

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION

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HELD AT: Council Chambers - City Hall

B E F O R E:

YDANIS A. RODRIGUEZ
Chairperson

COUNCIL MEMBERS:

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

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

Chris Boylan
Director
Government and Strategic Partnerships
General Contractors Association

Rebecca Bailin
Senior Organizer
Riders Alliance

Mary Eliza [sp?]

Alyssa Blumstein
Member
Families for Safe Streets

Alana Miller
Policy Manager
Transportation Alternatives

Edith Prentiss
Vice President
Disabled In Action

Nadine Lemmon
New York & Federal Policy Coordinator
Tri-State Transportation Campaign

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2 CHAIRPERSON RODRIGUEZ: Good morning
3 everyone and thank you; not only those that will
4 testify; my colleagues here, but also the advocate
5 group and elected official and the DOT Commissioner,
6 who also was with us before we are starting the
7 hearing, in a press conference in regard to today's
8 hearing.

9 Welcome to today's hearing of the New
10 York City Council Transportation Committee; I am
11 Ydanis Rodriguez, Chair of the Committee [background
12 comments] and I am joined by my colleagues -- Can we
13 please focus on this -- Council Member Garodnick,
14 Weprin, Reynoso, Greenfield and Jimmy Van Bramer.

15 Today's hearing focuses on a resolution
16 calling on the United States Congress to pass and
17 President Obama to sign a major federal
18 transportation bill known as Grow America Act. Once
19 again, America finds itself facing a steep cliff put
20 there by Congress' inability to take meaningful
21 action when it comes to the vital infrastructure that
22 we too often take for granted.

23 Moving ahead for progress in the 21st
24 Century Act also called MAP-21, a Federal
25 Transportation bill passed in 2012, is now set to

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2 expire on May 31st of this year. This bill will
3 provide over \$52 billion each year to maintain our
4 nation's roads, bridges, mass transit systems and
5 other key [sic] infrastructures, as well as providing
6 needed resources for cycling- and pedestrian-oriented
7 projects [sic]. Its funding source, the National
8 Highway Trust Fund, which earns revenue from the
9 National Gas Tax, is also in need, as revenue has
10 steadily declined in recent years with more fuel-
11 efficiency standards on cars.

12 As has been widely discussed, New York is
13 in need of major transit funding, with a \$14 billion
14 gap in the MTA's five-year Capital Plan, the
15 potential catastrophe caused by a failure to maintain
16 our city's most valuable asset is unthinkable and
17 could set our city back tremendously [sic]. This
18 Capital Plan already assumes a contribution of \$6.7
19 billion from the Federal Government, money that could
20 be in peril [sic] if Congress fails to act on a new
21 transit bill.

22 While we as a city and a state have the
23 primary responsibility for funding this plan and we
24 should be exploring all options, including those
25 presenting on the table, such as Move New York, a

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2 loss of funding from our partners at the federal
3 level would damage many of the gains we have made in
4 restoring our transit network and growing our local
5 and regional economy.

6 The Grow America Act put forward by
7 President Obama would substantially increase
8 transportation funding across the country and would
9 increase funding for public transit projects,
10 specifically by 70 percent compared to current
11 funding levels. This bill would also strengthen
12 state and local control over what projects we seek
13 funding, further empowering local communities, and
14 let's be clear, communities; they can be democratic
15 or republican.

16 Our City and State Departments of
17 Transportation, as well as the MTA, need Federal
18 resources to support a number of projects, its budget
19 constraints and a steam-lined transit to spur
20 economic growth.

21 The Committee hopes to hear today about
22 what projects would be affected by the continued
23 inaction in Congress on getting a long-term
24 transportation bill passed as well as the benefit of
25 the Grow America Act, and the most recent steps taken

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2 to support its process. With rising ridership and
3 recent slips in service in many [sic] subways and
4 buses, we see just how imperative a functional and
5 robust public transportation system is to our city's
6 continued growth and success. The loss of Federal
7 funding in paying for its upkeep [sic] could be a
8 catastrophe. As we in New York continue to struggle
9 with finding a way to fund this plan, we are counting
10 on Washington to be there with us as a partner.

11 Now before we hear from the Public
12 Advocate and the general public, I would like to
13 thank my Committee staff, Counsel Kelly Taylor,
14 Policy Analysts Jonathan Masserano, Gafar Zaaloff and
15 Russell Murphy, as well as my Chief of Staff Carmen
16 de la Rosa and my Communication Legislative Director
17 Lucas Acosta.

18 Now I would like to invite Council Member
19 Miller, with whom I am proud to co-sponsor Res 652,
20 to deliver an opening statement as well. Council
21 Member Miller.

22 COUNCIL MEMBER MILLER: Thank you, Chair
23 Rodriguez for this important hearing and allowing me
24 to say a few words, and thanks to the folks who are
25 in attendance here this morning and those who are

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2 most impacted by this Federal transportation funding,
3 the commuters, transit workers and construction
4 workers, environmentalists and advocates and all
5 those who understand the value of Federal
6 transportation funding on urban America, and
7 particularly the city here.

8 I know this is a matter of national
9 important to the advocates, such as the AFL-CIO,
10 international unions such as the ATU and TWU,
11 Transportation for America, the BlueGreen Alliance
12 and many, many others. As Chair mentioned, Grow
13 America's proposal, put forth by President Obama,
14 seeks to provide \$478 billion over the next six years
15 for transportation infrastructure projects across the
16 United States, many of which just right here in the
17 State of New York. Obviously we talked about the
18 half-funded MTA Capital Plan and how do we build up
19 and grow out of that. So we know that is critically
20 important throughout the country, but most
21 importantly here.

22 So I'm gonna kinda divert from this
23 statement here and just say, in my experience, it has
24 been that not only that we had suffered here in New
25 York City and State, but in urban America from a lack

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2 of funding based on the funding mechanism, the 80/20
3 mechanism, which does not change in Grow America, but
4 what this does is; it increases the amount of funding
5 that comes in that will be sufficient to build out
6 and sustain our infrastructure over the next few
7 years.

8 Recently there was an Urban Future report
9 that detailed that New York City's failing transit
10 and road infrastructure, only 69 percent of the
11 streets can be deemed in good condition, 47 percent
12 of the bridges across the five boroughs are either
13 fracture critical or structurally deficient; our MTA
14 subway and bus shops [sic] average 90 years old in
15 age. The Federal funding proposed by Grow America is
16 desperately needed to fix these problems and keep New
17 Yorkers running.

18 There has been disinvestment in urban
19 America over the past few decades and we have seen
20 transportation funding move to prioritize suburban
21 and rural areas, yet the conditions that exist within
22 our nation's largest cities, particularly here, have
23 become unacceptable. For this reason we are here
24 today to hear this resolution in support of Grow
25 America, which includes an expansion of Federal

1 Highway Trust Fund; the fund currently accounts for
2 roughly \$50 billion in annual transportation
3 infrastructure and capital spending, including \$3
4 billion allocated to be used throughout New York
5 State alone; this will be enhanced under the
6 President's proposal, as the fund will see a much as
7 \$90 million bump to account for over the next four
8 years. Broken down separately, this represents over
9 one billion dollars in investment increase for New
10 York State and Federal FY16; this bump will split
11 between \$300 million for highways and \$700 million
12 for mass transit; this is a positive development for
13 New York City commuters and workers; in addition, it
14 is a promising sign of the future development in the
15 line of the Mayor's Affordable Housing Plan.
16

17 An infusion of new infrastructure
18 spending benefits all over America protects existing
19 jobs, stimulates growth, it connects communities to
20 other communities and it promotes development, which
21 in turn serves as a spur of workforce expansion.
22 Grow America could be a modern-day [sic] public works
23 administration, as we seek to facilitate careers,
24 pathways and local hiring; it is essential that we
25 keep this fact in mind. And again, let me just say,

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2 as a past chair of the MTA Coalition of Unions, which
3 represented more than 70,000 workers here in the
4 State of New York, that they continue to be in
5 support of highway funding; in particular, this piece
6 of legislation, and I look forward to working with
7 each and everyone here to ensure that this is passed
8 so that we get this message to our Congress.

9 With that I turn it back over to the
10 Chair and I thank him for this valuable hearing.

11 CHAIRPERSON RODRIGUEZ: Thank you,
12 Council Member. First we will hear from the part of
13 the transportation industry also who have been
14 following the impact that the lack of renewing this
15 act can have on our city. First I would like to ask
16 -- And before we start, I would like to, for the
17 record, to let everyone know that we have a recent
18 testimony in record submitted by the Department of
19 Transportation, which will be entered into the
20 record.

21 First let's hear from Chris Boylan from
22 the General Contractors Association and Rebecca
23 Bailin from Riders Alliance. [background comment]
24 Let me also recogni...

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2 CHRIS BOYLAN: Good morning Mr. Chairman;
3 members of the Committee. My name is Chris Boylan;
4 I'm the Director of Government and Strategic
5 Partnerships for the General Contractors Association
6 and I'm here on behalf of our 275 members who employ
7 20,000 trades and professionals throughout the New
8 York region. They are all solid middle class
9 employees, many of whom; in fact, the vast majority
10 of whom live within the five boroughs of the City of
11 New York.

12 We appreciate the opportunity to talk
13 about the transportation infrastructure needs of New
14 York City and the importance of Federal funds to help
15 the city maintain and improve that infrastructure.

16 The expiration of the Federal
17 Transportation Bill MAP-21 at the end of this month
18 is really what brings us here today. The legislation
19 authorizes about \$3 billion for New York State in
20 terms of highway, road, bridge and transit funding;
21 about half of that goes to the MTA for its State of
22 Good Repair Program and for system expansion projects
23 like the Second Avenue Subway and the East Side
24 Access project, all of which will benefit the City of
25 New York. The other half is spread around the state,

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2 with about 23 percent of that going to the City of
3 New York. So both halves of the transportation
4 equation dollars are very important to the city.

5 As we know, after more than a dozen
6 extensions, Congress is once again setting the bar
7 low for another temporary extension; it's unclear at
8 this point whether the extension after May 31st of
9 this year will be for six months or two years or even
10 a month; some of that has to do with the raising of
11 revenues. However, these short-term extension, and
12 there's been more than a dozen short-term extensions,
13 have kicked the can down the road and have thwarted
14 sensible planning and many of the projects that
15 improve the roads, bridges and the transit system
16 rely on long-term planning and this has not only
17 thwarted it from a planning perspective, but given
18 the fact that the funding levels have remained flat
19 have actually rolled the progress back in terms of
20 the benefit of those dollars.

21 The GCA itself actually put out a report
22 called *The Time to Think About Infrastructure is*
23 *While It's Still Working* -- we will share copies with
24 the Committee and the Council, and we highlight a
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2 number of issues and a number of areas where Federal
3 funding is critically important.

4 Let me close by saying that Grow America
5 is a good proposal; it's not a perfect proposal, the
6 funding amounts are very robust and we like those; I
7 think the dilemma that we all face is that Congress
8 has been leery of providing the resources necessary;
9 there have been several proposals, everything from
10 the gas tax to repatriation, but Congress needs to
11 act and they have been loath to do so. I will say I
12 am very proud of the New York delegation members, our
13 senators; Senator Schumer in particular as been a
14 true champion for transit and other members of
15 Congress, Jerry Nadler and others have been very
16 strong supporters; they need the help of their
17 colleagues from around the country and I think we in
18 the GCA work hard down in Washington to try to
19 convince them of the importance of investment not
20 only in New York City but around the country so that
21 everyone will benefit.

22 Let me just close with other thing; the
23 other two parts of the equation are: strong support
24 from the State, with the MTA's Capital Program lying
25 ahead for approval, we need a lot of support from the

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2 New York State Legislature and then again, there's
3 support from Council for the MTA's Capital Program
4 and I know you're assembling your own capital
5 program; that support is not what is used to be, and
6 I know you're working on improving that, but also
7 other local partners; it's not only the City of New
8 York that should help in funding things like the
9 MTA's Capital Program, everybody needs to be part of
10 it.

11 So again, thank you for letting me speak
12 on behalf of our 20,000 members and I look forward to
13 answering any questions you might have.

14 REBECCA BAILIN: Hi. I'm Rebecca, I'm an
15 organizer at the Riders Alliance; we are a grassroots
16 organization of subway and bus riders fighting for
17 better public transportation. I wanna thank Chairman
18 Rodriguez for inviting us here today and the
19 Transportation Committee.

20 So we're obviously in support of the Grow
21 America Act; if we're going to fix our subways and
22 buses, we'll need a partnership between the State,
23 the City and the Federal Government to get it done.
24 The Grow America Act is a step toward ensuring that
25 we're not paying for public transit on the backs of

1 riders who have dealt with five fair hikes in seven
2 years. New York's transportation system is starved
3 for funds; when the recession hit, New Yorkers had to
4 content with massive service cuts on several subway
5 lines and 32 bus routes; many of those buses served
6 low-income communities that need public
7 transportation the most. On top of that, fair hikes,
8 which were double the rate of inflation, just as
9 families were digging out of the recession and that
10 riders were paying more for less and less.
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12 Unfortunately the cuts we've already seen will pale
13 in comparison to what might happen if the MTA's five-
14 year Capital Program isn't funded, and right now that
15 has a \$15 billion shortfall. If we don't fill that
16 gap, riders will bear the cost and low-income riders
17 suffer more than anybody. A report from Comptroller
18 Stringer's office found that not only is New Yorkers'
19 commutes longer than any other U.S. major city and
20 low-income New Yorkers bear the brunt of the problem,
21 they are furthest away from reliable trains and
22 buses. While raising fares burn holes in their
23 wallets, low-income neighborhoods are often far away
24 from subways and fast bus service and they have the
25 longest commutes in the city. The Grow America Act

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2 can fund the priorities that the MTA has identified
3 in its Capital Program, so like state-of-the-art bus
4 service, new subway cars, renewed subway tracks and
5 signals and more that will go towards increasing and
6 improving service, as well as stopping the trend of
7 constantly increasing fares, benefitting everyone,
8 but especially low-income riders that need it most.
9 Thank you.

10 CHAIRPERSON RODRIGUEZ: I just have a
11 question. How the lack of failure of renewing this
12 act can have such negative impact from the private
13 contractors to deliver future projects on time? [sic]

14 CHRIS BOYLAN: Well it's already having
15 an impact in terms of places like New York State DOT,
16 New York City DOT and the MTA, who are planning
17 projects but don't have the funding in place for the
18 long-term execution of those projects, so while they
19 may be making the plans, they don't know where the
20 funding will be coming from, so in terms of the jobs
21 that will be lining up for our members, they are
22 starting to slow down, we're starting to see a little
23 bit of a slowdown in that. You need predictability
24 in terms of funding in order to be able to build some
25 of these large infrastructure projects, they are

1 multi-year projects; all you have to do is look at
2 how long Second Avenue Subway has been in
3 construction to know that these things are multi-
4 year. So the nature of the bill, the extensions,
5 where you go from six months or three months or five
6 months or a year, don't allow you to do that and
7 that's not good for the city and certainly for our
8 industry.

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10 CHAIRPERSON RODRIGUEZ: And how do you
11 see the level of engagement of the private sectors
12 nationwide to be involved, you know like since -- you
13 know anyone, especially -- you represent the general
14 contractors; right, you know that, like very
15 powerful, you know whoever can be of the capacity to
16 build in the city, most likely those are individuals
17 so they have a big portfolio, so they also have
18 partners who invest in other parts of the city. From
19 your perspective, do you think that there's like
20 enough support from both democrats and republicans
21 nationwide to support President Obama?

22 CHRIS BOYLAN: Well interestingly enough,
23 I think if you asked every member of Congress, they
24 would all agree that the need is there; I think the
25 trouble that you run into is that they don't agree on

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2 how you are going to fund this, and that's where the
3 show stops actually. In terms of support from our
4 colleagues in the construction business, we are
5 actually very active; the General Contractors
6 Association just represents heavy civil contractors
7 in New York City, but we work with the state
8 association and we work with the national
9 association; actually two, the Amalgamated General
10 Contractors and then the American Road and
11 Transportation Builders, and they're all concerned
12 all over the country, whether you're democrat or
13 republican or whether your organization is affiliated
14 with one or the other, everybody is concerned about
15 it, but I think we are stymied by the inability of
16 the leadership in Congress to really bring this stuff
17 to a head and say we have to make the hard decisions
18 and the hard decisions are not necessarily popular
19 decisions, but that, as you know, being an elected
20 official, because you have to make decisions; the
21 buck stops with you many times; sometimes they're
22 unpleasant decisions to make, but I think they have
23 to be made. We do have a lot of support around the
24 country. It's important, by the way, to continue to
25 build strategic partnerships with other places. In

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2 terms of the MTA's Capital Program, for example, one
3 of the things that makes that work is the fact that
4 some of the equipment and supplies are manufactured
5 around New York State; that's a tremendous asset to
6 have when you're asking the State to help pitch in
7 billions of dollars, as long as they know that
8 there's something in it for everyone, it kinda helps
9 move things along; without that, then it's just New
10 York City on its own and that's troubling. But we do
11 have good partners around the state and we do have
12 good partners around the country.

13 CHAIRPERSON RODRIGUEZ: Great. I just
14 hope that -- I know that we have like a short period
15 of time, but if we can work with the advocate groups
16 and other partners in this initiative, that they,
17 with the Mayor's coordination, and they will go to
18 D.C.; if we can bring a bus from New York City also
19 that can visit not only the New York City
20 congressional delegation, but other congressional for
21 the state, I think that this something that can be
22 very effective. [sic]

23 CHRIS BOYLAN: That's terrific and as you
24 may know, there was a national Standup for
25 Transportation Day a couple of weeks back which we

1 participated in and we worked with members of
2 Congress and the Mayor and Senator Schumer and you
3 were involved that day too, so I think you're doing
4 what you can do; we'll do what we can do; if there's
5 gonna be something like that, we'll be participating..

6 [crosstalk]

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8 CHAIRPERSON RODRIGUEZ: Great. Thank
9 you. I know my colleagues have some questions.
10 Council Member Reynoso.

11 COUNCIL MEMBER REYNOSO: Good afternoon,
12 guys; thank you for being here. Good morning, I
13 apologize; thank you for being here.

14 Just wanted to know, just to put it in
15 perspective, 'cause I'm not a hundred percent clear;
16 how much money is spent on transportation by the
17 Federal Government, in the country; do we know that
18 number?

19 CHRIS BOYLAN: About 80 percent of the
20 Federal Transportation Bill is spent on highways and
21 roads; it's a little less than 20 percent is spent on
22 transit... [interpose]

23 COUNCIL MEMBER REYNOSO: Can you give me
24 a number? So where it's asking for \$478 billion to
25 his Grow America Act Plan... [crosstalk]

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CHRIS BOYLAN: The...

COUNCIL MEMBER REYNOSO: as a country...

[crosstalk]

CHRIS BOYLAN: Right.

COUNCIL MEMBER REYNOSO: what is it now...

[interpose]

CHRIS BOYLAN: About \$50 billion a year nationally, split... [crosstalk]

COUNCIL MEMBER REYNOSO: Fifty billion?

CHRIS BOYLAN: Yeah. So about \$40 billion of that is for highways and bridges and roads and then the other roughly \$10-11 billion is for transit.

COUNCIL MEMBER REYNOSO: Alright. So this would mean a significant increase in...

[crosstalk]

CHRIS BOYLAN: It is, it's... [crosstalk]

COUNCIL MEMBER REYNOSO: Okay.

CHRIS BOYLAN: It's a significant increase, yeah.

COUNCIL MEMBER REYNOSO: I just wanted to put it in perspective as to what we're doing now and what we could be doing; I'm extremely supportive and thank you guys for your testimony, I'm excited to see

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2 what would happen if this goes through and I'm gonna
3 be as helpful as possible.

4 CHRIS BOYLAN: Thank you, Councilman.

5 COUNCIL MEMBER REYNOSO: Thank you.

6 Thank you guys.

7 COUNCIL MEMBER CHIN: Yes. Does the
8 General Contractors Association -- Can you give us an
9 estimate in terms of this increase of funding, how
10 many jobs you project?

11 CHRIS BOYLAN: Well it's hard without
12 knowing exactly what projects will be out there, but
13 I will say that the Federal Transportation Bill as
14 well as the MTA Capital Program and the City's
15 Capital Budget does help support some 20,000 good,
16 solid, middle class jobs, the core backbone of the
17 City's workforce, and they come from every borough,
18 they come from every council district. So I would
19 have to put it in the context of both maintaining and
20 increasing jobs, but without them, you can be assured
21 that many of those jobs will disappear; sometimes the
22 people with them. As you'll find in heavy civil
23 industry, people go where the jobs are and so you
24 know if there's a job in another state and there's no

1 jobs here, they will go to where the work is, so...

2 [interpose]

3 COUNCIL MEMBER CHIN: I mean we
4 definitely have a lot of work that needs to be done,
5 especially, for example, in the subway system, to
6 make the stations more accessible..
7

8 CHRIS BOYLAN: Correct.

9 COUNCIL MEMBER CHIN: and with the
10 additional funding...

11 CHRIS BOYLAN: There's hope that the
12 additional funding will allow the MTA to do a whole
13 host of things that they're not planning at the
14 moment, but I think if you look at the MTA's Capital
15 Program proposal, the \$32 billion, you'll find the
16 types of projects they'd like to do if they find the
17 funding; some of that will require additional Federal
18 funding, but also additional participation by the
19 State and the City.

20 COUNCIL MEMBER CHIN: Well definitely we
21 wanna make sure this resolution, you know, will pass
22 and the City Council, make sure we get the Federal
23 support. And I think for the transit riders, I don't
24 think they're looking for another increase anytime
25 soon; I mean now it's already up to \$2.75 and for, as

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2 you said in your testimony and also the press
3 conference, for low-income riders it's a hardship for
4 the families.

5 REBECCA BAILIN: Right, exactly. And on
6 the issue of accessibility that you were speaking to,
7 that's a funding issue as well; we're not going to
8 see elevators in stations anytime soon, even though
9 they're required to install them, unless they have
10 the funding to do it; they have to have the money to
11 install those elevators and to, in general, renovate
12 our stations.

13 COUNCIL MEMBER CHIN: And also the trains
14 are often packed... [interpose]

15 REBECCA BAILIN: Right.

16 COUNCIL MEMBER CHIN: I mean especially,
17 you know, even during rush... of course rush hour, but
18 just any time during the day... [interpose]

19 REBECCA BAILIN: Right.

20 COUNCIL MEMBER CHIN: and any time during
21 the weekend the trains are packed, so... [crosstalk]

22 REBECCA BAILIN: Exactly and that's
23 because they can't run enough trains because the
24 system's not modernized and they can't afford new
25 train cars, which would keep them from breaking down,

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2 especially like on the C Train, that would help the
3 cars to keep moving and not be delayed so often that
4 causes that awful crowding.

5 COUNCIL MEMBER CHIN: Yeah, so there is a
6 great need and we need to really strongly advocate
7 for the funding. Thank you, Chair.

8 [background comments]

9 COUNCIL MEMBER MENCHACA: Thank you,
10 Chair and thank you to my Council Members for asking
11 some really good questions about the kind of impacts
12 that we're gonna be able to have in our community.

13 And I'll start with you on the General
14 Contractors Association. And really I'm also
15 thinking a lot about the resiliency questions we've
16 asked post Sandy and how these dollars can really,
17 from your perspective and the work that you've kinda
18 seen, post Sandy work, [background comment] both for
19 the immediate, how this can be helpful in that realm
20 from your perspective.

21 CHRIS BOYLAN: Well the federal piece is
22 a critically important element of all the capital
23 expenditures that the City and the MTA make; I know
24 from past history that federal funding represents
25 about 25 to 27 percent of the MTA's capital program,

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2 so without those dollars, a significant portion of
3 the work that they'd like to do is not possible,
4 whether it's Sandy-related -- Sandy-related is a
5 special category of funding, so you know we kinda
6 know what that window is, but the day-to-day state of
7 good repair, the future, you know the Councilwoman
8 spoke about capacity, the Second Avenue Subway, when
9 it's completed will help with certain parts of the
10 city, but not all parts of the city; the work that's
11 going on on the Number 7 Line, which is disrupting
12 service in and out from Queens; the G Line service --
13 all those things are supported in part by federal
14 dollars, so without those things, two things will
15 happen; either we'll be over capacity and the system
16 will shut down or people will leave, and I think
17 that's the thing we worry about the most is that if
18 you don't have the reliable, quality service, that
19 people will vote with their feet eventually and say I
20 can't be here anymore. So it's very, very important
21 not only in terms of the direct jobs, but in terms of
22 the impact on the larger economy.

23 COUNCIL MEMBER MENCHACA: Thank you for
24 that. And I'm hoping that that message is sent
25 strong across, not only the country, but directly to

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2 Washington, that the future of our city, not just on
3 capacity, but resiliency and building the system of
4 the future...

5 CHRIS BOYLAN: Right.

6 COUNCIL MEMBER MENCHACA: while it's
7 still working and I like that title before
8 [background comment] that piece, because it's working
9 right now, not to it's capacity and we have so many
10 ideas about how to make that better, but that funding
11 is the life blood of our vision and our dreams for a
12 better system here in New York City.

13 CHRIS BOYLAN: What we really worry
14 about, Council Member, is that for those of us who
15 are old enough to remember how bad things were back
16 in the 70s and 80s, that was a process that took
17 place over many years; the MTA didn't use to have a
18 five-year Capital Program, they went from year to
19 year to year; that's where we're headed again, right,
20 we're headed from year to year to year and the
21 Chairman was talking about the short-term nature;
22 that's what happens; eventually the system collapses,
23 and that's why our report is; the time is to think
24 about it while it's still working. Unfortunately
25 human nature leads you to not focus on these things

1
2 until they collapse and that's where we don't wanna
3 go and repeat history. You know, you weren't around
4 in those days when it was really bad and we don't
5 wanna go back to those.

6 [background comments]

7 COUNCIL MEMBER MENCHACA: But we've --
8 Some of us have been around, but...

9 CHRIS BOYLAN: Not by choice, but...

10 COUNCIL MEMBER MENCHACA: and those
11 photos are still alive and well and so they serve as
12 a reminder to where we cannot return.

13 And Rebecca, I just wanna ask you a quick
14 question about organizing and some of the work that
15 is happening already. What can someone do right now
16 in their neighborhoods, in their communities to get
17 involved in this campaign?

18 REBECCA BAILIN: Great. So the Riders
19 Alliance is fighting for more funding where focus is
20 on the state right now, because the state bears the
21 bulk of that funding that the MTA's need is, so of
22 course, thank you, Council Member Menchaca for
23 asking. Folks can go to our website and sign up for
24 our campaign and come to our strategy meetings and
25 talk to their... [interpose]

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2 COUNCIL MEMBER MENCHACA: Can you say
3 your website clearly... [crosstalk]

4 REBECCA BAILIN: Sure.

5 COUNCIL MEMBER MENCHACA: so that people
6 at home can hear it?

7 REBECCA BAILIN: Absolutely. It's
8 Riders, r i d e r s n y dot org, and can come to our
9 strategy meetings and get involved in our meetings
10 with elected officials; we're talking to council
11 members and the senators and assembly members and
12 asking for their support and it's one step towards
13 building that necessary power, we're building the
14 power of riders to really show our elected officials
15 how important state funding is for riders, and also
16 federal funding as well. Thank you.

17 COUNCIL MEMBER MENCHACA: Thank you and
18 thank you for all your work, for both of you.

19 CHAIRPERSON RODRIGUEZ: Thank you.
20 Thanks. We have two more panels and of course, like
21 we are... as we will hear from the two more panels, I
22 want to share with everyone that we are looking to
23 take this resolution to a vote in May, in this month,
24 so that we can make an official position before it
25 will expire on May 31st.

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2 Now let's hear from Families for Safe
3 Streets, Mary Eliza [sp?] and Alana from
4 Transportation Alternatives.

5 MARY ELIZA: Chairman Rodriguez; Council
6 Members, thank you very much for hosting this.

7 I am old enough to remember the headline
8 in the Daily News, "Ford to City: Drop dead," we
9 don't wanna see anything similar.

10 New York City has an epidemic, like most
11 cities around the country, because they have been
12 car-centric for so long and yet those grids were
13 built at a time when we were not driving SUVs bumper
14 to bumper and our streets are dangerous, so what's
15 good for New York is gonna be good for cities, you
16 bet, like Houston and Dallas and L.A. and Minneapolis
17 and Chicago as well. So I think it's crucial, from
18 the perspective of someone who has lost her husband
19 to traffic violence, that I see the Federal
20 Government involved in changing the flow of this
21 epidemic. We have 200 injuries a day, we have 4200
22 life-altering injuries a year; we have an average of
23 300 deaths; this is wrong and New York City is one of
24 the safer cities in terms of transportation.

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2 Our public transportation; I'm talking
3 about biking, walking and public buses and subways,
4 are crucial in changing the tide of this epidemic;
5 those are the areas that need the greatest
6 strengthening and our street redesign needs to be
7 what is conducive to those people, the majority of
8 whom are taking those various forms of public
9 transportation, and that includes buses, that
10 includes people who are walking; that includes
11 anybody who's walking to the subway. This is the
12 kind of city that attracts young people, attracts
13 business and so what is good for business is good for
14 public transportation and vice versa.

15 So I hope that the aspect of this
16 epidemic and the loss of life will be equated to
17 other epidemics; if this kind of carnage was the
18 result of Ebola or SARS, the CDC would be camped out
19 in the center of New York City and every other city
20 in this country, but we treat it as something that
21 sort of goes with the territory and it does not have
22 to, and the federal funding is crucial in healing New
23 York City become the city that it could be, where all
24 of its street users are treated equally. Thank you.

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2 And I apologize that I cannot stay; I have to leave,
3 so thank you.

4 ALYSSA BLUMSTEIN: My name is Alyssa
5 Blumstein; I am a member of Families for Safe
6 Streets; we are a group dedicated to working to
7 create safe city streets and prevent traffic
8 fatalities; we are comprised of survivors of traffic
9 crashes and those who have lost loved ones.

10 My little sister was a victim of one such
11 crash; on June 12th my sister Emma was riding her
12 bike down Bedford Ave. through Crown Heights when a
13 truck driver hit her, ran her over and killed her;
14 she had just turned 24.

15 I don't know that Emma and I always got
16 along as children; I vaguely remember being at a
17 family friend's house and putting butter on cardboard
18 and telling her it was a Wasa cracker, but as adults
19 we were great friends. There was this moment years
20 ago where everything shifted and she went from being
21 a little annoying sister to this incredibly funny and
22 supportive friend. What happened to my sister that
23 day back in June feels intensely personal, but it's
24 sadly not unique at all; every year hundreds of
25 people are killed and injured due to unsafe street

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2 conditions, but the ways and means by which to make
3 our streets safer are clear and we don't have to
4 years and years to do so and I can't really imagine
5 doing so.

6 I love this city fiercely, but I wanna
7 traverse these streets knowing that there has been a
8 real commitment to make reducing traffic fatalities
9 to zero by creating safe streets.

10 I'm here on behalf of Families for Safe
11 Streets, for my family, for everyone who's been
12 injured or lost someone in preventable traffic
13 crashes because of unsafe streets and I'm here on
14 behalf of Emma, because she couldn't be, to urge you
15 to increase funding and support the Grow America Act.
16 Thank you.

17 ALANA MILLER: Thank you Chair Rodriguez
18 and members of the Transportation Committee. My name
19 is Alana Miller; I'm the Policy Manager at
20 Transportation Alternatives. We're a 40-year-old
21 nonprofit made up of 100,000 members across the city,
22 or supporters across the city dedicated to improving
23 the safety of New York City's streets. I'm here to
24 voice concern that unless we prioritize funding in
25

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2 street reconstruction, we are accepting a tremendous
3 loss of life on our city streets.

4 First I'd like to thank the Council for
5 their bold leadership on Vision Zero and for
6 including an additional \$250 million for street
7 reconstruction in their recent budget
8 recommendations. We as a city are working to find
9 the resources necessary to reconstruct our most
10 dangerous, but we also need federal support.

11 New York City is the most pedestrian-rich
12 city in the country; our 6,000 miles of streets carry
13 millions of people on foot, on bike, on public
14 transit every day; these streets makes up 80 percent
15 of our public space and they're where people shop,
16 where they talk to neighbors, where they travel;
17 where they exercise and yet for more than half-a-
18 century these streets have been designed almost
19 entirely to move car traffic and high volumes of
20 fast-moving traffic and reconstruction has been
21 woefully underfunded. Many sidewalks are far too
22 narrow for the daily demand; most major streets lack
23 the most basic safety infrastructure for pedestrians
24 and cyclists and bus lanes are dedicated on only a
25 few routes, and the results have been deadly, as

1
2 we've heard today; more New Yorkers are killed by
3 cars than shot by guns. Traffic crashes are the
4 leading cause of injury death for children and second
5 for their grandparents.

6 But we do know how to fix our streets;
7 where DOT has made changes we've seen fatalities drop
8 by 30 percent and without an unparalleled investment
9 in street redesign, Vision Zero will be unachievable.
10 The reconstruction of New York's most dangerous
11 streets into safe corridors is a down payment for
12 future generations of New Yorkers. The Grow America
13 Act would help create safe and equitable streets by
14 funding complete street redesigns on arterial
15 streets, traffic-calming measures, protected bike
16 lanes and expanded transit networks in all five
17 boroughs.

18 We urge Congress to give New York and
19 other cities the resources that we need for safer,
20 more equitable and more resilient road network.

21 Thank you.

22 CHAIRPERSON RODRIGUEZ: You've been
23 partners on whatever we've been doing on
24 transportation and we understand and we appreciate
25 and we will continue working, having in mind that as

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2 you have that particular, you know, connection with
3 those loved ones that you have lost and we know and
4 appreciate and respect that you have decided to
5 fight, not only for them; also for the future
6 generations, so I really appreciate it. Thank you.

7 ALYSSA BLUMSTEIN: Thank you.

8 ALANA MILLER: Thanks for your
9 leadership.

10 CHAIRPERSON RODRIGUEZ: Next panel; Edith
11 Prentiss and... [background comments] Nadine from Tri-
12 State Transportation.

13 [pause]

14 EDITH PRENTISS: Hello, my name is Edith
15 Prentiss; I am Vice President of DIA, Chair of the
16 Taxis For All Campaign and a member of the PCAC
17 Transit Riders Council.

18 The age of New York City's subway system
19 is particularly arduous for many people with
20 disabilities -- the lack of accessible stations, the
21 problems still with gaps, the fact that the MTA, when
22 it renovates and rehabs the station, does not raise
23 the entire platform, but rather only the point at
24 which the accessible boarding area allegedly is, at
25 the door in front of and after the conductor. Now,

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2 unfortunately, if you use a different train, if you
3 have a short train, that no longer is the boarding
4 spot; this creates a problem for many people. People
5 with disabilities have lots of problems with the
6 current transit system and the issue has been that
7 without a long-term funding source it's pretty much
8 impossible to plan increasing the accessibility of a
9 system like New York City; you know, D.C., it's a new
10 system. New systems, you design them and you build
11 them up and you can make them accessible; New York
12 City is not that. We are still waiting for South
13 Ferry to be reconstructed after Sandy and as a
14 result, the really only dependable way people with
15 disabilities can travel in the city of New York is by
16 bus, the slow trip, the very slow trip. We deserve
17 to travel like everyone else. If you look at the
18 rate of under and unemployment for people with
19 disabilities, which interestingly enough is higher
20 for people who have gone through college or graduate
21 school under the state funding; one of the main
22 problems people will point out is transportation; no
23 one wants to use Access-A-Ride, please, you make me
24 use Access-A-Ride, I get crazy. Okay, if I'm going
25 to Pelham or the far reaches of Staten Island, maybe

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2 I'll consider it. There are so many problems from
3 every single level of transportation in New York City
4 -- ferries, buses, trains, etc. A longer-funding
5 bill cycle, a 10-year funding bill, would have a
6 tremendous impact on the type of jobs transit could
7 be considering. At this point we are really doing
8 patchwork still and I think we deserve more than
9 that; I think all New Yorkers, all visitors; all
10 people who travel through New York City with or
11 without disabilities need to know they're traveling
12 safely and they're traveling expediently. I think we
13 all deserve that. Thank you. Oh, one last thing;
14 the City and State have to step up to the bat for
15 their fair share of transit money and we have to make
16 sure we get a locked box so we never get the money
17 stolen in Albany. Transit money should be transit
18 money; it should not go into the General Fund. Thank
19 you.

20 NADINE LEMMON: Good morning Mr.
21 Chairman; committee members, thank you for providing
22 this opportunity to testify today.

23 My name is Nadine Lemmon and I am the New
24 York and Federal Policy Coordinator for Tri-State
25 Transportation Campaign; we are a nonprofit policy

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2 and advocacy organization working for a more
3 sustainable transportation network in New York, New
4 Jersey and Connecticut.

5 As you know, on May 31st the one-year
6 extension of MAP-21 will expire. In a flashback to
7 last year, the Federal Government will start running
8 out of money in July for transportation and will need
9 to cut back on payments to the State. With no clear
10 solution coming out of D.C., other states have begun
11 to start delaying and canceling their transportation
12 projects, despite the fact that the limited window
13 for construction projects and construction season has
14 opened. The stopgap measures and short-term bills
15 coming out of D.C. have jeopardized our national
16 transportation infrastructure, environment and
17 economy; they also negatively impact the city's
18 ability to plan for and build long-term
19 transportation projects. Over the last five years,
20 since the expiration of SAFETEA-LU, there have been
21 19 continuing resolutions and 11 extensions of the
22 transportation bills; these patches, what
23 Transportation Secretary Anthony Foxx calls "these
24 legislative duct tape and chewing gum approach" have
25 tripped us up long enough.

New York's transportation system

desperately needs a stable, predictable and adequate funding program; 38.8 percent of New York's bridges are considered structurally deficient and/or functionally obsolete. Driving on our roads costs drivers in repairs, \$4.551 billion a year in extra vehicle repairs, or \$403 per motorist and the MTA, with it's 100-plus-year-old transit system, is struggling to meet service demands in increased ridership while signal systems fail and rails and cars are desperately in need and replacement. The Grow America Act is a six-year long-term reauthorization that ends the patchwork approach to long-term planning.

In addition to additional funding, it will provide the State and City of New York possible benefits from the increase in stable funding provided by moving the TIGER program into the Highway Trust Fund. Overall the Grow America Act provides 25 percent increase in highway investment for the nation, 70 percent for transit investment and 250 percent for the TIGER program. An increase in the TIGER program could be particularly valuable for New York City; New York has availed itself of this

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2 program several times. In 2014 there was a \$25
3 million TIGER Grant awarded for Vision Zero projects
4 in Brooklyn, Manhattan, Queens and Staten Island, and
5 an additional \$1.15 million planning grant for a
6 study out in East Rockaway. In 2010 TIGER funded the
7 Fordham Transit Plaza in the Bronx for \$10 million
8 and in 2012, \$10 million went to the Hunts Point
9 Freight Rail Improvement Project. It is a terribly
10 oversubscribed program; in total there were more than
11 6,100 applications nationwide and only 6 percent
12 received awards. Unfortunately, the House
13 Appropriations Committee last week has introduced a
14 budget for FY16 that proposes to slash TIGER funding,
15 from \$500 million down to \$100 million. So again,
16 the Grow America Act would increase that funding by
17 250 percent.

18 Raising the gas tax is a viable source of
19 new revenues that must be considered for the Highway
20 Trust Fund; currently the U.S. gas tax is the lowest
21 amongst developed nations, in part because of the
22 lack of indexing of that tax. The tax would bring in
23 30 cents per gallon if it had been originally indexed
24 to inflation; instead is currently bringing in 18.4
25 percent.

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2 Fixing the trust fund is particularly
3 important for New York's transit systems; New York
4 receives more transit funding than any other state in
5 the union and therefore we are subject to a greater
6 loss when the trust fund is not adequately funded.
7 New York also has the largest manufacturing transit
8 cluster in the nation, if not the world; from
9 Bombardier in the Adirondacks to Kawasaki and
10 Westchester, funding for transit capital means real
11 jobs, not just for the City, but for our entire
12 state.

13 It is important to note however that
14 sustaining our transit system here in the city is not
15 solely the responsibility of the Federal Government;
16 local, state and federal funding partners must all
17 pull their weight. We urge the City Council to
18 double its contribution to the MTA. According to the
19 Independent Budget Office, if the city's contribution
20 had also kept pace with inflation, it would be \$360
21 million a year; the \$44 million placeholder put in
22 the Mayor's budget his year pales in comparison to
23 the need and does not adequately reflect the stated
24 support of our transit system, which is a crucial
25 engine for our economy. We will not be able to

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2 convince our state and federal partners to do their
3 part if the city doesn't do its part.

4 So I urge the Council to pass Res 652 and
5 I thank you for the opportunity to testify today.

6 CHAIRPERSON RODRIGUEZ: Thank you.
7 Council Member; any questions?

8 COUNCIL MEMBER MENCHACA: I'm kinda
9 curious as to -- thank you for giving us the state,
10 kind of overview of some of the integral components
11 of it; I'm particularly interested in learning more
12 about any data analysis on the manufacturing clusters
13 in the state and really if there's anything in New
14 York City, particularly, for example, in Sunset Park
15 where we have huge manufacturing location there and
16 the City has invested a lot in rail and while this is
17 not a public transportation piece, it really kind of
18 begins to connect the jobs component to the
19 transportation needs and then residential
20 communities. And so is there any data you can share
21 with us that kinda looks at different places in New
22 York City?

23 NADINE LEMMON: Yes, there was a
24 fantastic report that was published by the MTA a few
25 years back for their last capital plan; it's called

1
2 *Built in New York*; it's available online, but I can
3 also get you a copy of it; it has this great map that
4 shows you all of the places across the state that
5 have transit manufacturers. So yes, I will get you a
6 copy of that.

7 COUNCIL MEMBER MENCHACA: Great. And
8 we'll just stay in touch; I think those are important
9 pieces to add to the multiple different layers of
10 work that we need to do for safe streets; the
11 disability community continues to come here with a
12 lot of their particular kind of fixes. And I'll just
13 say one thing; there are a lot of ideas that are
14 coming out of something that we have been pushing big
15 time here in the New York City Council through
16 participatory budgeting, and when those ideas come
17 directly from people, you start seeing some of these
18 fixes that should be in a maintenance program from an
19 agency, not discretionary dollars from elected
20 officials, and so it's just great to kinda see all
21 the pieces and seeing how they all work together. So
22 thank you so for your, both of yours testimony.

23 NADINE LEMMON: Great. Thank you.

24 CHAIRPERSON RODRIGUEZ: Council Member
25 Reynoso.

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2 COUNCIL MEMBER REYNOSO: Yeah, for DIA.
3 Currently there's a law that makes it so that any new
4 construction that happens in the MTA, for example,
5 has to be accessible; right? Just wanted to...

6 EDITH PRENTISS: Not quite, but that's
7 the general gist.

8 COUNCIL MEMBER REYNOSO: That's the
9 general gist. I would love to know the not quite
10 part... [crosstalk]

11 EDITH PRENTISS: I mean there are things
12 that -- something might be too small -- I mean there
13 are a variety of regulations, but pretty much the MTA
14 is obligated to make itself accessible; also, when
15 there's a renovation or rehabilitation, there is a
16 percentage of that contract [background comment] that
17 is supposed to be spent on accessibility features.

18 COUNCIL MEMBER REYNOSO: Good.

19 EDITH PRENTISS: So for example, when the
20 MTA rebuilds the northern end of the One Train...

21 COUNCIL MEMBER REYNOSO: Yeah.

22 EDITH PRENTISS: we successfully
23 threatened them to get an elevator on the downtown
24 side at Dyckman Street because they had not spent
25 enough money on accessibility features.

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2 COUNCIL MEMBER REYNOSO: Alright, so the
3 expansion of this -- if we were to get the follow-
4 through, or this would be successful, I'm saying, we
5 would see like a new wave of accessibility coming to
6 the City of New York, given that they would have to
7 spend a certain amount of money on accessibility; if
8 we see this money, we can really see a change,
9 hopefully, for the better, because transportation..
10 accessibility in transportation for disabled folks is
11 almost non-existent in the City of New York, compared
12 to what we're getting let's say for everyone else.

13 EDITH PRENTISS: Well the reality is; is
14 we're an old system, you know and I think -- one of
15 my favorite factoids is that the Lexington could not
16 be made accessible at Union Square because they'd
17 basically have to cut through a track to pop an
18 elevator through there, because it's such a spaghetti
19 bowl of transit. The issue to remember though is;
20 accessibility does not always mean an elevator. So
21 for example, on Smith-Ninth and on Middletown, they
22 met the accessibility requirement by doing other
23 things -- you paint the edge of the step; that's
24 accessibility, you have rail signing; that's
25 accessibility, you put in loops for hearing aid;

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2 those are all different accessible features. People
3 sort of point to accessibility and say it's an
4 elevator; it's very important to remember that the
5 disability community has a variety of needs and
6 elevators only serve one part of the population and
7 serves everyone else as well.

8 COUNCIL MEMBER REYNOSO: Thank you so
9 much for that; that's very interesting because when
10 we have conversations with the MTA and we tell them
11 about, for example, existing stations that we want
12 them to reopen because they have been closed, they
13 say, oh if we reopen it we're gonna have to put an
14 elevator; it costs \$100 billion; we can't do it, I'm
15 sorry; we throw our hands up and it's done. But to
16 know that it's just a percentage of the development
17 costs have to go to, other construction costs, have
18 to go to accessibility and it doesn't necessarily
19 need to be an elevator is very interesting.

20 EDITH PRENTISS: You know for example,
21 reopening a station that's been mothballed probably
22 would not require the same level of accessibility as
23 the Second Avenue Subway or the 7th extensions,
24 because those you are building from ground zero. A
25 mothballed station I strong suspect would not require

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2 the level of accessibility. Howard Roberts, the
3 former President of New York City Transit, traveled
4 with many of us in the community, people on canes,
5 and crutches and wheelchairs and scooters, to see the
6 needs of our community and one of the things that he
7 was very conscious of was the need for redundancy.
8 We have one elevator and it goes down; we're not
9 going to work that day. If you have extra elevators
10 -- the reality is, it's like, you know, the ball
11 field, you go in to build it, people will come and
12 you have an elevator, people will use it. It's
13 interesting; when the -- the George Washington bus
14 station is temporarily closed and the people's route
15 of travel from the Jersey Transit now brings them
16 walking past the elevator; you know, how many of
17 those people who never used the elevator who may not
18 have even known the elevator existed are now riding
19 it. You know, you make it available and people will
20 use it. So it's an interesting problem; we want
21 everyone who needs to use it to have the opportunity,
22 but at the same time people who can only travel by it
23 should be being given some priority.

24 COUNCIL MEMBER REYNOSO: Thank you; I
25 really appreciate that.

1
2 EDITH PRENTISS: Thank you.

3 COUNCIL MEMBER REYNOSO: Thank you.

4 Thank you, Chair.

5 CHAIRPERSON RODRIGUEZ: Thanks. Council
6 Member Chin.

7 COUNCIL MEMBER CHIN: Thank you, Chair.

8 Miss Lemmon, in your testimony you were
9 talking about the city's commitment to the MTA
10 budget; what do you see that in terms of city's
11 contribution should really be going forward every
12 year and also, how do we also get the state to also
13 commit?

14 NADINE LEMMON: No I spend my time up in
15 Albany, lovely city; not quite as fun as New York
16 City, unfortunately, so I spend a lot of time with
17 our state representatives and I hear what they're
18 saying at hearings like this, and over and over again
19 they do say, why should we contribute more if the
20 city's not contributing more? So historically it
21 seems that the city's contribution has been about
22 \$100 million, but again, if that had been indexed to
23 inflation it would be more up to \$360 million -- is
24 that the correct number -- \$360 million by now. So
25 just as the gas tax is not indexed to inflation, the

1 city's contribution should be indexed to inflation.
2 I'm not suggesting that you should jump to 360 now; I
3 mean that would be a difficult nugget to swallow, but
4 if you could gradually move up. So what we have
5 called for in this testimony is a doubling of the
6 current contribution, so that would bring us up to
7 \$200 million. I know in the MTA's plan, they had
8 thought that they were gonna get \$125 million this
9 year and it's my understanding that in the Mayor's
10 budget that was released there was kind of a
11 placeholder number of \$44 million, so there's quite a
12 big difference between what the MTA was expecting and
13 what that placeholder -- I understand that they'll be
14 coming out with possibly a different number soon.

15
16 COUNCIL MEMBER CHIN: Okay, so that's a
17 good guide for us in terms of how we need to really
18 push also for the city to take up responsibility.

19 In terms of the state; I mean what is the
20 state contributing and how do we get them to also
21 increase that amount?

22 NADINE LEMMON: Right now the state needs
23 to deal with this \$14 billion gap and there hasn't
24 been significant discussion on it, and so in the
25 advocacy community we're a little panicked about

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2 that; we're not sure who is taking the lead. So it's
3 important on your level; you could probably reach out
4 to the local representatives and ask them to start
5 speaking out in favor of transit. You experience
6 what's happening on a daily basis in these trains.
7 They need to take ownership of this and not say oh,
8 well the feds are supposed to do it or the cities are
9 supposed to do it. They have a responsibility as
10 well and there are revenue options, you know; there's
11 Move New York, that's one you've heard of, but
12 there's also lifting the cap on the gas tax; that's
13 another viable one, Uber currently, when they give a
14 ride, they don't have that 50 cent surcharge charged
15 to their customer; that's \$90 million a year
16 [background comment] that would be, you know, very
17 significant, and basically we need to find \$1 billion
18 in annual recurring revenues and what you do with
19 that \$1 billion is that you then bond it out and that
20 could fill our gap. So if Uber surcharge would fill
21 \$90 million, you know, you've just gotta get up to a
22 billion.

23 COUNCIL MEMBER CHIN: Great. Thank you...

24 [crosstalk]

25 NADINE LEMMON: Easy task; right?

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COUNCIL MEMBER CHIN: [laugh]

[background comments]

NADINE LEMMON: Mostly we need leadership; we need people to speak out on the subject, like you have today.

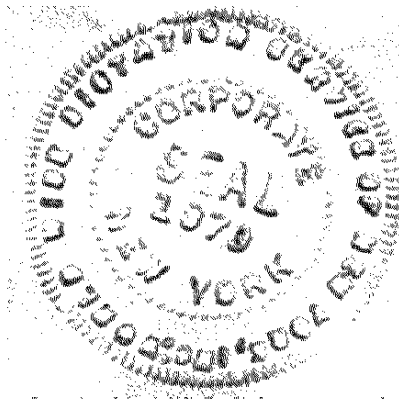
CHAIRPERSON RODRIGUEZ: Right.

COUNCIL MEMBER CHIN: Thank you very much.

CHAIRPERSON RODRIGUEZ: Thank you. Thanks everyone, especially Families for Safe Streets and with this, this hearing is adjourned.

C E R T I F I C A T E

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



Date May 13, 2015