

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY
EXECUTIVE BUDGET HEARING BEFORE THE CITY COUNCIL COMMITTEES
ON TRANSPORTATION AND FINANCE
May 7, 2021**

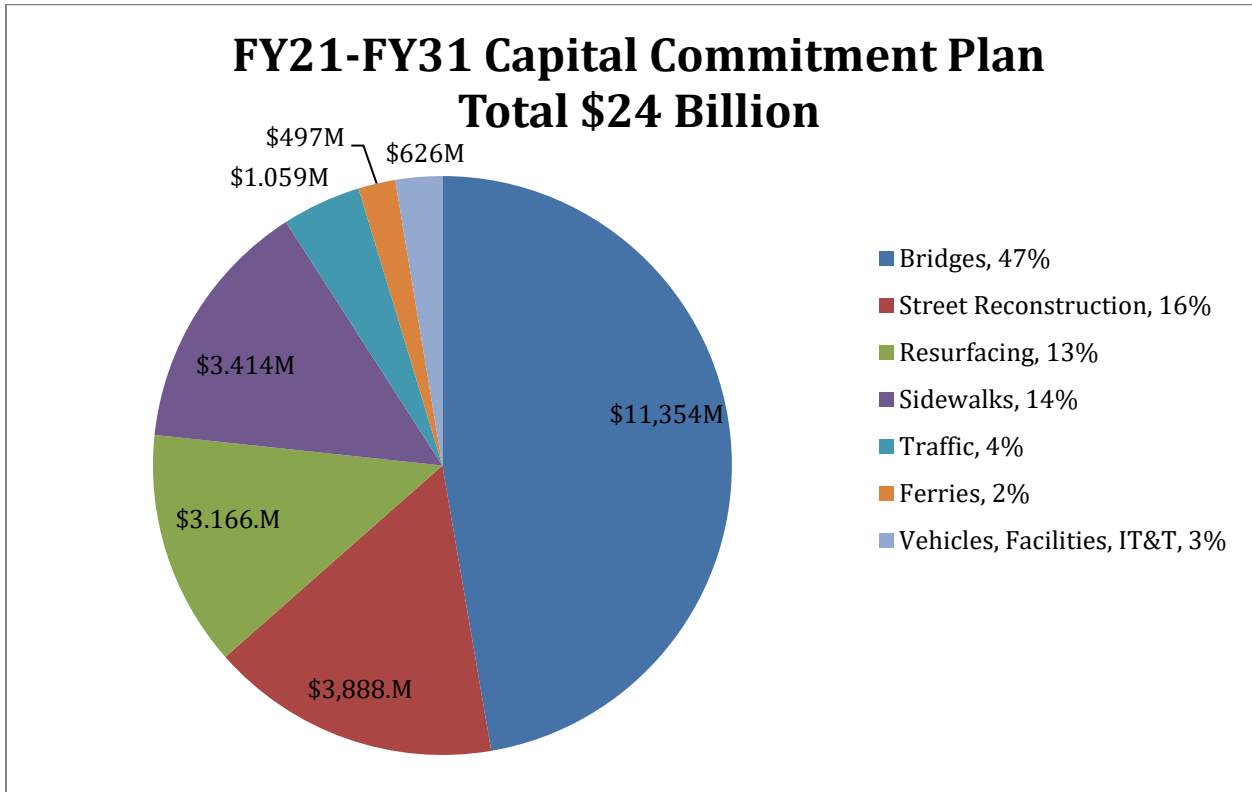
Good afternoon Chairman Rodriguez and Chairman Dromm, and members of the Transportation and Finance Committees. I am Hank Gutman, Commissioner of the New York City Department of Transportation. With me today are Joseph Jarrin, Executive Deputy Commissioner and Zeeshan Ott, Director of Government Affairs. Thank you for inviting us to testify on behalf of Mayor Bill de Blasio on DOT's FY22 Executive Budget and FY21-31 Capital Plan.

Today I am testifying before you on a very different budget than the one I testified on two months ago. The pandemic hit us hard, but as the Mayor has said, together we will fight back and drive a recovery in every neighborhood. This Recovery Budget is an historic stimulus-driven investment—thanks to Congress and the Biden Administration—for the city's comeback.

DOT's work touches every aspect of life in the city and is essential to the city's recovery. With an addition of \$140 million to DOT's baseline Expense budget and \$4.2 billion to the Capital Budget, we will continue to reimagine our streets, double down on Vision Zero, provide more public space in communities across the city, speed up buses for our transit riders, maintain our infrastructure, and continue to operate the Staten Island Ferry.

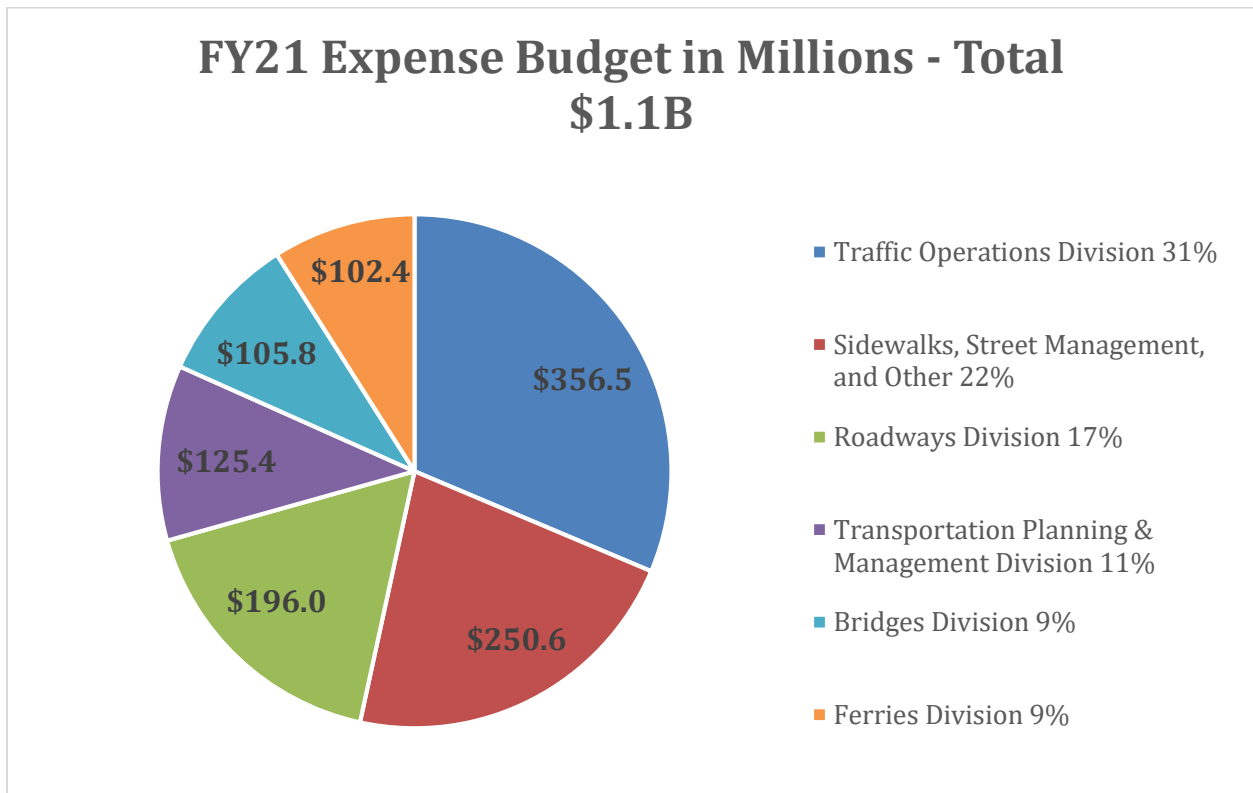
DOT's proposed \$24 billion FY21-FY31 Capital Plan includes:

- \$11.4 billion for bridge reconstruction and rehabilitation;
- \$3.9 billion for street reconstruction;
- \$3.2 billion for resurfacing;
- \$3.4 billion for sidewalk and pedestrian ramp repair and reconstruction;
- \$497 million for the Staten Island Ferry;
- \$1.1 billion for streetlights, signals, and automated enforcement; and
- \$626 million for the facilities and equipment needed to support DOT's operations.



DOT's \$1.1 billion FY21 Expense Budget includes:

- \$357 million for traffic operations, including signals, streetlights, automated enforcement, and parking;
- \$196 million for roadway maintenance;
- \$106 million for bridge maintenance and inspection;
- \$125 million for transportation planning and management, including installation of street signs and roadway markings;
- \$102 million for ferry operations and maintenance; and
- \$251 million for other DOT operations and administration, including sidewalk management and inspection.



Manhattan Greenway

First, as the Mayor announced, we are incredibly excited that, working alongside DOT, EDC and Parks, we will be completing the Manhattan Greenway, the most-traveled bikeway in America. \$723 million in capital across the three agencies' budgets will fund completion of:

- Harlem River waterfront from Sherman Creek to University Heights Bridge in Inwood;
- Harlem River waterfront from 145th Street to Highbridge Park in Harlem and Washington Heights;
- The UN Esplanade from 41st to 53rd Streets; and
- The East River Pinch Point from 13th to 15th Streets.

Open Streets

Next, Open Streets. In communities across the five boroughs, Open Streets provided a true bright spot in a difficult year, and thanks to the Council’s partnership, is becoming a permanent fixture across all five boroughs. Funding in this budget will allow us to support the City’s nation-leading program as it becomes permanent and provide more support for community partners to create a sustainable and equitable program. The budget funds two additional DOT staff and necessary funding for maintenance and operations. It also funds the City Cleanup Corps, a New Deal-style job creation program announced by the Mayor, to support the program.

Open Restaurants

Next, this budget invests in Open Restaurants to support the program permanently and streamline the application process. To respond to the crisis of the pandemic last year, DOT had to re-assign staff from across our operations and our sister agencies for inspections and outreach. This allowed the City to quickly stand up the program to support our city’s beloved restaurant industry while indoor dining was banned or limited and saving over 100,000 jobs. With funding allocated in this budget, we will add 34 new positions to manage the permanent program—including two positions in the Mayor’s Office for People with Disabilities.

Vision Zero

Next, on Vision Zero, this budget will provide \$46 million in FY22 ramping up to \$59 million in FY25, and the baseline in funding for operations and maintenance of 360 new speed cameras in FY21 and 600 new speed cameras in FY22. This will bring the total to 2,220 cameras citywide and will expand the reach of these life-saving devices.

And, in addition to DOT’s portion of the Manhattan Greenway, this budget funds a number of Vision Zero capital streets projects to make permanent safety improvements. These include:

- \$74 million for Phase 6 of our Grand Concourse Great Streets project, adding bike lanes from 138th to 161st Streets;
- \$12 million for the Southern Boulevard Bus Stops Under the El Corridor project, including constructing a series of sidewalk extensions to enhance safety and accessibility under the elevated train line;
- \$19 million for the Jamaica Bay Greenway Marine Parkway Connector to facilitate bicycle connections to the Marine Parkway Bridge;
- \$13 million for Bayswater Park enhanced pedestrian safety and access, and to increase access to Bayswater Park in Far Rockaway;
- \$9 million for the Maspeth Avenue and Rust Street railroad crossing to enhance safety, accessibility and freight mobility at the Maspeth-Rust railroad crossing;
- \$5 million for Willowbrook Road safety and accessibility enhancements, including new curbs and sidewalks;
- \$10 million for Manhattan Safe Routes to Schools to enhance safety around seven schools in northern Manhattan;
- \$7 million for 3rd Avenue neckdowns to enhance pedestrian safety from 60th to 66th Streets in Manhattan; and
- \$11 million for intersection improvements at 3rd Avenue and 138th Street in the Bronx.

This budget also includes four headcount and approximately \$1.5 million a year to implement the Dangerous Vehicle Abatement Program, which we plan to launch in the fall, as well as 29 headcount and \$2.8 million in the baseline to establish the DOT Crash Investigation and Analysis Unit, in response to the Council’s recent legislation.

Bike Boulevards and Bridges for the People

Next, on Bike Boulevards and Bridges for the People, with funds in this budget we will implement five new bike boulevards—streets that are designed to give bicycles travel priority and put cyclist safety first—including two headcount dedicated to this effort. We will also enhance pedestrian and cycling infrastructure on two iconic bridges. Beginning this fall, the left lane of the Manhattan-bound Brooklyn Bridge will be ready for use as a dedicated bike lane. And on the Queensboro Bridge, we will convert the North Outer Roadway to a two-way bike path and South Outer Roadway to a two-way pedestrian path, with funds allocated in this budget, including funds provided by the Queens Borough President. We also anticipate additional funds coming in that Council Members have committed to allocating. This budget also funds three additional staff for implementing the Mayor’s Green Wave plan for citywide protected bike lane network efforts as well as materials to replace damaged dividers. And it includes funds to install 10,000 new bike racks by the end of 2022, providing 20,000 additional bike parking spaces citywide—an expansion I announced with the Mayor when I was appointed in February.

State of Good Repair

This budget also makes much needed investments in state of good repair for our 6,000 miles of city streets and 792 bridges and tunnels, including the historic East River crossings—a surface transportation network on which all New Yorkers rely for walking, biking, micro-mobility, buses, automobiles, and the movement of goods.

On top of the 910 lane miles of resurfacing for this year, this budget builds on six straight years of record levels under the de Blasio Administration by funding 1150 miles per year for the next 10 years, including 50 miles of bike lanes. And this budget allocates more than \$1 billion for pedestrian ramp upgrades over the next 10 years. This budget also includes \$246 million for protective coating on the Williamsburg Bridge, \$650 million for eight other bridge structures across the city in need of repair, and \$81 million for ten different state of good repair street reconstruction projects across five boroughs. We will also upgrade our markings management system and invest \$78 million for several facilities needed to support our growing operations.

Finally, when it comes to taking care of our infrastructure, with funding in this budget we will install 10 weigh-in-motion, or “WIM” sensors at locations around the city. While getting State authority to use WIM for automated enforcement on the BQE is needed urgently, it is not the only highway on which weight and size limits are ignored, and many of our streets in residential neighborhoods are impacted by overweight and oversize trucks as well—many of which are using our local streets in violation of the law. These sensors will provide much needed data to better manage our infrastructure and develop comprehensive solutions for encouraging a culture of compliance.

Conclusion

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