

**NYC Department of Transportation Testimony Before the
City Council Committee on Transportation and Infrastructure
May 30, 2024**

Good morning, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am Margaret Forgione, First Deputy Commissioner at the New York City Department of Transportation. With me today are Deputy Commissioner of Bridges and Chief Bridge Officer Paul Schwartz and Assistant Commissioner for Intergovernmental and Community Affairs Rick Rodriguez. We are also joined by the Department of Environmental Protection's Deputy Chief Operating Officer Kimberly Cipriano, the Department of Design and Construction's Deputy Commissioner of Infrastructure Thomas Wynne, and the Department of Parks and Recreation's Chief of Policy and Long-Range Planning Sarah Neilson and Assistant Commissioner for Architecture and Engineering Program Management Terence McCormick. Thank you for the opportunity to testify on behalf of Mayor Adams and Commissioner Rodriguez on how the City is future-proofing our infrastructure.

Bridges

I want to begin by giving an overview of NYC DOT's bridges. NYC DOT owns, operates, and maintains 809 bridges throughout New York City. The Brooklyn, Manhattan, Williamsburg, and Ed Koch Queensboro bridges are some of our most notable bridges, but our inventory is as diverse as the city itself. DOT operates 23 moveable bridges such as the Pulaski Bridge over Newton Creek, and the swing-span Willis Avenue Bridge over the Harlem River that connects Manhattan and the Bronx. Additionally, DOT provides capital rehabilitation for 53 culverts, or tunnels that direct water away from roads, and inspects and repairs over 600 retaining walls.

NYC DOT's vast web of bridges is in the hands of the experienced engineers in DOT's Division of Bridges. Specializing in structural, mechanical, electrical, environmental, geotechnical, and civil engineering, our team oversees the design, construction, and maintenance of DOT's inventory.

Safety is our top priority at NYC DOT, and all our bridges are safe. DOT's bridges are inspected at least once every two years, in line with federal mandates, but more often if determined necessary. The New York State Department of Transportation (NYSDOT) hires licensed engineering consultants to perform these biennial inspections for all bridges except pedestrian bridges and bridges less than 20 feet in length. The remaining bridges are inspected by NYC DOT's inspection team of licensed, professional engineering consultants. These inspections allow us to determine specific rehabilitation or corrective repair needs. 99 percent of our bridges are in Fair, Good, or Very Good condition. The seven bridges that are rated Poor are in the current FY24-33 Capital plan and continue to be safe for their allowed uses.

NYC DOT has a robust capital bridge project portfolio. At \$12.4 billion, nearly half of the agency's FY24-33 Capital Plan is devoted to bridge reconstruction and rehabilitation. We hire consultants to design, construct, and provide on-site oversight for the majority of our bridge capital projects. At any given time, we have between 25-40 capital bridge project contracts

underway. The scope of these projects is unique to each individual bridge and range from full reconstruction to targeted repairs of specific bridge components. The purpose, however, is the same: to extend the useful life of the bridge and protect the safety of New York City travelers.

In addition to capital projects, NYC DOT has in-house tradespeople who can be deployed on demand as well as our “When and Where” contractors capable of responding quickly to urgent conditions. We also have preventive maintenance contracts for the maintenance and preservation of the East River and Movable Bridges.

Three Major Components of a Bridge

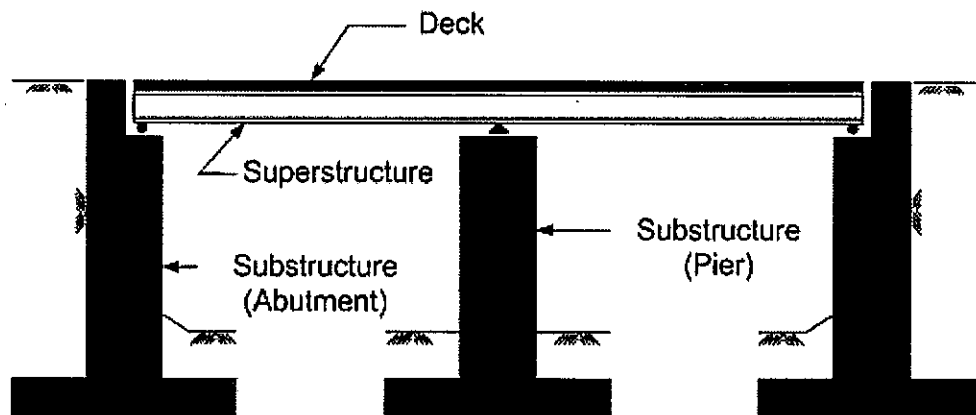


Image source: Minnesota State Department of Transportation

Turning to bridge ratings and how NYC DOT determines the overall condition of our bridges. DOT has a clear understanding of the condition of our entire inventory of bridges, but coming up with a translatable rating is a complicated process. Prior to 2016, in conformance with NYSDOT standards, NYC DOT generated an overall condition rating for vehicular bridges under a 1-7 scale, with 1 indicating structural failure and 7 indicating new condition. This changed in 2016 when the American Association of State Highway and Transportation Officials (AASHTO) came out with an Element Rating System which breaks down each bridge component into four condition states ranging from good to severe and replaces qualitative ratings with quantitative assessments. This new federal rating system, however, does not prescribe an overall bridge condition rating.

Because the New York City Charter mandates an overall bridge condition rating, NYC DOT worked with NYSDOT to develop an overall bridge condition rating that is consistent for all bridge types. Together, we developed a new calculated condition rating scale that is based on the three National Bridge Infrastructure (NBI) ratings - NBI Deck, NBI Superstructure, and NBI Substructure. These ratings are then given relative weights based on their overall importance and are now referred to as NBI Weighted and are on a scale of 0-9. We then translate these ratings into our verbal condition ratings of Poor (0-4), Fair (4.01-6.40), Good (6.41-7.70), and

Very Good (7.71-9). We will use these new ratings in the next Annual Bridge and Tunnel Report that we will release in the coming months.

Tunnels

On tunnels, NYC DOT maintains four vehicular tunnels and one pedestrian tunnel. These include the Park Avenue Tunnel, the First Avenue Tunnel, the Battery Park Underpass, the West Street Underpass, and the 191st Street Pedestrian Tunnel. Like our bridges, our tunnels are inspected on a two-year cycle according to federal mandates by our in-house inspectors and consultants. We are also looking at ways to make our tunnels more resilient to the changing climate and increased flooding. This year, we are looking to award a contract to install flood protection at the Battery Park Underpass and West Street Underpass consisting of flood proof gates and doors to protect the tunnel and its ventilation structures.

Resurfacing

Aside from bridges and tunnels, NYC DOT is responsible for operating and maintaining 6,300 miles of roadways and highways, and also has jurisdiction over 12,000 miles of sidewalk. All New Yorkers use roadways and sidewalks to get around—whether by foot, bike, wheelchair, bus, car, or other modes. And all of our goods travel to their final destinations on our streets. Maintaining streets in a state of good repair is a central part of DOT's mission and is essential to the quality of life and economic success of this city.

DOT resurfaces roadways to address problems on the surface, including cracking, patching, and peeling, by replacing the top layer of asphalt pavement. This extends the roadway's lifespan and helps prevent potholes—the more we pave, the fewer potholes we need to fill. DOT's budget has baseline funding for resurfacing 1,100 lane miles and up to 50 miles of protected bike lanes each year.

In addition to our resurfacing work, DOT crews also fix potholes. We are committed to timely response to pothole complaints and respond in about two days, unless there are underlying conditions that require a larger project.

Capital Delivery Reform legislation

New York City needs the tools to build better, faster, and more efficiently for all its capital projects. For this reason, the City is working with the Senate and Assembly on an Alternative Delivery bill that would allow the City to use Progressive Design-Build to speed up procurement on capital projects through a one-step process that allows early work to start sooner than under the traditional design-bid-build model. This would help the City deliver projects faster and keep assets in a state of good repair. Progressive Design Build is being used around the country as well as here in New York City by the Battery Park City Authority to deliver 8,000 linear feet of coastal flood protection. New York City should be able to use this important tool to deliver projects that will benefit New Yorkers throughout the city.

Legislation

Now turning to the legislation before the Council today.

Introduction 272

First, Intro. 272 sponsored by Council Member Joseph. This bill would require the City to develop a capital plan and implementation timeline for installing public restrooms at locations identified in the report required by Local Law 114 of 2022.

The City supports expanded access to public restrooms for all New Yorkers. The City and its partners currently operate 1,066 public restrooms citywide, covering 98 percent of the city. Additionally, the report NYC Parks and DOT published pursuant to Local Law 114 of 2022 identified 151 additional restroom sites across the five boroughs, many in city parks. These sites include 55 planned projects to construct new public restrooms, all of which are in progress and expected to be completed within the next few years, as well as 96 additional potentially feasible sites. As the report also notes, DOT plans to move forward with the stakeholder approval process for 10 new Automatic Public Toilets (APT) sites, which are installed and maintained by the City's coordinated street furniture franchisee, JCDecaux, and are not capially funded.

This Administration does not support this bill as written. Capital planning is a collaborative process between agencies, City Hall, and the Council. The planning must take into consideration the overall capital needs of the City and standard project scheduling challenges. The Administration would like to work on this bill to ensure flexibility is maintained as the City undertakes largescale infrastructure priorities.

Introduction 574

Finally, on Intro 574 sponsored by Council Member Brewer, which would require DOT to create a website that provides expanded information about open spaces on an open space coordination platform. DOT is proud of the public spaces we provide to New Yorkers, including our pedestrian plazas and Open Streets, where we support programming and events to create vibrant public spaces. Putting on these events often requires input from multiple agencies, which the Mayor's Office of Citywide Event Coordination and Management (CECM) helps to coordinate and oversee. Events can also happen in spaces owned by other agencies that DOT does not have jurisdiction over, such as parkland.

CECM posts a number of resources, guides, event details, and other information on its website about using the City's different public spaces for events and programming. For our part, DOT posts details about the days and times when our public spaces are open to the public on our website. Sister agencies that manage public spaces also do the same. The Administration would be happy to continue conversations with the Council about how to best coordinate the use of the City's many public spaces.

Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify before you today. We are proud of the work that we do to keep the City's infrastructure in a state of good repair—work that will benefit New Yorkers for generations to come. We would now be happy to answer any questions.



JUMAANE D. WILLIAMS

**STATEMENT OF PUBLIC ADVOCATE JUMAANE D. WILLIAMS
TO THE NEW YORK CITY COUNCIL COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE
MAY 30, 2024**

Good Morning,

My name is Jumaane D. Williams and I am the Public Advocate for the City of New York. Thank you to Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure for holding this hearing and for allowing me to share my statement.

To best future-proof New York City's infrastructure, we must build for what we know is coming. Micro Mobility use has skyrocketed, with the North American market for micro mobility devices set to double by 2030¹. Ebike usage specifically for work is growing as well: a 2012 NYC DOT report found that there were 50,000 "delivery cyclists" in New York City², and a 2023 estimation found that there are 65,000 delivery workers who are reliant on ebikes³.

We know that our current infrastructure for micro mobility is insufficient, with 23 ebike riders dying last year from collisions with cars or trucks⁴. This is unacceptable. We should encourage ebike usage and other micro mobility technologies to reduce congestion and pollution. Planning for a green future means, in part, adapting our infrastructure to make it safe to use micro mobility devices.

Besides safety, battery fires are another barrier to widespread adoption of micro mobility devices. The majority of battery fires happen while charging overnight. Additionally, low quality components, incompatible batteries, the usage of poorly insulated chargers, incorrect outlets, and improper storage have all contributed to an increase in fires. To truly have future proof infrastructure, New York City must make charging infrastructure widespread.

Public charging stations may be able to detect poor batteries and remove them from circulation. In Taiwan, a private battery swap company called Gogoro now has more battery swap stations in Taiwan than there are gas stations in the country. This has incentivized ebike manufacturers to conform to one battery standard in Taiwan. This makes batteries cheaper, safer, and easier to regulate. The Council, FDNY, and Mayor's office should look towards Taiwan's example of

¹https://www.mckinsey.com/industries/automotive-and-assembly/our-insights/spotlight-on-mobility-trends?utm_medium=DSMN8&utm_source=LinkedIn&utm_user=14419234050061292

² <https://wagner.nyu.edu/rudincenter/2018/03/e-bike-controversy-nyc>

³ <https://www.nytimes.com/2023/04/18/nyregion/nyc-delivery-workers-breaks.html>

⁴ <https://www.nytimes.com/2024/03/05/nyregion/nyc-cyclist-deaths-ebike.html>



JUMAANE D. WILLIAMS

expanding battery swap stations. There are currently several pilot programs in New York City that are public charging and battery swap stations, and we must expand on these investments⁵.

⁵ <https://www.newlab.com/blogs/nyc-dot-and-newlab-e-bike-charging-pilot>



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Testimony to the New York City Council Committee on Transportation

May 30, 2024

An important issue that CIDNY wants to bring to the Committee's attention is the serious safety concern on New York City streets and sidewalks owing to the enormous increase over the past few years in the use of recreational electronic mobility devices, such as electronic bikes and scooters.

- Users of these means of transportation regularly ride on city sidewalks, often not stopping at crosswalks, and are ignoring stop signs and red lights. They also often do not abide by directional regulations of the streets or lanes they are riding on.
- While this is absolutely a safety hazard for all New Yorkers trying to navigate the City's streets, this is a safety hazard that is particularly dangerous for the individuals with disabilities that CIDNY serves — those with mobility, visual or hearing impairments — and effectively renders the visual or auditory signals that have previously been put in place at crosswalks to ensure their safety meaningless. In fact, it has come to our attention that there have already been several serious accidents on NYC streets owing to these issues.

The DOT is responsible for ensuring the safety of all pedestrians on NYC streets, including individuals with disabilities. It is CIDNY's position that the safety action plans currently in place are no longer sufficiently protecting New Yorkers with disabilities, and these plans need to be updated in consideration of the massive increase in the use of electronic



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transportation devices, and the documented fact that this increase is correlated to accidents causing injury and even death.

CIDNY is advocating for the DOT to put in place a comprehensive plan to reexamine the way bike lanes and pedestrian walkways are designed to address the fact that they are now used by these recreational electronic devices, which do not regularly stop at intersections.

CIDNY also requests that efforts to protect individuals with mobility, hearing and vision impairments are expressly considered and incorporated into these updated safety plans.

Testimony by:
Tashia Lerebours
Transportation Organizer
Center for Independence of the Disabled, NY

May 30, 2024

**Comments of Zach Miller
Director of Metro Region Operations
Trucking Association of New York**

before the

New York City Council Committee on Transportation & Infrastructure

Good morning, Chair Brooks-Powers and members of the Transportation and Infrastructure Committee. My name is Zach Miller, I am the Director of Metro Region Operations for the Trucking Association of New York. Since 1932, TANY has advocated on behalf of the trucking industry at all levels of government, providing compliance assistance, safety programs, and educational opportunities to our members, and in the process, creating jobs, supporting the economy, driving safety, and delivering a sustainable future.

I testify today regarding the incredibly important but often overlooked issue of public restrooms. How many people would stay at a job in which they do not have guaranteed access to restrooms? Yet that is the reality our professional truck drivers face. It is a problem nationwide, so much so that there is action at the Federal level to improve the situation. The Trucker Bathroom Access Act has bi-partisan support and would require that businesses who allow customers to access restrooms allow truck drivers to access restrooms as well. It is a small step to solving a big problem, and it uses infrastructure currently and readily available.

Int-0272 is a longer term solution to the problem and that is why we are so supportive of the bill which will see the Department of Parks and Recreation (Parks) and the Department of Transportation (DOT) develop a report that proposes a capital project plan and implementation timeline for the installation and maintenance of public bathroom facilities at each of the sites to be identified. In New York City our delivery workers form the backbone of the economy, not just truck drivers, but also our hard-working taxi and FHV drivers, foot carriers, and e-bike deliveries. I had the privilege of joining workers in these fields on a panel at the Equity in Motion Summit in April and the lack of restroom access was one of the challenges we raised. We understand that this is not a simple process, but we offer our support to both the council as well as relevant agencies as this moves forward for the health, safety, and dignity of our delivery workforce.

I'd also like to express support for Int-0574 which would expand the information provided on the open space coordination platform. This would certainly be a benefit to vendors, BIDs, and the public, with the hope of expanding opportunities for small and growing businesses. Crucially though, for our industry this expanded information would help to ensure that deliveries along commercial corridors are not scheduled during open street events, and in the event that they are, loading accommodations can be made to ensure a safe and expedient process. Access to more information will promote more efficient, effective, and safe deliveries.



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As always the Trucking Association of New York looks forward to ongoing collaboration with the City Council, DOT, Parks Department, and BIDs.

Thank you for your consideration of my comments and for your time.



140 West St., 7th Fl.
New York, NY 10007

Tavonia Davis
Regional Director
State Government Affairs
Public Policy, Law & Security

May 31, 2024

New York City Council
Committee on Transportation and Infrastructure
250 Broadway
New York, NY 10007

RE: Oversight Hearing on Future-Proofing the City’s Public Infrastructure and Spaces

On behalf of Verizon, we appreciate this opportunity to provide the Committee on Transportation and Infrastructure (“Committee”) with testimony regarding the Oversight hearing on “Future-Proofing the City’s Public Infrastructure and Spaces.” Verizon supports the Committee’s intent to have coordination in any plans that impact the City’s public infrastructure.

Verizon is the largest provider of communications services in the City of New York providing critical communication infrastructure for millions of City residents, businesses, and public entities. It is therefore essential that any efforts taken to future proof public infrastructure does not hinder or delay Verizon’s access to the infrastructure providing businesses and all New Yorkers with access to the high-speed broadband and telecommunications services required to operate in today’s economy.

As City of New York focuses on the important work of future proofing the public infrastructure and spaces, we respectfully request that the City ensure the policies and actions taken do not hinder providers from accessing the infrastructure beneath the street that allows us to deliver quality services across New York City.

May 31, 2024
Page 2 of 2

Respectfully, we ask that the Council carefully consider any actions that may delay providers' ability to access the critical infrastructure that New Yorkers rely on to ensure a seamless experience for residents and businesses.

Thank you for the opportunity to share this information and we are more than happy to meet with you to discuss the importance of ensuring that New York City supports service providers ability to access the critical infrastructure needed to upgrade and maintain the wireless networks depended on by the people of New York City.

Testimony on 5/30/24 Committee on Transportation and Infrastructure Hearing

Open Plans writes today to testify regarding “Future-Proofing the City’s Public Infrastructure and Spaces” at the May 30th, 2024 Oversight Hearing of the City Council Committee on Transportation and Infrastructure.

At Open Plans our mission is to promote a people-first street culture that prioritizes community, safety, joy, mobility and empowerment. Well-managed and sustainable public spaces and infrastructure are critical to that mission. We firmly believe that our public spaces must meet the needs of New Yorkers today and into the future.

We support both Int 272 and Int 574. With respect to Int 574, which would provide for an open space coordination platform, we support this bill and call for the Council to pursue an even bolder vision for city support of public spaces.

The common phrase goes, “knowledge is power.” Well, right now New Yorkers do not have the knowledge, or even know where to look for the information, about public space. New Yorkers should have access to a simple, digital hub for finding out where their public spaces are, how they’re accessible, what programming is planned, and how they can get involved. Too often this information is opaque, siloed, or frustrating to find, making it difficult for ordinary New Yorkers to feel empowered to use public space for public uses. We support the concept of a centralized platform with this information. We believe this information should be hosted by the Department of Transportation, which is generally responsible for these public space programs and interfaces with New Yorkers regularly.

However, this bill is only the first step towards truly livable public spaces. Open Plans has a vision for a new framework for public space management – one where the city takes an active role and also empowers local residents and stakeholders to take ownership.

Public spaces make a place feel alive; they are where children play, free time is spent, and community is built. Vibrant, safe, and plentiful public spaces allow people to better enjoy their daily lives, let local businesses thrive, and help our environment. These spaces don’t just appear, however. They must be thoughtfully created and

managed. And currently, New York City lacks a cohesive framework to develop and manage public spaces, especially the smaller, more local public spaces in residential areas.

Without this framework for management, New Yorkers are robbed of joyful and robust public spaces. The local public spaces that do exist are independent ventures, relying too much on volunteers and community fundraising to manage, organize, and maintain the space. This is an immense individual and group burden, and only those with the time, resources, and dedication can take this task on. This, coupled with the City's current focus on large-scale projects in commercial and tourist hubs, only exacerbates geospatial, racial, and economic inequalities in public space access.

There are other tangible and intangible consequences to lacking a framework for public space management. Well-managed public spaces reduce crime, access to public space improves health outcomes, and public spaces drive commercial growth for small businesses. Less easy to measure is the loss of community — without local public spaces, New Yorkers are less likely to go out and connect with their neighbors. Chief among the losses, though, is the loss of a better quality of life. Supplementary sanitation, well-maintained community amenities, and beautiful green space all make a neighborhood feel more like home.

With a framework for local public space management, we envision a more livable city. Streets can be safe for users of all ages and abilities. Parks, playgrounds, and plazas can be clean and provide children, parents, and all neighbors a place to enjoy and relax. The curb can be managed and allocated correctly to benefit all New Yorkers. Neighbors can be involved in their neighborhoods without being forced to take on undue burdens to make sure their community has the amenities it deserves. Green markets, Open Streets, and other events could be not centered in wealthy, white neighborhoods, but are available for all New Yorkers. This is the future that is possible with a cohesive framework for management.

We urge the Council and the administration to rigorously consider the need for public space management. We enthusiastically support the administration's \$30 million allocation towards managing public space. We also know this is a small drop in the bucket and much more investment and reform is needed. We look forward to

sharing our proposals with you in the near future and working together to make our public spaces and infrastructure future-proof.

Respectfully,
Open Plans

Sara Lind
Co-Executive Director
sara@openplans.org

Jackson Chabot
Director of Advocacy and Organizing
jacksonchabot@openplans.org

April 15, 2024

Council Member Keith Powers
211 East 43rd Street, Suite 1205
New York, NY 10017

RE: Construction Code 19-159.3

Dear Council Member Powers,

My name is Dashiell Cain, and I am a senior at Special Music High School in New York City. I am also a resident of Stuyvesant Town and a passionate Citi Bike rider.

I feel the current state of some of the bike lanes in our city are in desperate need of repair. I am doing research for my AP Government class and I know that Administrative Code 19-159.3 was amended to create greater protection for cyclists and reduce crashes and accidents within bike lanes. Since you are also a resident of Stuyvesant Town, I want to focus your attention to a dangerous and hazardous bike lane pothole between First Avenue and Avenue C on 20th Street. Please see attached photos.

I know it's impossible to make extreme changes to the bike lanes in a short amount of time, but I would hope just by giving my testimony as a constituent could lead to an eventual solution to the dangerous bike lane on 20th Street between First Avenue and Avenue C.

I look forward to hearing from you, or perhaps we could take a look at the pothole in person?

Thank you for taking the time to read this letter.

Sincerely,

A handwritten signature in black ink that reads "Dashiell M. Cain". The signature is written in a cursive style with a large, sweeping initial "D".

Dashiell Cain

████████████████████
New York, N.Y. 10009

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Margaret Fargione, First deputy commissioner

Address: _____

I represent: DOT

Address: Intro 272 + 574

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Paul Schwartz, Deputy Commissioner for Bridges + Street

Address: Bridge officer

I represent: DOT

Address: Intro 272 + 574, First deputy commissioner

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: for Bridges + Street

(PLEASE PRINT)

Name: Rick Rodriguez, Assistant Commissioner for Intergov

Address: Commercial + Community Affairs

I represent: DOT

Address: Intro 272 + 574

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 5/30/24

(PLEASE PRINT)

Name: Kimberly Cipriano

Address: _____

I represent: DEP

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

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I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: May 30, 2024

(PLEASE PRINT)

Name: Thomas Wynne

Address: 30-30 Thomson Ave LIC NY

I represent: NYC DDC

Address: 30-30 Thomson Ave LIC NY

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THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 5/30/24

(PLEASE PRINT)

Name: Jeffrey Margolis

Address: 30-30 Thomson, LIC

I represent: NYC DDC

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 272 Res. No. _____

in favor in opposition

Date: 5/30/24

(PLEASE PRINT)

Name: Terence McLoermick

Address: [Redacted] The Arsenal, Central Park

I represent: Parks

Address: Same

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: [Redacted] 5/30/24

(PLEASE PRINT)

Name: Matthew Drury

Address: 870 Fifth Avenue, NY, NY 10065

I represent: NYC Parks

Address: 830 Fifth Ave., NY, NY 10065

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 272 Res. No. _____

in favor in opposition

Date: 05/30/2024

(PLEASE PRINT)

Name: SARAH NEILSON

Address: The Arsenal, Central Park NYC

I represent: NYC PARKS

Address: Same as above

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 5/30/2024

(PLEASE PRINT)

Name: Nathalie Pierre-Georges

Address: 3030 Thomson Avenue L.I.C NY 11101

I represent: NYCDDC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 5/30/2024

(PLEASE PRINT)

Name: Sharon Brown

Address: _____

I represent: _____

Address: Jamaica N.Y. 11436

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 5/30/24

(PLEASE PRINT)

Name: _____

Address: Raul Rivers

I represent: _____

Address: _____