh, we were pleased that the baseline was improved. Uhm, I mean that was good

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 153 news after the austerity we had been dealing with in the past.

Could we do more? Could we use more? I mean, I think the answer is always yes. But let me tell you what we can do with the baseline of 1150. It allows us to plan and invest in our workforce and to maintain a steady program for years to come. I mean, we are counting on this going forward as a baseline. We are also going to be doing 50 linier miles of bike lane resurfacing with this funding. So, it's not just, it's not just for motor vehicles, it's for bike lanes too.

So, we are excited to have the higher baseline that we have had in the past and we look forward to continuing the conversation about what if anything more is necessary or useful for the future. That's certainly something we are happy to discuss.

CHAIRPERSON DROMM: So, do you have the staff to be able to repave the 1,100 miles?

HANK GUTMAN: I think, I think Executive

Commissioner Jarrin would jump me if I said yes and
that wasn't true, so let me throw that to him.

JOSEPH JARRIN: Thank you Commissioner. I am nodding my head yes. We have this season brought

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 154 back a number of seasonal's to do this work and in the coming years, we will have the headcount we need. Absolutely, we will fund it and we are in a good place here.

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CHAIRPERSON DROMM: Have you noticed any additional damage to city roads because of last winters harsh conditions?

HANK GUTMAN: Well, we have certainly, we've certainly had - I am not sure what the final count is going to be but we have certainly had because of the tough winter, a lot of repair work to do. We have got a lot of potholes to fill. In Fiscal Year 2020, I have got the statistic here. We filled 173-5,531 potholes. So far, we have repaired 137,677 potholes in Fiscal Year '21 and I am sure we have a lot of work left to do and in terms of personnel, you can make your own judgement but on the opening day of our pothole filling season, they had me out with a shovel, shoveling asphalt to fill a pothole on the lower east side. So, I think it's fair to say we have got an all hands on deck approach to filling the potholes and repaving the street.

So, there is always work to do but we think we are in good shape and particularly compared to the

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 2 past and the austerity. So, we are pleased to have more resources this year and going forward than we 3 4 have had in the past. It makes a big difference. CHAIRPERSON DROMM: Thanks Commissioner. I think 5 6 I saw you and a few other people out filling potholes 7 on that day. 8 HANK GUTMAN: Yeah. CHAIRPERSON DROMM: Yeah, much appreciated. 9 10 Alright, I am going to stop. Go ahead, I am sorry Commissioner, I didn't mean to interrupt. 11 HANK GUTMAN: I was just going to say, I was 12 13 happy to help. I mean, the best parts of the job are 14 when I can get out of the office and go out and see 15 where the real work is being done. So, that was a 16 real treat. 17 CHAIRPERSON DROMM: Absolutely. Alright, I am 18 going to turn it over Counsel to call on members for 19 questions and should Council Member Rodriguez get 20 here, than we will allow him to make an opening 21 statement as well. 22 HANK GUTMAN: Thanks. 23 COMMITTEE COUNSEL: Thank you Chair Dromm. 24 Before I call on Council Members, I have been

informed that Council Member Holden is serving as Co-

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Chair of Transportation in Chair Rodriguez's absence, so we can go to questions from Council Member Holden.

COUNCIL MEMBER HOLDEN: Thank you. Just, before
I ask my questions, I want to because Council Member
Lander had his hand up in the previous hearing, so I
want to call on him first. I will defer to Council
Member Lander for his questions.

COMMITTEE COUNSEL: Okay, Council Member Lander, you have five minutes including answers. The Sergeant will let you know when your time is up.

OUNCIL MEMBER LANDER: That's extremely gracious of you Acting Chair Holden, especially since I screwed up by asking my questions in the earlier hearing. So, I don't know that it should be rewarded with getting to go first in this one but I am very grateful and I will be pretty brief here. So, thank you very much and I apologize Chair Dromm and others for jumping the gun before.

Commissioner, now it is very good to see you.

Thank you for the good work in your short but

promising tenure. It is good to see Director Ott as

well with you today. Lots to like in this budget as

you outlined in your testimony. The funding for the

master plan to stand up the Crash Investigation Squad

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 157 for those 10,000 bike racks. I am happy they are going to be done in 2022. And the startup of the Dangerous Vehicle Abatement program. A couple of quick questions. One, at the Preliminary Budget hearing, I asked you about the Parkside Avenue bike lane and I meant to follow up offline with you separately but I just want to make sure we are taking a look at figuring out can we make that wide enough and deal with the turning lane issue there at Parkside Avenue?

HANK GUTMAN: Yes, I mean the — I am sorry if this hasn't been communicated separately to you or your staff but the answer is yes, we are fixing it and the installation is going to begin in August.

COUNCIL MEMBER LANDER: Wonderful, alright, that's great news. So, let's follow up offline, so we can see the revised version but thank you for telling me that.

HANK GUTMAN: Sure.

COUNCIL MEMBER LANDER: Second, I want to ask, it's really good to hear about, hear your dialogue with Chair Dromm about working with communities on open streets and I was encouraged to see the reference to the City Cleanup Corp and the resources

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 158 that DOT will have. The thing I wanted to ask about is I was a big fan' I've been a big fan of the Neighborhood Plaza Partnership. Which achieved those goals of putting resources into the hands of communities where you don't have a business improvement district or a big anchor partners. So, that the neighborhood association or a civic group can have the resources to do exactly what you are talking about. To provide programming, to be a steward, to make sure the space is well cleaned and maintained.

But we haven't renewed that program and so, I
just wonder, can you help me connect the dots between
the ideas of the neighborhood plaza program and where
we are going going forward. That role of
neighborhood stewardship is so important. It is
great where you know volunteers can do it, but where
they can't I don't think the answer is just to have
the city play the role or a city organized corp. play
the role but to provide resources for community
stewards to do it and I just want to make sure we are
factoring that into our plans for our open streets
and for our plazas as well.

HANK GUTMAN: Sure and I don't have at my fingertips the information concerning the program you referenced but the idea of tapping into the community resources and relying on community organizations etc., is key to what we are doing for open streets.

I mean that's the idea. It may be a different format but the same input is what we are relying on in most districts and the resources we provide in support, obviously are available wherever needed but the focus there is on - is mostly on the communities that don't have that kind of network setup. Where you don't have community association setup that have the funding to do this themselves. In those instances, we have resources to help them out and that's the idea because again, we want this to be accessible to everybody and our focus. You know our focus all along on this has been on the identified 33 neighborhoods that suffered most in the pandemic and in general in any underserved communities that need it and we tried to make that. When we announced; when the Mayor and I announced the decision to make the program permanent, we made that clear and that's part of the registration process etc. That if people

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COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 160 need help, they can ask for it and will get it to them.

COUNCIL MEMBER LANDER: So, thank you for that answer. I guess I really would urge you to talk to folks who have the experience with the Neighborhood Plaza Partnership. That was a multiyear, you know, multimillion dollar DOT contract.

HANK GUTMAN: Sure.

COUNCIL MEMBER LANDER: They got a lot right but

I think also there were some lessons learned from it.

So, it does not make sense to reinvent from you know,

from the ground up. There was a lot about that

program that supported community groups to do exactly

the kind of stewardship that we are looking to do

with open streets. And that we still need in the

neighborhood plaza.

So, let me just ask you to go ahead and talk to folks and see what lessons could be applied for contracting and adapting a toolkit.

HANK GUTMAN: Sure.

COUNCIL MEMBER LANDER: I was going to ask you about the BQE but my time is up but that's longer than eight seconds, so I will let somebody else ask that question. Thank you very much to the Chairs.

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COMMITTEE COUNSEL: Thank you. We have now been joined by Chair Rodriguez. Thank you.

CHAIRPERSON RODRIGUEZ: So, yeah, thank you Commissioner and thank you Dromm, the Chair of the Finance Committee. You know, it's been a great honor to be part of this Committee. Since elected in 2009 and was a member to 2013 and then being the Chairman of this Committee from 2013 to today. We have seen all the mentioned work that we have done it. We have seen how Vision Zero to make a big change in the city of New York and nothing is perfect. We have a lot of work to do. We have to continue investing more on bus lane. We need to continue building more protective bike lane. We need to continue making our entry of the stations more accessible but I feel that again, working with City Hall, with Mayor de Blasio, the team, with the former Chairman Polly Trottenberg and now with you Commissioner, in the halting of DOT is a great honor and we have seen how the investment from the City of New York, when it comes to pull the money. Where our needs are is important. Everyone knows that we continue the Fiscal 2022 process, you know it's a process that will lead to adoption of a budget that is progressive, responsible and fair for

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 162 all New Yorkers but at the same time, the question will be how can we also do better.

And when we look at the number, we have seen how DOT's financial outlook is very different than it was just a few months ago and then on March 10, 2020, one day after the Committee's Preliminary Budget hearing and President Biden signed American Rescue Plan, we provided a significant level of federal funding to New York City.

I think that our challenge is always, can we spend the money in the timeframe that we have by the way of the discretion of the federal plan. In the American Rescue Plan in addition to the coronavirus response and release simply means appropriation act. In Acting in December 2020 will help the city to recover from the financial impact of this pandemic. In addition, the State Budget restored many budget cuts and caused shift in pause on the city on January 2020. And overall, this addition of funding combined with federal tax revenue forecast and has allowed the DOT Budget to increase in the Fiscal 2022 when we compare to the last Adopted Budget.

Again, in the executive expense, we have seen that the budget for Fiscal 2022 is you know as the

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Commissioner said \$1.2 billion. In addition \$11

billion is budgeted for the department capital program. I think that we still have a lot to accomplish in the time that this administration has left by January 1st, I hope again that we can make — we can demand the administration should complete all those miles that we want. You know, 30 miles of protected bike lane by a bus lane in our city and also to our companies, what we want to do with the bike lane.

Again Commissioner, thank you for everything that you are doing and as you know, working closely with Speaker Johnson, also have been a great opportunity because already put a vision for transportation when he hold his state of the city a few years ago. Now, the question is, the challenges that we have because in this current administration, we have a few months and I think that the administration should work to leave the standard on what the future administration should accomplish when the new one will take office in January 1st this year.

I think that you know, we have seen how working with many colleagues, Borough President Gale, Borough President Ruben Diaz Jr. and the Brooklyn Borough

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President Eric Adams. We have been addressing the need to spend more when it comes to a bike lane. So, what do you think will be your goal for a couple of months to complete the protected, the numbers of protected bike lane and bus lane in our city? That's my first question.

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HANK GUTMAN: Sure and with respect to the bike lanes, Chair Rodriguez, we are committed to hitting the 30 miles this year as laid out in the Green Wave plan. And in terms of the more general point you made as to what we can do in this timeframe, I think this is an amazing period in which we can make some transformative changes in the city. And the Mayor has already announced and we are well on our way to implementing the whole series of plans that are designed to reimagine how people move to reduce dependency on the car by making other alternatives, like bikes, buses, e-mobility, etc. more attractive and as we discussed last Wednesday on freight, we have added to that. Trying to reimagine how things move in our city to reduce the dependence on oversized and polluting trucks. And those joint visions a. we can get a lot done. The administration has already gotten a lot done and b. as you say, I

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 165 think we can set in place a framework that should guide the next administration in terms of the direction in which the city needs to move in order for the recovery to be strong and work for everybody and in order for us to be prepared for the challenges that the rest of the 21st Century bring.

All of which you are quite familiar with. So, it's an exciting time to get that done and we look forward to meeting the various commitments that Mayor has made. We keep track. We have benchmarks, we keep track of them on a regular basis to make sure we are not falling behind. And now we have added freight to the equation because there is important work to do there too. All with the same aims of improving the quality of life, protecting our environment, economic justice etc.

CHAIRPERSON RODRIGUEZ: Commissioner, as you know the Ferry, the Staten Island Ferry is on the DOT.

HANK GUTMAN: Yes.

CHAIRPERSON RODRIGUEZ: And I think that that's the approach on how we look at the Ferry from the perspective of public transportation. However, the Ferry, the other Ferry has been on the EDC and I am not going to put you on the spot because there is a

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 166 bill that we have that it will transfer the coordination of the other Ferry, which are not — that's where the water taxi who are not the Staten Island Ferry to transfer from EDC to DOT.

I just want more than asking a question because I know at that level, you need to check you know City Hall and dynamic internal between agency. But this is something that there is a bill that we have an interview, that we have a hearing but I hope also that before the end of this administration we can look at it to see how we transfer all the work from EDC to DOT. And most important, I would say, what I would like to ask you is, you know to get time so that we can have conversations beyond this hearing on the possibility to explore with City Hall, EDC and you guys. Because I just think that the larger ferry which is in Staten Island is on the DOT, you mean that we are looking at that as a public transportation for New Yorkers.

When you look at the water taxi, it's more like you know those who live in Long Island City, those who live in the Borough Brooklyn, those have been COLA gentrified in our city.

So, one of the initiatives that we also had in the past. One is again, is looking to continue conversation with you in City Hall to talk about the bill that we transferred the jurisdiction of the water taxi from EDC to DOT. And the second [INAUDIBLE 3:24:31] from my own interest for the island of Manhattan is that we also want to expand the water taxi along the whole island.

So, there is again, it's not for me to ask you do you support a yes or no but I just want to let you that this is important. That I would like to continue conversation with you in a sense of you know if we look at the island and the ferry, if we had the water taxi, you know going from up to 42nd, 72nd street, in 96th street, under the George Washington Bridge. Under the George Washington Bridge, we also allocated like close to \$20 million to build a new pier and going up to Riverdale, than we can connect you know use of the resource of our water also to extend the opportunity for people, the option for people.

So, to use our water taxi, so I just want to ask you, you know this is something that you hope to

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 168 continue the conversation to explore, to engage City Hall and EDC with those two items.

HANK GUTMAN: So, let me respond Chair Rodriguez by saying that we are firm believers in making more use of our waterways. They were both for people and for freight. They were after all the original highways of this city. So, the idea you raise is something that I definitely think is worth further discussion and we would be happy to engage with you and your colleagues on that subject.

CHAIRPERSON RODRIGUEZ: Okay and my last part. I know that you know — I apologize you know, my delayed timing Chairman for starting and I know that there is other colleagues that they also raised their hands to ask questions. So, I am going to be immediately letting our team to follow calling them but before moving forward with a new Council Member, my last part is about our trains. Even though that's MTA and we are not bringing MTA to this part of the budget, we already had MTA like two months ago but I think that we, those agencies or the Council, we know that the difference of the MTA and the DOT but when you look about New Yorkers, the 8.6 New Yorkers, seven millions of them that they don't have a car, that

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 169 they don't have a vehicle. That they rely on the public transportation. So, then it's about how safe are our train? How accessible are the entry of the stations.

So, I also hope again that we will continue working together to those level of coordination between you guys and the MTA to be sure that we improve safety and also to make the entry of the station accessible in New York City. And with that then, I am going to now be letting our team to call the next Council Member that has questions.

HANK GUTMAN: Happy to cooperate on that Mr. Chair.

CHAIRPERSON RODRIGUEZ: Thank you Commissioner.

I am sorry, the Summer Play Street. This is

something that has been approached by many CBO that

before COVID, they were putting in the application to

use on the street, especially closer to school which

they own the DOT and they use that this Summer Play

Street. So far there is no clarity. So far when

they have approached DOT, there have not been any —

you know the summer is coming. This is the time on

when DOT should be able to go through the process of

permit. And again, if you have an answer great and

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 2 if not, then more than happy to follow with you and the team when it comes on what does it take for DOT 3 to start working with the non-for-profit who have a 4 5 history of requesting the street to use it for the 6 Summer Play Street. 7 HANK GUTMAN: Sure, Chair Rodriquez, if you could 8 send me the details, I will make sure that our team follows up and we deal with that. That shouldn't be 9 10 a problem. 11 CHAIRPERSON RODRIGUEZ: Okay. 12 HANK GUTMAN: Thank you. CHAIRPERSON RODRIGUEZ: Thank you Commissioner. 13 14 COMMITTEE COUNSEL: Thank you Chair Rodriguez. I 15 will now call on Council Member Holden, who had given 16 - had yielded his time to Council Member Lander but let's return to Council Member Holden. 17 18 COUNCIL MEMBER HOLDEN: Thank you. 19 SERGEANT AT ARMS: Time. 20 COUNCIL MEMBER HOLDEN: Thank you Chair. Just a 21 couple of quick questions and just - I would like to 22 know about talk about Vision Zero a bit. The number 23 of New York City pedestrian fatalities is up, 65 24 percent in the first four months of this year. 26

at this point in 2020 to 43 as of this week.

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According to data released on Tuesday by

Transportation Alternatives. That's the highest death toll since Mayor de Blasio took office in 2014.

The same year, he introduced his signature Vision Zero effort with a goal of eliminating all traffic deaths by 2024. So, you know in this since Vision Zero, has DOT conducted a comprehensive study on you know city's most dangerous intersections? Or just intersections that are heavily traveled? And if so, when was this study done?

HANK GUTMAN: Sure, let me first, before getting to the specifics of the study, we are painfully aware of the statistics to which you refer and we are also painfully aware of the fact that these aren't just statistics or numbers but that each one represents a human being, a life lost, a family destroyed needlessly and one of the things I hadn't appreciated in taking this job is that I now get an email every time there is a crash and a serious injury, so you know I am more aware of it than I used to be by a wide margin.

So, and it's awful and we need to address it. As to your specific question about the geography, the locations of where these things happen, we do follow

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 172 that closely and there is not a single study of the most dangerous intersections, although I could certainly get for you information of some where statistically it says they are but what we look for in an ongoing basis is identifying the locations where these events occur and looking at whether we could do something to help.

Speed cameras, red light cameras, something in the structure of the road. You know and we routinely make those kinds of adjustments when we see a place that shows up as the location for a fatal or a serious injury collision more than once but the — I should say what we are observing now is — seems to be uh, a continuation of the conduct that we saw during the pandemic itself. When there was a huge increase, I mean, there were a lot of hit and runs in there. Huge increase in reckless driving. I mean just reckless behavior that results in these pedestrian deaths.

And so, I would say that in addition to addressing the geography of the roads and traffic lights and cameras and all of that. I mean, enforcement is really a key here to and we have been pushing as hard as we can, expanding electronic

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 173 enforcement. Anything we can do from an enforcement nature I think helps.

Now, we do have from 2019, the pedestrian safety action plan update, which revisited the five borough pedestrian safety action plans that were published in 2015 using more recent data. So, if it would be useful, we can certainly get that for you Council Member.

COUNCIL MEMBER HOLDEN: Sure.

HANK GUTMAN: But again, but again, we do look at this on an ongoing basis.

COUNCIL MEMBER HOLDEN: Right, right. Before my time is up, I just want to get in a question that relates to my district. I had a few other questions but now that Chair Rodriguez is back, I could get onto my district a little bit.

I have you know several streets that they don't have curbs. They just were forgotten in the capital budgets over the years and I have — and most of those don't have sidewalks. So, I would say about a dozen streets and some of them are main areas leading up to shopping areas where pedestrians have to walk in the street. On a two way street that's very narrow and they don't have areas to walk.

So, lacking curbs and sidewalks, I had seen city streets be reconstructed several times over the years

SERGEANT AT ARMS: Time.

COUNCIL MEMBER LANDER: While many streets in my district still go without curbs and sidewalks and we are in a good, populated area of Queens obviously.

We are not in you know some back area.

So, I have asked your predecessor when I came into office over three and a half years ago that, could we make a priority and start you know reconstructing these affairs and give them sidewalks and curbs and so far, nothing. So far I have gotten nothing, not one street has been put on the agenda. I don't have a capital list that oh, we are going to do this next year and the year after this, we will do this street. I get nothing, I get no answers and the same thing goes for getting a speed bump. I waited, when I was campaigning in 2017 in the fall, I put in for speedbumps on in certain streets and I just got them finally a few months ago.

It took almost four years to get speed bumps. So, we need some kind of - we need some answers as to why things are taking so long from curbs and

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 175 sidewalks to basic stuff like that to speedbumps to try to slow traffic down.

So, if we are going to address the deaths, we are going to address the injuries, the accidents, we have to put on, we have to make a priorities list. And restore our streets Commissioner to really where the pedestrian has a chance. At least they have a sidewalk to walk on or that we can slow traffic down without waiting four years for speed bumps.

So, I would like to invite you out to my district to visit and show you some of the most dangerous areas of my district, so we can talk about it. But I mean, I want to thank the Chair for his indulgence of you know letting me go a little over but Commissioner, the invite is open and I hope you will take me up on it. Thank you.

HANK GUTMAN: I will accept on the spot. Borough Commissioner Garcia and I will be there. She has got a very responsive and terrific team. I have worked with them, we have made a similar visit to one of your colleagues districts, we are happy to do it with you and take a look at what can be done. So, invitation accepted.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 176 2 COUNCIL MEMBER HOLDEN: Thank you. Thank you Commissioner. Thank you Chair. 3 CHAIRPERSON RODRIGUEZ: You are welcome. 4 5 CHAIRPERSON DROMM: Counsel? 6 CHAIRPERSON RODRIGUEZ: Hey Danny? 7 CHAIRPERSON DROMM: Yes, Chair Rodriguez. CHAIRPERSON RODRIGUEZ: Who are the next 8 colleagues on? 9 10 CHAIRPERSON DROMM: We are waiting for Counsel to 11 announce. CHAIRPERSON RODRIGUEZ: Okay and thank you 12 13 Chairman Dromm. 14 CHAIRPERSON DROMM: Sure, thank you. I am sorry 15 we had to start but you are my friend. Counsel, can 16 you -COMMITTEE COUNSEL: Yeah, sorry, I had been 17 18 muted. Uhm, next, we will hear from Council Member 19 Adams followed by Council Member Brooks-Powers. 20 CHAIRPERSON DROMM: Yes, I am sorry and also, let 21 me say we have been joined by Council Member Levin 22 and Brooks-Powers as indicated. Thank you both for 23 attending. Council Member Adams.

SERGEANT AT ARMS: Time starts.

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COUNCIL MEMBER ADAMS: Thank you very much.

Thank you Chair Dromm. Thank you Chair Rodriguez for this hearing. Commissioner, I don't think that we've met, so welcome.

HANK GUTMAN: Thank you.

District in Southeastern Queens and I also am

Adrienne Adams. I would like to cosign before I ask
my question, I would like to cosign on what my

colleague Council Member Lander said about the Plaza
program, which I thought in Jamaica a few years ago
was very successful partnering with the Greater

Jamaica Development Cooperation where we did have
farmers markets coming into the plaza and selling
fresh fruits and vegetables there at Jamaica Plaza
right by the station. I thought it was wonderful.

With that said, Commissioner, one of the very first pieces of legislation that I sponsored on my own was Local Law 53. And the bill required that at least two corners of a street intersection have the appropriate street name signage installed. I am sure that you will agree, this is a safety issue. The bill was enacted back in March of 2019, well before the pandemic.

I just want to note, we still have various streets in southeast Queens and beyond that have no street signage. Again, this law was enacted in 2019. I would like to know when the work began to complete this work, as far as correcting our street signage and when will it be completed?

HANK GUTMAN: The — I apologize Council Member if you have already provided this information to my colleagues but have you shared with us the locations where they are missing or is this a general question for the city at large?

COUNCIL MEMBER ADAMS: It's a general question. It's a general question.

HANK GUTMAN: We'll have to get back — I will have to get back to you on that. This is something where I do not have the information at my fingertips. If one of my colleagues does, this would be a good time to chime in but certainly, we will look into it and we will report back to you.

And again, if there are any specifics in your district or elsewhere that you want to bring to our attention, I will make sure they pay attention to it.

COUNCIL MEMBER ADAMS: Thank you.

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JOSEPH JARRIN: We do recognize there — Sorry

Council Member and Commissioner. We do recognize

there are locations that need signage replacements

and so, please if there are any specific locations

that we can look at immediately that are of concern,

we will do that. There is a backlog I will tell you.

It's a citywide issue and one that we are looking to

address.

COUNCIL MEMBER ADAMS: Yeah, there is a backlog, that's why I enacted the legislation a couple years ago. Because it was such a significant issue, so you know, it's a little disheartening to hear that we don't have any information available at all and you know, at this time. As soon as the information is available, I would like you know, to know what the information is. How significant is the backlog. I would like to know that as well. And again, I am sure that you will agree, this is a significant safety issue. New Yorkers need to know where they are going, where they are. You know, people from out of town need to know where they are. You know, when they are driving around our city. I think it's a little disgraceful that we don't have street signs. I was in an area of Queens last year, year before

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 180 last in Chair Dromm's district actually. I didn't 2 know where I was and I should have known and I looked 3 up and there was no street sign there. So, it's not 4 5 even my district but you are right, it's pervasive 6 throughout the city, so we really do need to do 7 something about that. 8 JOSEPH JARRIN: I can tell you - Council Member, I am sorry, we do have some contracting that we've 9 10 just started. We can provide an update on this soon. COUNCIL MEMBER ADAMS: Great, thank you very 11 much. I would also like to say that I am very happy 12 with the street resurfacing going on in southeast 13 14 Queens right now. It's very needed and it is 15 noticeable, so we are grateful for that. But on the 16 other side, I'd just like to note that the potholes 17 are deeper and they are definitely causing some havoc 18 on a lot of vehicles out there. 19 So, I just want to keep our minds on that as 20 well. With that, that will end my questions for now. 21 Thank you very much for your testimony. 22 HANK GUTMAN: Thank you. 23 COMMITTEE COUNSEL: Thank you. We now have 24 questions from Council Member Brooks-Powers.

25 SERGEANT AT ARMS: Time begins.

COUNCIL MEMBER BROOKS-POWERS: So, good afternoon and thank you Commissioner Gutman for your presentation. I just had a few questions that I wanted to put out there. The first one, I noticed that there was a significant reduction in installation of speed humps. This is something I continue to hear about a need for in my district, the 31st Council District in Southeast Queens in the Rockaways. And so, wanting to know if the Department of Transportation is on track to meet its goal of 250 speedbumps for this year but more so, wanting to know how these requests are prioritized in terms of the communities across the city.

Next, I wanted to also just echo the sentiments of Council Member Adams in terms of the street repaving. There are a number of streets in, especially in my district that have been identified that have not been repaved in over 20 years in some instances with the potholes deepening. And so, I know often times we talk about equity and resources and there are some communities that continue to be overlooked when these massive repaving projects are done.

So, I would really implore the Department of
Transportation to look more towards identifying and
working with our offices for these streets that have
not been repayed in quite some time as well.

We also have a significant tractor trailer parking dynamic in residential areas and especially being nearby JFK airport, wanting to know what the Department of Transportation can or has planned to do to address enforcement of this issue.

The pilot program that you spoke about and I only have two more questions. I just want to give them to you all right now.

The pilot programs the Department of

Transportation often do are really good programs that

I would love to see prioritized in outer boroughs,

especially where there are significant transportation

deserts. I find that in my district, we are often

not a part of these pilot programs or you know, not

included until it expands more. So, I would love to

work with your agency to ensure that my district is

included in pilot programs going forward.

And the last statement/question uhm, pertains to Brookville Boulevard in the Rosedale Community. It's a significant between Rosedale and the five towns and

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 183 towards JFK Airport. It is owned by three different levels of government, state, federal and city but I just would like to have a commitment from Department of Transportation to work with the community and the local elected officials coming to the table to addressing the concerns there. I know it overlaps with a number of city agencies in terms of sanitation parkland, as well as Department of Transportation but wanting to work together to address the loitering and dumping that's happening there. So, thank you.

HANK GUTMAN: Thank you Council Member and I hope I have all the questions written down but let me try. Starting first with speedbumps and resurfacing. Uhm, in terms of the goal of 250 speed bumps. I mean, one of the issues is as we resurface, we have to reinstall speedbumps as well.

So, in terms of 250 new speed bumps, we are behind but we are furiously creating speedbumps, both new ones and as we resurface streets, reinstalling the old ones. So, because of the amount of resurfacing being done, a lot of the speedbump work that's been done has been reinstalling them where they already were in the wake of the repaving, if that makes sense. But again, if there are any

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 184 specific areas you think are unsafe that you think should be priorities that we are not prioritizing, we are happy to hear from you and you know, you can contact me. You can contact Borough Commissioner Garcia, who is incredibly responsive and we will see what we can do about it.

As to — and when I was out for the pothole blitz, I had the numbers in front of me. We have actually set records. The de Blasio Administration has set records for repaving around the city. So, I think the miles to date would have, since people like to count in miles, would have gone from here to Los Angeles and back again and then back to Los Angeles. So, that's a lot of miles but obviously we have more work to do on both the repaving and the speedbumps.

As to truck enforcement, that is a chronic problem that we are trying to figure out how to address. It obviously goes beyond just our agency but I have heard similar complaints from some of your colleagues and I have seen it in their districts when I have gone to visit. So, truck enforcement in general is an issue that we need to address and we are working on it and will be working on it with our government partners in other agencies to see what we

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS AND THE COMMITTEE ON TRANSPORTATION 185 can do. And I believe that address is the Brookville Boulevard and Rosedale issue as well but again, we are happy to sit down and talk to you and hear the issue and then you know, to engage with our partners in government to try and provide a multidepartment answer to the question. But I understand the concern and you know; we should do what we can to deal with it obviously.

I hope I didn't miss any. Was there a question I missed?

COUNCIL MEMBER BROOKS-POWERS: Uhm, the only last question was about the pilot programs but I would like to say, I had met with Queens Commissioner Garcia and looking forward to building a strong working relationship with her as well as your agency overall. But yes, the pilot program is the last one. Thank you.

HANK GUTMAN: Yes, no and absolutely. You know our priority is for any of these new programs is to address transportation desert. So, if we have missed something, we are happy to put it up next on the list. That's what we are trying to do.

COMMITTEE COUNSEL: Thank you. Chair Dromm, there are no other questions at this time.

COMMITTEE ON FINANCE JOINTLY WITH THE COMMITTEE ON AGING, THE COMMITTEE ON OVERSIGHT & INVESTIGATIONS 1 AND THE COMMITTEE ON TRANSPORTATION 186 2 CHAIRPERSON DROMM: Thank you very much and I guess we are going to end it here Commissioner. We 3 appreciate you coming in and giving some time. I 4 know that the Council, we had some other questions 5 but we will forward those to you in a letter to 6 7 answer and as we move through the negotiations. I just want to know, Chair Rodriguez, did you 8 have any wrap up statement or a question? 9 CHAIRPERSON RODRIGUEZ: No, thank you Chairman 10 and Commissioner, we are going to be following up you 11 12 know and how we still see some area that we can do better on Vision Zero but I will be following up with 13 14 you. So, thank you and thank you Chair. 15 CHAIRPERSON DROMM: Okay, thank you very much. 16 Again, thank you to the DOT and with that, this meeting is adjourned at uh, excuse me about 1:55 in 17 18 the afternoon. Thank you. [GAVEL]. 19 HANK GUTMAN: Thank you. 20 21 22 23

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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 June 21, 2021