

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE JOINTLY WITH THE
COMMITTEE ON RESILIENCY AND
WATERFRONTS

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

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SGT. BRADLEY: Please begin your
recordings.

SGT. LUGO: PC recording started.

SGT. BRADLEY: Okay. Cloud recording has
started. Good morning. And welcome to today's New
York City Council Hearing on Transportation and
Infrastructure joint with Resiliency and Waterfronts.
At this time will all panelists please turn on your
videos for verification purposes. To minimize
disruption, please place electronic devices on
vibrate or on silent mode. If you wish to submit
testimony you may do so at testimony@council.nyc.gov.
Again, that is testimony@council.nyc.gov. Thank you
for your cooperation. Chairs, you may begin now.

CHAIRPERSON SELVENA BROOKS-POWERS: Thank
you for joining today's joint hearing of the
transportation and infrastructure and resiliency and
waterfront committees. First, I would like to
acknowledge my other colleagues who have joined us so
far today. We are joined by Chair Kagan and Council
Member Louis, Marte, Narcisse, Paladino, Ariola and
Brewer. Before my opening statement I want to first
turn it over to our Committee Counsel Elliot Lind to
go over so procedural items.

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ELLIOT LIND, COMMITTEE COUNSEL: Thank

you Chair. I am Elliot Lind, Counsel to the
Transportation and Infrastructure Committee of the
New York City Council. Before we begin I want to
remind everyone that you will be on mute until you
are called on to testify when you will be unmuted by
the host. I will be calling on panelists one at a
time to testify. Please listen for your name to be
called. Our first panelist will be from the
Department of Transportation and the Mayor's Office
of Climate and Environmental Justice. Testifying on
behalf of DOT will be Assistant Commissioner for
Policy Will Carry and on behalf of MOCEJ will be
Executive Director Kizzy Charles Guzman. They will
be joined for questions by the Chief Operating
Officer for the Department of Environmental
Protection Vinny Sapienza. During the hearing if
Council Members would like to ask a question, please
use the Zoom Raise Hand Function and I will call on
you in order. We will be limiting Council Member
questions to five minutes which includes the time it
takes to answer your questions. Please note that for
ease of this virtual hearing we will not be allowing
a second round of questions for each panelist. Thank

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you. I will now turn it over to Chair Brooks-Powers
to give an opening statement.

CHAIRPERSON SELVENA BROOKS-POWERS: Thank
you Elliot. And good morning once again and welcome
to this joint hearing of the Committee on
Transportation and Infrastructure and the Committee
on Resiliency and Waterfronts. Today's hearing is
titled Assessing New York City's Infrastructure.
Laying the foundation for Federal Infrastructure
Funding. I am excited to co-Chair this hearing with
my colleague, Chair to the Committee on Resiliency
and Waterfronts, Council Member Kagan. Before we
turn to the topic at hand I want to first take a
moment to acknowledge those hurt in the tragic
shooting incident that occurred on the subway in
Sunset Park last week. I also want to express my
gratitude to the Transit Workers and first responders
for assisting subway riders in the immediate
aftermath of the attack. I also want to take a
moment to recognize my colleague, Council Member,
Alexa Aviles. If we want to encourage New Yorkers to
return to the public transportation we have to ensure
that they feel safe on our trains and buses. In the
coming months this Committee will address the Mayor

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and MTAs plans for addressing safety issues on public transit. Today's hearing will focus on the state of the City's aging infrastructure and how the funding ties to the recently passed Federal Infrastructure Investment in Jobs Act also known as IIJA can be used to revitalize these crucial facilities. We will also use this hearing as a forum to question the City Agencies about their plans to ensure new infrastructure funding is invested equitably across our communities. Significant investments in our infrastructure are needed to make sure that New York City remains a world class city and can continue to meet its economic transportation and climate goals. Whether you are dealing with a long commute to Manhattan from my district in Southeast Queens and the Rockaways were experiencing the impacts of flooding on Coney Island in Council Member Kagan's district. It's not hard to see that the City has serious work to do. For too long we've prioritized a short-term and deferred preventative maintenance and investment in things like our roads and bridges leading to much higher costs down the road. Failing to prioritize infrastructure investments doesn't just impact our ability to deliver positive outcomes in

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the areas of transportation and resiliency. It also
has ripple effects that put safety at risk and
cripple our ability to promote access to jobs and
economic growth. With the passage of the federal
Infrastructure Investments in Jobs Act last year the
city has an unprecedented opportunity to make serious
commitments to our most critical infrastructure
project. As Chair of the Transportation and
Infrastructure Committee I am committed to making
sure these funds are used efficiently and equitably.
While all communities in the city will benefit from
increased funding for infrastructure it's important
that we not miss this chance to pay back some of the
debt owed to communities that experienced decades of
disinvestment, had their neighborhoods divided by
highways or watched the city fail to address the
growing threat of climate tr-, change in their
neighborhoods. Much of the Infrastructure Investment
in Jobs Act is business as usual. As far as how
federal infrastructure dollars are allocated. With
the majority of funding slowing through existing
pathways that do not mandate an equity lens this is
why it is critical that the Council make its voice
heard regarding our priorities. The Department of

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Transportation and the other city and state agencies
including the MTA and port authority of New York and
New Jersey implementing the funding from the federal
Infrastructure Bill must look for opportunities to
invest in traditionally underinvested communities as
they implement the bill's funding. This can include
waiting disinvested communities when considering
projects and applying for competitive grants seeking
genuine community engagement and feedback and
providing evidence of that and approaching the
process with the needs of historically underserved
communities in mind. In the engagement process, our
City agencies could also consider providing funding
or technical assistance to help neighborhoods advance
community driven projects where feasible. The
Infrastructure Investments in Jobs Act allows
recipients to create local hiring preferences for
projects using federal funds and agencies in New York
City should leverage this benefit of MWBEs as much as
possible. The Federal Infrastructure Bill is only
the first step in addressing disparities created
through decades of disinvestment. As Chair of the
Transportation and Infrastructure Committee I plan to
continue conducting oversight to make sure that our

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dollars are spent efficiently and effectively and
reach the communities where they are most needed. My
colleague Chair Kagan will soon speak more to our
specific infrastructure needs with regard to climate
resilience but I want to make clear climate change is
happening now and like other issues facing our City
its impact will be born most heavily by our most
vulnerable communities. We saw that first-hand last
summer with the tragic flooding that claimed lives in
Queens. This a pivotal time for infrastructure in
the City and we can't let this opportunity go to
waste. I look forward to hearing from the City
agencies before us today and how they plan to make
use of this opportunity. And from my colleagues and
the public about what they feel the City should be
prioritizing. But before we hear from the
administration I will next turn it over to Chair of
the Committee on Resiliency and Waterfront, Chair
Council Member Ari Kagan.

CHAIR ARI KAGAN: Thank you so much.

Good morning. My name is Ari Kagan and I have the
privilege of chairing the Committee on Resilience and
Waterfronts. First, I would like to send my great
thanks to co-Chair Majority Whip Selvena Brooks-

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Powers for holding this hearing and again welcome you
to what should be an informative and enlightening
hearing. As I stated during our joint hearing this
Committee with the Committee on Fire and Emergency
Management earlier this month coastal flood and severe
storms are becoming more intense ad more severe.
Even simple area rain yesterday caused a lot of
serious problems for ordinary New Yorkers to cover
huge tasks in front of us and we must proactive in
how we make our City, our shorelines and our
infrastructure more resilient. Infrastructure
investment and job status act which President Biden
signed into law on November 15th, 2021. Provides
\$1.2 trillion dollars in funds to strengthen the
country's resilience and build the necessary
infrastructure to combat the multitude of climate
hazards we are now facing. Of the \$1.2 trillion the
Federal Emergency Management Agency or FEMA you have
\$6.8 billion to invest in community-wide mitigation
projects. This money is in addition to the money
that FEMA has already committed through its Building
Resilient Infrastructure in Communities or BRIC in
communities and flood mitigation assistance grant
program. Today we will hear from the administration

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on how the city plans to access these funds. What
grant programs are available? What funding they
applied for and what more needs to be done in order
to access this funding to the maximum extent
practical. We have a lot of urgent needs like fixing
the broken Coney Island Boardwalk, improving current
water basins and old sewers, installing new lights on
streets and along boardwalk, et cetera. During our
hearing earlier this month, this committee discussed
Local Law 122 which was enacted last year and
requires administration to develop a comprehensive
citywide climate adaptation plan to study the suite
of climate hazards and recommend resilience and
adaptation measures to protect city residents,
property and infrastructure from the effects of
climate changes. I look forward to hearing from the
administration on how it would use this Federal
Funding to ensure that after this plan is completed
projects are constructed to help make the city more
resilient to the effects of climate change. I look
forward to hearing from the Mayor's Office of Climate
and Environmental Justice, The Department of
Transportation, The Department of Environmental
Protection. We must work together to secure the

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necessary funding for this important resiliency
project to better prepare our city against or next
climate disaster. Before we begin, I would like to
thank my committee staff, Senior Committee Counsel
Jessica Standard-Albin, Senior Policy Analyst Patrick
Molihill, Senior Finance Analyst Jonathan Seltzer and
my Legislative and Budget Director Arthur Termezian
[phonetic] as well as the staff of transportation
infrastructure committee for all their hard working
putting this hearing together. I would like now to
turn it back to my great Co-Chair Majority Whip
Selvena Brooks-Powers.

CHAIRPERSON SELVENA BROOKS-POWERS: Thank
you Chair Kagan, um, and before I turn it over to the
moderator I just would like to acknowledge that we
have now been joined by our colleagues Council
Members Yegar, Rivera, Restler, Carr and Lee. I will
now turn it over to our moderate to swear in the
administration.

ELLIOT LIND, COMMITTEE COUNSEL: Thank
you Chair. I will now call on the Administration
panelists to testify. First from the Department of
Transportation, uh, Assistant Commissioner for Policy
Will Carry. Associate Commissioner for Grants and

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Physical Management Yogesh Sanghvi, Executive
Director of Capital Program Planning Leslie Wolf and
Assistant Commissioner for Intergovernmental and
Community Affairs Rebecca Zack. From the Mayor's
Office of Climate and Environmental Justice Executive
Director Kizzy Charles-Guzman, Deputy Director
Kathleen Schmid and Deputy Director Carrie Grassi and
from the Department of Environmental Protect, Chief
Operating Office Vinny Sapienza. Before we begin, I
will administer the affirmation. I will call on each
of you individually to confirm your response aloud
for the record. Please raise your right hands. Do
you affirm to tell the truth, the whole truth and
nothing but the truth in your testimony before these
committees and to respond honestly to Council Member
questions, Assistant Commissioner Carry?

WILL CARRY: I do.

ELLIOT LIND, COMMITTEE COUNSEL:

Associate Commissioner Sanghvi?

YOGESH SANGHVI: I do.

ELLIOT LIND, COMMITTEE COUNSEL:

Executive Director Wolf?

LESLIE WOLF: I do.

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ELLIOT LIND, COMMITTEE COUNSEL:

Assistant Commissioner Zack?

WILL CARRY: She's having issues with her
audio.

ELLIOT LIND, COMMITTEE COUNSEL: Okay.

Executive Director Charles-Guzman?

KIZZY CHARLES-GUZMAN: I do.

ELLIOT LIND, COMMITTEE COUNSEL: Deputy
Director Schmid? Deputy Director Schmid?

REBECCA ZACK: She's on mute.

ELLIOT LIND, COMMITTEE COUNSEL: Also on
mute. Deputy Director Grassi?

KATHLEEN SCHMID: I am now off mute. I'm
sorry. I do.

ELLIOT LIND, COMMITTEE COUNSEL: Thank
you. Deputy Director Grassi? Okay we will circle
back. Chief Operating Officer --

CARRIE GRASSI: Thanks for unmuting me.
Yes, I do.

ELLIOT LIND, COMMITTEE COUNSEL: Chief
Operating Officer Sapienza?

VINNY SAPIENZA: Unmuted now, I do.

ELLIOT LIND, COMMITTEE COUNSEL: And
Assistant Commissioner Zack.

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REBECCA ZACK: I do.

ELLIOT LIND, COMMITTEE COUNSEL: Thank
you. You may begin your testimony when ready.

WILL CARRY: Executive Director Kizzy
Charles-Guzman will be giving testimony first.

KIZZY CHARLES-GUZMAN: Thank you. I need
to be unmuted. Okay. Now I am, great. Good morning
everybody thank you for, for joining us today. My
name is Kizzy Charles-Guzman, I am the Executive
Director of the Mayor's Office of Climate and
Environmental Justice. I want to start by thanking
Chairs Kagan and Brooks-Powers and the committee
members of the Resiliency on Waterfronts and also the
Transportation and Infrastructure Committees for the
opportunity to testify today. I began in this role
just two months ago. So, it's nice to see some of
you again after last week's hearing on storms. I
just wanted to reiterate how eager I am to work with
all of you in the Council as we prepare, the City to
meet the environmental needs of the coming decades.
I also just want to acknowledge and thank my
colleague, Deputy Director Kathy Schmid and Carrie
Grassi from the Mayor's Office of Climate and
Environmental Justice. Will join me in answering

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your questions today and as you know we are also
joined by our colleagues at the Department of
Transportation Wil Carry, Assistant Commissioner for
Policy, and also Yogesh Sanghvi, Associate
Commissioner for Grant and Physical Management,
Leslie Wolf, Executive Director of Capital Program
Planning and Rebecca Zack, Assistant Commissioner for
Intergovernmental and Community Affairs.

Additionally, we are joined by Vinny Sapienza, Chief
Operating Officer at the Department of Environmental
Protection. So all of us are here full force to
answer your questions today. As many of you know,
there is a new configuration of the New Mayor's
Office of Climate and Environmental Justice. Our
role is to lead the City strategic direction as it
pertains to environmental sustainability and
resilience. Now, with a focus on environmental
justice and we work on coordinating with City
agencies to implement this important work Citywide.

I am thrilled to lead a team that will ensure that
New York City is prepared with withstand and to
immerse stronger from the impact of climate change
but also mitigate greenhouse gas and pollutant
emissions and implement remediation and environmental

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coordination efforts from an equity and public health
perspective. My office MOCEJ is working to shift our
City away from fossil fuels and towards a green
economy by committing to carbon neutralizy by 2050.
This includes taking action to decarbonize our
transportation sector which is the second largest
source of greenhouse gas emissions in our City. To
share just a few accomplishments related to
transportation for today's hearing New York City has
steadily increased his bicycle network with over 542
miles of conventional bike lanes and 162 miles of
protected bike lanes built since 2014. We've also
expanded a network of greenways which provide space
and accessible corridors for active recreation and
non-motorized transportation through parks and
streets. Today there are more 150 miles of greenway
paths but over 7,000 daily bikers on Hudson River
Greenway alone. These accomplishments are in
addition to the city's leadership on electric vehicle
transition, the Department of Citywide Administrative
Services has transitioned nearly 20,000 units or
about 67 percent of the City's fleet to alternative
fields and in 2021 the City piloted its first two
electric school buses and a third bus is coming this

year. The Department of Transportation has also developed an electric vehicle plan called electrifying New York that lays out initiatives to dramatically expand access to public charters across the five boroughs. So as we work to reduce the City's emissions, improve air quality and support more sustainable energy sources, the City is also working tirelessly to adopt to climate change so that we are prepared to respond to chronic conditions like prolonged summer heat and tidal flooding as well as acute events such as summer heat waves and flooding caused coastal storm surge and extremely rainfall. This multi-hazard approach allows us to understand how several climates hazards can result in compounded impacts to people and to prioritize work that provides multiple benefits to New Yorkers. We are also establishing several layers of resiliency across the many different scales in the city to respond to these various hazards. So for example to cool New Yorkers the City operates cooling centers for vulnerable populations and is also planting trees and coding groups white and is greening our streets and increasing permeability in our right of way which helps to lower temperatures and better drain storm

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water after extreme rain. We have been working for more than a decade to make New Yorkers safer as we face climate hazards and have completed hundreds of projects and implementing important policy changes. So to us green infrastructure expanded toward grid redundancy, coastal protection projects, emergency communication, tree planting, school roofs, reforms to our building and zoning codes and flood insurance are all critical components of our strategy. Our work to develop and strengthen our infrastructure in response to climate change must continue to move forward with urgency, funding, and partnerships within all levels of government. We are striving to operationalize environmental justice throughout the city by undertaking the city's first comprehensive study on environmental justice as required by local law 60 and 64 of 2017. The work will analyze environmental and climate issues and identify which communities are being disproportionately impacted by environmental burdens and which are not seeing the benefits of green investments made by the city. This work will inform how the City will address activities that exacerbate environmental justice concerns and set the stage for a set of equitable climate actions

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including those that will be catalyzed by federal
funding. Today's hearing is focused on federal
funding particularly for resilient transportation
infrastructure. Federal funding is critical to
achieving the City's ambitious climate goals because
of the enormous cost to achieve carbon neutrality by
2050 and adapt to climate impacts. Despite these
costs we think of the benefits as being even more
significant. Federally funded climate projects can
generate incredible economic activity and bring jobs
to transform our energy system, retrofit our
buildings and protect residents from environmental
hazards. Federal funding opportunities such as those
discussed today will play a pivotal role in the
development of a greener economy which is essential
as we recovery from the effects of the pandemic. The
City is going after every dollar we can as this once
in a generation level of investment that presents an
opportunity for the City to access funding for many
critical infrastructure projects will benefit
residents for decades to come. Our office is one of
many working with the Office of Management and
Budget, OMB and city agencies to ensure that we
secure this funding to benefit New Yorker and that we

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identify projects that are equitable, effective and feasible. These funds are coming through both formula funding streams that we are familiar with as well as some new programs including ones to fund emergency efficiency projects and drinking water system resilience. In total, according to the White House the bipartisan infrastructure law funds over 350 distinct programs many of which are new. Our office is coordinating with OMB and city agencies to take full advantage of these resources as they become available. For example, we are trying to advance safe and resilient streets with New York City Department of Transportation by exploring potential grants from the US Department of Transportation and Department of Energy to fund improvements to our transportation networks, build safer and more accessible streets and bike lanes and embed resiliency into our public right of way. We are also working with the City's DOT and DCAS to explore how we can install electrification and charging infrastructure for bikes, scooters, cars and delivery vehicles. Additionally, we are seeking to ensure environmental co-benefits, storm water solutions and cleaner air by partnering with City DOT and Park

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Department to take advantage of funding to integrate porous pavement into street projects and low carbon concrete in capital projects. Further, we're looking to improve resiliency of the City's and moderate income residents by partnering with NYCHA and the City's Department of Housing Preservation and Development to use federal funding to weatherize, decarbonize and flood proof New Yorker's Homes. These funds flow through the bipartisan infrastructure law under U.S. Department of Energy Programs and the U.S. Department of Housing and Urban Development, Community Development, Law Grant Accessory Recovery Funding provided after Hurricane Ida. Finally, we hope to catalize a new set of resiliency projects and efforts by partnering with the city's Office of Emergency Management to secure FEMA, Building Resilience Infrastructure and Community funding so that's called BRIC funding to advance projects that will be planned for and implemented by the City's Parks Department, EDC, NYCHA and the Departments of Environmental Protection and Transportation. These projects could support critical Coastal Infrastructure, Heat Mitigation and Building Level Flood Mitigation. These funds flow

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through the New York State Department of Homeland
Security and Emergency Services. So for new and
existing comparative grants which will require
successful applications from state and local
governments to win funds, federal agencies are
currently developing guidance to establish the
eligibility criteria and they will release that
guidance and open application periods over the next
year for Fiscal Year 2023. The bipartisan
infrastructure law is a 5 year spending bill making
grant funding available this year as well as in
future Fiscal Years. For formula funding which is
used for recurring needs like preventative
maintenance and is annual set aside and decide to
flow through New York State we are working with our
State partners to understand how much funding New
York City will receive. So as we wait for federal
and state guidance and more information, the Deputy
Mayor of Operations has convened conversations with
OMB, on Federal Infrastructure Funding to
collectively assess City proprieties, troubleshoot
challenges relating to securing and implementing
federal funded projects and align agencies with the
City's infrastructure priorities. As a City our

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coordination and preparation are designed to ensure
that we are taking maximum advantage of all available
federal funds once we have all the information we
need to apply. It is only once we have Federal
Guidance regarding the grant criteria that the City
will be able to develop the applications. As City
agencies begin the application processing, agencies
will assess which projects meet the strict criteria
and timeline constraints for each program. I also
want to note and emphasize that because the office of
climate and environmental justice is not a capital
agency, our role is not to apply for funding for
implement projects and programs but rather to
coordinate and set policy direction. This is a role
that we take very seriously as we explore the best
possible agency submissions for these various funding
streams. One example of how we provide policy
direction is through our private projects for the
climate resiliency design guidelines. In March of
2021 the administration worked with the City Council
to pass local law 41 which developed a pilot programs
for city agencies to integrate those guideline and
provide a resiliency score for public projects. The
law established that by 2026 all city projects must

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meet a stringent set of requirements that will
certify the preparedness for extreme weather events.
There are now 23 city capital agencies participating
in the pilot program that will begin designing and
constructing new projects using the Climate
Resiliency Design Guidelines and over 40 percent of
projects being advanced under this program will be
constructed in Environmental Justice areas in New
York City. Additionally our office holds a valuable
knowledge base as it relates to our experiences
coordinating the City's Hurricane Sandy Coastal
Resiliency Efforts. Many of our lessons learned
regarding the implantation of large coastal
protection projects are now documented in a report
that we released in December of 2021 called the
Neighborhood Coastal Flood Protection Planning
Guidance. This document reviews how moving forward
the City can do a better job equitably addressing
local neighborhood needs, increasing resiliency and
applying the best design standards. This document
does not address how to apply for federal funding but
rather what to do once the project is funded.
Finally, this summer the U.S. Army Corps of Engineers
will release a tentatively selective plan for the

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Army Corps New York, New Jersey Harbor and
tributaries usability study which will lay out an
approach to Coastal Resiliency Investment for the
entire New York Harbor and lay the ground work for a
full new set of Federal Coastal Infrastructure
Projects. While this study is not part of the
recently passed bipartisan infrastructure law it will
have a significant impact on federal funding for the
future so federal future dollars that the City can
access in the coming years. The tentatively
selective plan will be followed by a period where the
city and the public will have a chance to comment on
the Army Corps accommodation. Our office will lead
the City's effort to review and provide comprehensive
comments on the tentatively selected plan. The core
will then take the comments followed by further study
and evaluation and design and finalize the
recommendation in a final report that will be
completed by 2024. The final report will help the
City to advocate to Congress for a new face of
significant federal investments for resiliency. To
close, the City has made great strides towards a
multi-hazard and multi-layered approach toward
resilience and sustainability and there is still a

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lot of work that needs to be done. Much of it can
only be accomplished through the collaboration
partnership and funding from our local, state and
federal partners and I am really optimistic about our
ability to meet these challenges rapidly and
equitably for all New Yorkers and we look forward to
partnering with Council to do so. So I'd like to
thank the Committee on Resiliency and Waterfronts and
Transportation and Infrastructure for allowing me to
testify here today. I look forward to your questions
following my colleagues testimony and I yield the
floor now to my colleague, Will Carry. Thank you.

WILL CARRY: Thank you so much Kizzy.

Good morning Chair Brooks-Powers, Chair Kagan and
members of the Committees on Transportation and
Infrastructure and Resiliency and Waterfronts. I am
Will Carry Assistant Commissioner for Policy at NYC
DOT and my colleagues and I are happy to testify
today with our colleagues at MOCEJ and DEP. It's an
honor for us to be here on behalf of Commissioner
Rodriguez to discuss the topic of assessing New York
City's infrastructure and laying the foundation for
federal infrastructure funding. NYC DOT is committed
to maintaining our streets, bridges and the Staten

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Island Ferry in a state of good repair while ensuring that our infrastructure is protected from the impacts of the climate crisis. We seek to improve safety and expand transportation choices for all New Yorkers, especially those who live in historically underserved communities. I will speak to how we working closely with our partner agencies are going after ever dollar available from the Bipartisan Infrastructure Law or the BIL to advance projects that will benefit all New Yorkers for decades to come. And then we'll also discuss how we incorporate resiliency into our work and play a role in large multi-agency resiliency projects. I'll start with a little context on the rule that federal funding plays in our Capital Budget. Of DOTs \$20.3 billion in Capital Expenditures over the past 20 years, \$14.9 billion or about 73 percent were funded by the City. \$1.2 billion or 6 percent were funded by New York State and \$4.2 billion or 21 percent were funded by the federal government. Most of these funds have come through a succession of 5 year Federal surface transportation bills. The latest of which is the BIL. While State and Federal Funding sources play an important role the majority of our capital plan will

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continue to be funded by City dollars. Federal funds for transportation typically flow to DOT in three ways. First as formula funds. These are block grants to New York State which the State in turn distributes to us and other localities. Second DOT can secure funding through discretionary funds which are competitive grants. While the selection criteria for these grants are outlined in the authorizing statute, the transportation policies that the President and the Transportation Secretary at the time typically influence which applications are funded. Third, New York State may choose to distribute some formula funding to local governments through its own competitive grant programs. And in addition to the regular surface transportation bill over the years we have received federal funds from special sources. These include, you know, September 11th Recovery, Hurricane Sandy Relief and COVID 19 relief. And in the past we have received member designated funding or so called earmarks. Although there are no transportation earmarks in the BIL, earmarks returned for the first time as part of the physical year 2020 Omnibus Spending Bill. Now, turning to the BIL. The BIL is a 5 year surface

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transportation reauthorization which increased the
funding levels for many existing programs as well as
created several new programs. The BIL is also a
multi-year appropriations act. It's important to
note that the BIL funded much although not all of the
spending levels and programs it authorized. At the
outset, I want to say how eager we are to work
closely with the state to make the most of this once
in a generation funding opportunity. New York City
and New York State have a long history of working
together to invest in the City's multi-modal
transportation network. New York State has given us
information on its share of existing formula programs
under the Bill and we are awaiting further details on
how the state plans to distribute the new funding
programs. These new programs could help NYC DOT
address critical funding needs that are essential to
building a stronger economy and a resilient future
for the City, the State and the region. Sharing
these new funding programs widely with local
governments is also consistent with the federal
highway administrations direction to state
governments. In a public memo in December 2021,
Stephanie Pollock the FHWA Administrator wrote, "FHWA

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staff shall emphasize to our planning and project selection and project delivery stakeholders, i.e. the states that the resources made available under the BIL can and should be applied to modernize all eligible streets, highways and bridges. Not just those owned and operated by State Departments of Transportation." This is critical as many roadways in need of infrastructure investment are not part of the state or the federal highway systems. Turning first to the formula funding in the BIL. NYC DOT anticipates receiving a total of about \$1.3 billion in highway formula funding from the BIL over the next five years. Prior to the bill's passage our agency had already programmed about \$470 million in federal funds in our expense and capital budgets. Based on the assumption that Congress would pass another Transportation Reauthorization. This means that about \$830 million will be available to program in future financial plans. The State of New York recently informed us that its initial allocation for existing formula programs will be \$193 million. So that's the amount that we would get. This is a 23 percent increase from our previous annual allocation of \$157 million and consistent with the share of

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Federal Formula Funding, NYC DOT typically receives.

For new programs, NYC DOT is awaiting guidance from
the state as to how these funds will be distributed.

These programs include The Promoting Resilient
Operations for Transformative Efficient and Cost-
saving Transportation or PROTECT which funds

resiliency programs. The Carbon Reduction Program
which funds bike, pedestrian and bus projects, the

National Electric Vehicle Infrastructure Program

which funds electric vehicle charging stations and

the Bridge Formula Program or BFP the largest new

program in the BIL. Based on US DOTs apportionment

tables in Federal Fiscal Year 22 New York State is

slated to receive \$409 million annually from the BFP

pod alone and an additional \$15 million for carbon

reduction, \$56 million for PROTECT and \$26 million

for easy charging for a total of more than \$540

million. Totals for the PROTECT and Carbon Reduction

Programs will increase in each fiscal year through

2026. Because Congress did not pass the Federal

Spending Bill until March the and funded the

government at existing levels until that point the

State may receive slightly less in Federal Fiscal

Year 22 than US DOT originally projected.

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Ultimately, the state has broad discretion over how much of this New Funding will flow to New York City. Given FHWA's guidance calling on State DOTs to share funds with local governments and the City's significant infrastructure needs we urge the state to share a portion of all formula programs with local governments. New York State typically allocates 30 percent of formula funds to New York City with 15 percent going towards State assets, state highways that NYSDOT is responsible for and 15 percent to City assets, our streets and bridges. We suggest that this formula be applied to these new programs. Timely guidance on how the state intends to share these funds will also help the City to plan effectively for the future. If shared with the City these funds would help us adopt our transportation infrastructure in the face of the climate crisis by accelerating the transition between electric vehicles, expanding options for walking and biking, improving bus service and integrating resiliency features into all of our Capital Projects. These funds would also help us to maintain our vast inventory of infrastructure in a state of good repair including our 789 bridges and tunnels and 630 miles

of streets. Sharing these funds will also benefit the state by helping it to achieve its expansive climate goals and by sup-, by supporting the recovery of the City's economy. The economic engine of New York State. My testimony also includes a table outlining these maps. Now turning to discretionary funding, the amount for which New York City DOT can compete has approximately doubled to over \$10 billion annually across more than 30 discretionary programs. Most are specific to certain types of projects, bridges, freight, the large majority of wo-, award opportunities are small in the range of \$5 million or medium sized up to \$25 million with a handful of large award programs. To maximize our chances of securing discretionary funds, um, we are closely tracking the release of the rent applications coordinating with OMB and our agency partners and identifying a pipeline of competitive projects to match each grant opportunity. These candidates are screened to ensure that they meet US DOT requirements. We are also happy to talk with members of the Council about projects they are interested in advancing. For Capital Funding projects often must be far along in the Development Process referred to

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as shovel ready as well as advance the Biden
Administrations goals referred to as shovel worthy.
These goals include building a stronger and fairer
economy, combating climate change, addressing racial
inequities and under investment and improving
mobility access and safety. We are cautiously
optimistic on our chances as these goals align
closely with the Adams Administrations top
transportation priorities. Our work to pursue these
funds is well underway. New York City just submitted
two applications for this years rebuilding American
Infrastructure and Sustainability and Equity or RAISE
program for which the bill increased annual funding
from \$1 billion to \$1.5 billion. We are requesting
\$17 million for Capital improvement to the B82 bus
route in southern Brooklyn. This project includes a
suite of safety, bus, quality of life improvements.
Both the 82 riders and local residents will benefit
including those living in historically disadvantaged
neighborhoods on the eastern end of the corridor.
And we are also requesting \$7.25 million for a
planning grant to fund filling the gaps. New York
City's Greenway Expansion Plan. This is an
effortless effort in the collaboration between DOT,

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parks and EDC. The project will develop a plan to
expand open space and greenway connections across the
five boroughs particularly within low and moderate
income communities. New York City is also seeking
federal funds to repair the damage caused by urban
highways that divide black and brown neighborhoods.
A key priority of Transportation Secretary Pete
Buttigieg. Last year, New York City DOT secured a \$2
million raised planning grant to reimagine the cross
Bronx Expressway in partnership with New York State
DOT which owns the expressway and the New York City
Department of City Planning. Last year New York City
DOT secured a \$2 million raised planning grant to
reimagine the cross Bronx expressway in partnership
with New York State DOT owns the expressway and the
New York City Department of City Planning. And New
York City hopes to secure part of the \$1 billion
available under the new Reconnecting Communities
Pilot Program to mitigate highways that create
barriers between communities, reduce access to jobs
and contribute, um, to air pollution. To implement
electrifying New York our vision to dramatically
expand publicly accessible electric vehicle charging
we plan to apply to the newly created charging and

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fueling infrastructure program which will distribute
\$2.5 billion in grants over five years. This will
enable our agency to expand publicly charging
neighborhoods currently overlooked by private
charging companies. Of the Formula Money New York
state is receiving, the state is allocating \$3.6
billion for competitive grant opportunities and state
priority projects and we will aggressively pursue
those competitive programs. The state may be
reserving as much as \$1 to \$2 billion for significant
projects which it will select. We hope to work with
the state to dedicate a portion of this money to fund
a major New York City project such as the
reconstruction of the BQE a project that has regional
and statewide importance. While we are grateful for
the resources provided in the BIL, it's important to
note that the current process for using federal funds
is a complex one. Our goal is to maximize federal
funding by targeting these dollars to projects that
are best suited to receive them. With the
encouragement of FHWA NYC DOT strategy is to place
large chunks of federal funds on a smaller number of
big projects. We can then shift city dollars from
these large capital projects to other projects that

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are less well suited for federal funding. NYC DOT is encouraged by the openness of US DOT leadership to discussing ways to make federal funds easier for local governments to use. Our top priorities include right sizing the level of oversight necessary for different types of projects, delegating more authority to local transportation departments for making routine determinations and exploring project delivery changes to shortly the implementation timeline for smaller, federally funded projects. In terms of benefits of the BIL to New York City I would be remiss not to mention other transportation funding that is coming to the five boroughs. Our partners at the MTA are slated to receive billions in federal support for the modernization of our transit system. The backbone of our transportation network. The federal transit administration recently announced an initial grant of \$400 million for the Second Avenue subway phase II project and first installment of \$100 for the gateway project. The most critical rail project in the nation. And in the upcoming Federal Fiscal Year 23 budget process New York City will advocate for further transportation funding increases working with our congressional delegation. Earlier I

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mentioned that most but not all of the new programs or increased funding levels established in the BIL were fully funded in the Law. For example, the new active transportation infrastructure and investment program was authorized but not funded to provide up to \$200 million annually in grants for bike and pedestrian projects. A good fit for much of our agency's work. So we hope that in Fiscal Year 23 and beyond congress will fully fund these and other programs. Looking beyond the BIL if democrats in Congress provide some of their climate provisions in a renewed reconciliation effort several of those proposals could provide additional funding. And lastly our members of Congress are currently in the process of determining which projects they will submit for member requested funding. A process which is subject to strengthen transparency and accountability rules. We have provided our delegation members the information on worthy transportation projects in their district. Now, turning finally to the topic of infrastructure and resiliency, the BIL adds resiliency improvements the allowable uses of the National Highway Performance Program, the single largest source of Federal Highway

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Formula funding. It creates the Protect Grant Program and provides \$7.3 billion in formula funds and \$1.4 billion in competitive grants over five years. This new funding and flexibility will help us to advance our resiliency efforts. Further feedback from the state on how it tends to distribute these funds will help us more effectively plan our resiliency projects. Following the passage of local law 41 in 2021, DOT now uses overlooking climate data to evaluate resiliency elements for our capital project scopes. While currently in the pilot phase, this approach will expand to all capital projects over \$10 million in 2026. In our Street Reconstruction Program we are working with the Department of Design and Construction to review all new projects using a resiliency scoring framer with a goal of including as many climate hazard mitigations as feasible. The DOT bridge program is also using the scope of scoring framework in the scoping and design of its major projects. In addition, as part of the new Unified Storm Water Rule, we are working with DEP and DDC to manage more storm water through practices like coarse pavement and bio-swells in partnership with city hall, DEP, parks and others, we

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are also exploring ways to manage storm water beyond
typical rain events through the newly funded cloud
burst program where initial studies are already
underway. In addition to its own projects NYC DOT
plays an important role in supporting large
interagency coastal flood protection projects. These
projects generally coordinated through MOCEJ protect
an entire area or neighborhood. Large scale
interagency projects usually involve at least some
streets under our jurisdiction and our agency works
closely with the project team. NYC DOT is also
responsible for critical operational activities on
certain projects including the maintenance and
operation of deployable flood gates. My testimony
includes a list of the large scale resiliency
planning efforts that we are involved in. In an
effort to develop a pipeline of more DOT initiated
projects to address climate hazards, DOT recently
secured two planning grants. Full Corridors is the
first ever mitigation proposal funded by FEMA's BRICK
program that developed guidelines and a benefit cost
methodology for heat resiliency in the right of way.
In addition as part of the local waterfront
revitalization program, DOT received funding to

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develop strategies and a design tool kit to address
the long term adaptation to sea level rise for
waterfront street ends. In conclusion I would like
to thank the committees for the opportunity to
testify today about the possibilities of increased
federal funding as well as our agency's role in
resiliency. We would be happy now to answer any
questions you may have.

ELLIOT LIND, COMMITTEE COUNSEL: Thank
you. I will now turn it over to questions from Chair
Brooks-Powers who will be followed by Chair Kagan.
Panelists unless there is background audio please
stay unmuted if possible to facilitate the question
and answer period. Thank you. Chair Brooks-Powers.

CHAIRPERSON SELVENA BROOKS-POWERS: Thank
you. And you sent out a significant amount of
information for the Committee to review. But I want
to ask you now about some of the key elements that
matter most to the Committee. Um, so I want to start
off with focusing on the DOT and Federal Funding. So
several pathways exist within federal infrastructure
funding to be used for City projects. Some Federal
Funds will flow to the City through New York State
DOT, the Port Authority, and the MTA and some funding

will be appropriated directly or through a competitive grant program. Given the multiple avenues for funding projects and the various agencies involved, how is DOT planning with regard to the entire universe of funding streams available for infrastructure projects?

WILL CARRY: Thank you Chair Brooks Powers. We agree that in order to be successful in securing as much BIL funding as possible we need to be extremely organized. That is why at the agency level we have convened a working group that is tracing over 30 discretionary funding opportunities. And identifying what the requirements for those opportunities are and potential projects that are in our capital program that may be good candidates. On the Formula side, my colleague Yogesh is coordinating closely with the state as they share details with us about what our share of the large formula pots will be. In addition, um, as, uh, as Executive Director Charles Guzman mentioned we are working closely with OMB and with our partner agencies to discuss new grant opportunities, opportunities to collaborate on applications and the City's overall grant strategy.

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CHAIRPERSON SELVENA BROOKS POWERS: Thank
you and before I go any further I'd like to also
acknowledge that we've been joined by Council Member
Stevens and Williams. I also wanted to touch on a
piece that was raised in the first testimony in terms
of policy coordination and I think it ties into the
question that I just asked. So I want to understand
what that coordination looks like and how we're able
to maximize how we go after these dollars from a
policy perspective as well and if that's in
coordination with DOT also.

KIZZY CHARLES-GUZMAN: Thank you for that
question. I'll just jump in really quickly to say
that, just to reiterate that we completely agree that
we have got to stay organized and we have got to stay
in close conversation with our partner agencies. So
again we are being coordinated through the Deputy
Mayor for Operations and OMB. We've been having a
lot of conversations across the City agencies
including our office the Office of Environmental
Justice and again trying to reassess and align our
city priorities and troubleshoot those challenges
right. So that we can use everyone who have earned
all of these different funding that might flow

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3 through agencies have their own set of lessons
4 learned and we want to make sure that we're putting
our best foot forward there.

5 CHAIRPERSON SELVENA BROOKS POWERS: But I
6 mean, so the sorry I was going to ask so does that
7 mean that the meetings are already happening?

8 KIZZY CHARLES GUZMAN: Yes. We, we are
9 internally meeting. Absolutely.

10 CHAIRPERSON SELVENA BROOKS POWERS: OK.

11 WILL CARRY: And Chair, just a quick
12 example of this would be our recent raise application
13 for expanding the Greenway Network which came about
14 because parks, EDC and DOT were, you know, talking
15 very early on in the process. We all have an
16 interest in Greenways and then we were able to
17 quickly come together and develop what we think is a
18 very strong proposal.

19 CHAIRPERSON SELVENA BROOKS POWERS: Thank
20 you for that and what is DOT doing now to coordinate
21 with other agencies in government to advance the
22 City's infrastructure priorities with regard to the
23 use of federal funds. So I hear on the policy side
24 but specifically with DOT how are you coordinating

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like with the state DOT, MTA, port authority, what
does that look like?

WILL CARRY: As I mentioned in the
testimony we've received from state DOT our initial
allotment of I believe its \$193 million Yogesh, a
year. We are still waiting to hear further details
from the states as to how they plan to distribute the
new program pots that are in the BIL. And you know
would welcome the help of the Council in, you know,
encouraging the state to provide that information and
to share that funding so that we can begin planning
and seeing how we can make use of those funds, you
know to, to advance taking care of our
infrastructure, advancing equity and all those other
opportunities. That's a state.

CHAIRPERSON SELVENA BROOKS POWERS: Is
it?

WILL CARRY: Yes Chair.

CHAIRPERSON SELVENA BROOKS POWERS: No,
no go ahead, I'm sorry I thought you were.

WILL CARRY: And then in terms of the MTA
we have a long-standing partnership with them
regarding our bus program. So, we often support each
other's grant applications when it relates to

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3 projects to try to improve the reliability and speed
4 of bus service and we are planning to I believe
5 submit a grant around that in response to the bus and
6 the Bus Facilities Grant Opportunity which was
recently released.

7 CHAIRPERSON SELVENA BROOKS POWERS: And
8 with that grant opportunity would it also include
9 some of the dollars from the National Electrification
10 Vehicle Program? Will some of the dollars come from
11 there too?

12 WILL CARRY: I believe that MTA. I don't
13 want to speak for them but I believe they will be
14 going after significant new money for electric buses
15 that's in the BIL. The project that we're looking at
16 I think is more focused on on street improvements to
17 improve bus stations, the pedestrian environment and
18 to create higher quality bus lanes. We do have an
19 interest also in going for the share of the \$2.5
20 billion in new discretionary grant opportunities for
21 electric vehicle charging to expand public charging
22 citywide particularly to those neighborhoods that the
23 private sector is not investing in right now.

24 CHAIRPERSON SELVENA BROOKS POWERS: Yeah,
25 I definitely think if the money is there for the

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electrification of our buses we should explore it. I
know in Council Member Narcisse's district she has a
bus depot there that currently is not an electrifying
bus depot but seeing those investments I think goes a
long way in terms of the health and well-being of the
community as well. Okay. So when you talk about the
\$193 million that you've received so far from the
state department of transportation, how has that
funding been used so far?

WILL CARRY: I'm going to turn to my
colleague Yogesh Sanghvi who can talk a little bit
about the information we've received from the state
so far on our allocation.

YOGESH SANGHVI: Oh, hi. Thank you Will.
So so far the state has estimated you know getting
\$10.5 billion in bill funding and what they've done
is, you know, fuss a lot as Will Carry mentioned is
to allocate to all the regions in the state. New
York City's location is \$193 per year and over the
five years they have given us \$868 million. So this
is the usual process that they've had in place for
many, many years where this allocation is to be of
use to identify projects that are legible and placed
on a financial planning document as required by

federal law and this financial planning document is called the TIP, the Transportation Improvement Program so that, we, we have just begun that process through the Metropolitan Planning Organization to identify projects that are eligible by the Fiscal Year in which the funding is given so that's what we have just begun now.

CHAIRPERSON SELVENA BROOKS POWERS: And thank you for that and I would definitely employ the Department of Transportation to make sure that when the money is being sent down it's being used through the land of equity looking at communities that have as I said in my opening remarks have largely been disinvested in, um, now that we have this increase in funding. It's like, it's like this meme that floats around from time to time that shows, you know, the difference in what equity versus like equality may look like so you want to make sure that you're bringing up the communities to match the communities that have been long time invested in and I think it is important that as the money is coming in that we have a commitment from the Department of Transportation that they will prioritize the communities that based on data and facts that they

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3 see have not been invested in for many years. So I
4 would love to have a commitment from the Department
of Transportation on that.

5 WILL CARRY: Chair Brooks Powers, Mayor
6 Adams and Commissioner Rodriguez have made equity one
7 of the key priorities for our transportation policy
8 and we wholeheartedly endorse the idea of focusing
9 new resources on communities that have previously
10 seen less investment in the past and look forward to
11 working with you on those efforts.

12 CHAIRPERSON SELVENA BROOKS POWERS: Thank
13 you. And then which grant program is funded through
14 the IIJA? Does DOT plan to apply for it and for
15 which project?

16 WILL CARRY: So Chair there are and we
17 can provide you with the list. There are some 34
18 different grant opportunities that we are currently
19 tracking and I won't read them all but I can just
20 call a couple of them out. There is RAISE which is
21 \$7.5 billion in total nationally. There's INFRA the
22 National Significant Freight and Highway Project
23 which is \$7.2 billion. There's the Safe Street and
24 Roads for all which is \$6 billion. There's a huge
25 bridge program called the Bridge Investment Program

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3 which is \$12.2 billion. And, and the list, the list
4 goes on and on. So we are focused on identifying
5 potential candidates for all of these and would be
6 happy to provide further information.

7 CHAIRPERSON SELVENA BROOKS POWERS: Can
8 you provide that list to the members of the
9 Committee?

10 WILL CARRY: The list of --

11 CHAIRPERSON SELVENA BROOKS POWERS: So
12 that we can --

13 WILL CARRY: -- the 30.

14 CHAIRPERSON SELVENA BROOKS POWERS: -- of
15 the 34. Yeah

16 WILL CARRY: Absolutely.

17 CHAIRPERSON SELVENA BROOKS POWERS: Thank
18 you and I'm glad to hear the Bridge Investment
19 Program on there because I know for example in my
20 district we have a roadway called Brookeville
21 Boulevard that we call the state road that needs to
22 be raised. It's a major artery into JFK. It has
23 chronic flooding within the protected marshland and
24 would require cooperation with the federal, state and
25 city. And I would love for that road to be

considered as you're looking at the projects for that particular grant.

WILL CARRY: Leslie, do you want to talk a little bit about our thoughts on Snake Road?

LESLIE WOLF: Sure, sure. We are quite aware of the conditions of Brookville Boulevard and I will be happy to report that we are having active conversations with our partner agencies particularly Parks because as you know this road goes through Park land and most of the parkland there is a title wetland so it's a unique situation and we are exploring funding action including federal funding opportunities to study the condition of Brookville Boulevard and figure out ways to mitigate flooding in this area and we would be happy to reach out to you know the community and the elected in the area to further discuss our thoughts on this.

CHAIRPERSON SELVENA BROOKS POWERS: I'm glad to hear that you are actively looking at it and I would love to facilitate a meeting with you and the local elected officials and community stakeholders on that. You should also note that there has been a study on Snake Road also that I can provide to you after this hearing.

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LESLIE WOLF: Oh okay.

CHAIRPERSON SELVENA BROOKS POWERS: So
just kind of pick up and make sure we all have the
same information to work from.

LESLIE WOLF: That sounds good and we can
continue having this important conversation.

CHAIRPERSON SELVENA BROOKS POWERS: Uh --

LESLIE WOLF: Chair, Chair if you wanted
to have Cindy send that to me I can share with the
team.

CHAIRPERSON SELVENA BROOKS POWERS:
Absolutely thank you. How will federal funds be
utilized for projects that improve street safety?

WILL CARRY: Thank you for the question
Chair. Safety in Vision Zero is one of the main
focuses of DOT and the Adams Administration and it is
also one of the, one of the new and main focuses of
the Ada-, of the Biden Administration and the BIL and
we are excited that there are new funding
opportunities in the BIL including the Safe Streets
and Roads for All Program, a national competitive
grant program that we believe we will very
competitive for and that we will seek to fund to use
to fund some of our street safety projects. Yogesh

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3 so are there other pots in the bill that are worth
4 mentioning in terms of safety?

5 YOGESH SANGHVI: Yes. So there is a
6 program called Highway Safety of Brooklyn Program.
7 And from the allocations that I already have
8 mentioned to you that the state has given those
9 initial allocation of \$868 million. Of that \$40
10 million is under the state's funding that I just
11 described. Now this is funding that specifically
12 requires the primary objective to be safety
13 improvements but it has to be data driven and
14 analysis done to show why it is improving safety. So
15 this funding is an important source for safety
16 improvements. I'm sorry is it me with the noise or
somebody else?

17 CHAIRPERSON SELVENA BROOKS POWERS: No.
18 I actually think that's the Assistant Commissioner's
19 background. But thank you. How is DOT ensuring that
20 the funds are distributed in ways as I mentioned
21 earlier in terms of advancing equity reflecting the
22 commitment that you said the Mayor and the
23 Commissioner wholeheartedly stands behind Assistant
24 Commissioner Carry.

25

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WILL CARRY: Thank you for the question

Chair and yes again our agency in the City is committed to equity as a core value. As you may have seen in our recently released streets plan one of the things we did in that plan was to identify priority investment areas or PIAs and these areas were specifically chosen on based on a several metrics including brace income as well as historic underinvestment. So we will be using as PIAs. Not just for our in house projects but as a guide to our overall efforts to re-design and improve our streets. So I and I think our plan is a key part of our sort of approach to equity.

CHAIRPERSON SELVENA BROOKS POWERS: And I appreciate, oh sorry. Go ahead.

KIZZY CHARLES GUZMAN: Oh sorry Chair. If I could also jump in here for a second just to reiterate that the Adams Administration. You heard the Mayor say this from the Campaign Years that he is firmly committed to investing in the outer boroughs on specifically and historically underserved neighborhoods again the fact that it used to be four different offices focused on climate action and environmental sustainability issues and now we are

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3 one team and our mandate is to ensure that we are
4 addressing environmental justice only to the Mayor's
5 commitment on this topic and so we're also enlightened
6 that the BIL is also very specifically prioritizing
7 investments in environmental justice communities,
8 right? So it sounds like our focus on equity and
9 resiliency in equity is also dividing administrations
10 focus so I do think our applications would be very
11 competitive in this process because I think that we
share similar goals.

12 CHAIRPERSON SELVENA BROOKS POWERS: Thank
13 you for that. Now what commitments will DOT adhere
14 to regarding the use of MWBEs and infrastructure
15 projects?

16 WILL CARRY: Thank you for the question
17 Chair. Building on our -- my previous answer. Again
18 I think our commitment to equity also extends to
19 creating as many business opportunities for minority
20 and women owned businesses and that will be a major
21 focus of our when it comes to spending money from the
22 BIL. And Yogesh can talk a little bit about how WMBE
23 interacts with the federal BIL requirements.

24 YOGESH SANGHVI: Thank you Chair. So the
25 use of federal funding actually requires the

contractor, the primary contractor to identify
disadvantaged business enterprises with some of needs
very similar goal as the WMBE. So the use of federal
funding just the requirement of a little but the
requirement is still there.

CHAIRPERSON SELVENA BROOKS POWERS: And
how will the Department of Transportation engage
local communities so that they are able to, you know,
lift their voices with regard to how the federal
infrastructure funding is to be used as -- has DOT
thought about doing like community visioning or
anything in that regards?

WILL CARRY: The agency did -- thank you
for the question Chair. The agency did a substantial
amount of outreach for the Streets Plan. Again,
which we released in December of last year and
solicited input from communities across the City
through a variety of means to, you know, get their
input on what folks saw as their, sort of their main
transportation concerns and preferences for their
community. So I think that for us will be an
important resource. Whenever we do any project, that
project, capital project or in-house project will
include a robust, you know, public engagement process

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4 through which we can make the project better and
5 ensure that, you know, local input is incorporated
6 and we would certainly be open to discussing with you
7 ideas for how to sort of further engage at the
8 citywide level regarding the opportunities in, in
9 BIL.

10 CHAIRPERSON SELVENA BROOKS POWERS: And
11 is the administration planning to track the use of
12 federal funds across the City agencies? I know for
13 example the city comptroller created like a checkbook
14 on tracking federal dollars but does the
15 administration plan to track the use of federal funds
16 across the agencies?

17 KIZZY CHARLES GUZMAN: If I can turn this
18 question over to Katy Schmid who needs to be unmuted.

19 KATHLEEN SCHMID: Thank you Kizzy and
20 thank you Council Member. So as both the Executive
21 Director and DOT said we are still waiting for a lot
22 of the guidance with regard to the grant programs
23 funded in the bipartisan infrastructure law as well
24 as decisions about the formula funding and I think
25 receiving that guidance and starting to submit
applications is the first step in the process. Most
of the time in our past experience with federal

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3 grants, you know, from the release of the Notice to
4 Funding Opportunity by the federal agency through
5 actually securing the money, um, is a months' long
6 process. And so I think we will work with OMB and
7 City Hall to think about best to track the receipt of
8 federal grants and spin down those federal grants and
9 can return to talk about that at a future time. But
10 right now our focus is really on understanding the
11 funding available as information comes out and going
12 after that funding. You know I'd also like to point
13 the Council to OMB Sandy Funding Tracker. So this
14 was public tracker that was set up to track and
15 communicate how we were spending down Sandy Funds
16 received for resiliency projects. So I do think
17 there are examples out that we can look to and
continue to talk about that.

18 CHAIRPERSON SELVENA BROOKS POWERS: Thank
19 you for that. DOT previously indicated that it would
20 utilize funding to protect streets and bridges
21 against storm surge and extreme precipitation. What
22 concrete steps will DOT take to do this?

23 WILL CARRY: Leslie, can you talk a
24 little bit about how we're integrating resiliency
25 into our design scoping process?

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LESLIE WOLF: Yes. Thanks Will. As previously mentioned, local law 41, the Climate Resiliency Design Guidelines which is in a pilot phase right now. It puts together a screening framework to assess the climate risks for different areas. Different projects and then determines what the climate risks are, whether they be heat, whether they be precipitation, whether they be sea level rise and depending on the scores that are derived from this screening process then we try to integrate and embed you know design, you know resiliency measures within the scopes of these projects in order to deal with those types of climate risks. So this is, as was mentioned, this is being done in a pilot phase right now on I believe 40 projects across the City. DOT is one of -- has a number of projects in that pilot phase and we will be and what we are doing now above and beyond the pilot period is applying this screening to all of our, you know, just about all of our projects in our capital plan to better understand where the risks are and what kind of, you know, toolbox we can use and integrate into these projects.

WILL CARRY: And Leslie that includes our colleagues in the bridges division?

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LESLIE WOLF: Yes. So we're going. Yes.

It includes the streets program, the bridges program actually has specific pilot project in this program and they are going to apply it throughout their plan and we're also actually, our facilities folks as well are using this screening method and are part of this pilot project.

CHAIRPERSON SELVENA BROOKS POWERS: Thank you for that. I'm going to quickly pivot to alternative transportation before I free it for Chair Kagan. So what is DOTs current plan to expand access to alternative modes of transportation available to communities under served by transit?

WILL CARRY: Thank you for the question Chair. DOT is one of our sort of core missions. Is always looking at ways to expand transportation alternatives particularly to areas under served by transit and I'll call out a couple of major effort that we have. One is our partnership with the MTA to improve bus service and I mentioned a federal grant that we're applying for, for the South Brooklyn SBS. I think a folks know in South Brooklyn the subway lines pretty much go north, south and there's no east, west connectivity so what this line does is it

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enables people to have that east, west connectivity to be able to access more of those subway lines and we continue to have commitments to expand bus priority across the city with a particular focus on areas where there's a longer distance from the subway. The second thing that I wanted to mention in terms of expanding transportation options is the expansion of micromobility. So earlier this spring we announced that as part of our East Bronx Scooter Share program we were doubling the size of that area which will, you know, also provide folks with more options. Again, that is an area where subway lines are mainly north, south and/or areas are just not served by the subway at all. And so we think that's a promising model to provide, you know, another option as East Scooters. And then, you know, the final is that you know with City Bike we continue to be in the third phase of major expansion. We brought City Bike to a huge portion of the Bronx. Almost the entirety of the South Bronx are going deeper in to Queens and deeper into Brooklyn. And we're also of course looking to make key investments in expanding the bike network in our priority investment areas as I mentioned in our Streets Plan many of which are

either beyond the reach of the subway system or
located in areas where the it's -- the subway stops
from much further -- the subway lines are much
further from each other.

CHAIRPERSON SELVENA BROOKS POWERS: Thank
you for that and I think it's important. When I
think about transit I think even beyond my own
district like in Council Member Velasquez District in
the Bronx or Council Member Lee in Queens also that's
heavily reliant on buses. Wanting to outreach in
those communities I think will be helpful from DOT
also to make sure that those communities are not
overlooked as well because well on my transportation
tour I've been like looking at where, you know, I see
some of the need also in the area that could use some
greater love from the Department of Transportation
and MTA as well. And I would love to see the
Department of Transportation speed up the way they
handle requests particular from transit desert
communities so I know with my office we put in the
request for a speed bump about a year that we're
still waiting on and it was interesting in talking
with my staff who does DOT the going phrase is like
you normally it takes sometimes years for a speedbump

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to be installed. Also turning signal, you know we
met with Commissioner Garcia back in November of last
year and then this year with the Commissioner and
still waiting on resolution there. And so when we
have unsafe streets and the increase in traffic
fatalities I think transportation alternative is
putting in a more recent reports in terms of how
deadly the year has been so far. I'm wanting to see
these equitable and prudent investments just taking
on a bit more quickly from the Department of
Transportation so I'm not sure what we can do to kind
of speed up these processes. But I think it's very
important and I would love to see a quicker
resolution. I mean I'm the Chair of Transportation
and Infrastructure and I'm still feeling like it's
taking a long time to get resolution for a lot of
these areas that I feel the agency can respond to
much more quickly and so I would love to get a
commitment from DOT that not only in my district but
in my colleague's district with these type of
requests that we'll be safety measures will be
escalated or carried out much more quickly than they
have been.

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REBECCA ZACK: I -- thanks so much Chair.

I appreciate that you flagging that and then the left
turn I actually got an email from the Deputy
Commissioner who was on the walk through when we met
in February. So I'm expecting to have an update for
you very soon. I think one thing to keep in mind is
that we're also trying to work through a backlog of.
There was a pause during Covid and we're trying to
catch up and speed bumps is kind of a victim of that
but I hear you loud and clear and, you know, we also
have issues with, you know, people have less City
service and you know things are, you know, trying to
staff up. There are, you know, people have left.
You know there's been a lot of people have made
changes in their careers during this COVID time so I
completely hear you and I'm hoping to have more
information for you and for Sydney this week on the
left turn.

CHAIRPERSON SELVENA BROOKS POWERS: Thank
you. I look forward to hearing back on that and with
that I will pass it over to Chair Kagan.

CHAIR ARI KAGAN: Thank you so much Chair
Brooks Powers. I have a few questions to ask. So
one question I would like to ask is got to do with

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federal funding for the famous Coney Island
Boardwalk. So does the Administration plan to apply
for federal funding because we're talking about
hundreds of millions of dollars for the restoration
of this Boardwalk which is basically at this point
completely broken and requires massive investments
that would be much easier to get from federal
funding, parts of Infrastructure, part from Economic
Development, part from the Transportation, part from
Parks, part from just New York City and Famous House
in Brooklyn. It's not just Coney Island it's a
further about this famous Boardwalk while I was
living more than 30 years ago in Belarus, you know,
so that's part of the New York fabric so do you
expect they're going to apply for this federal
funding for the restoration of Coney Island
Boardwalk?

KIZZY CHARLES GUZMAN: Thank you for that
question Council Member Kagan and it's nice to see
you again just to reiterate that, you know, our
office's role is to provide that policy guidance to
ensure that the agency projects are billed
resiliently and sustainably and this is why we've
covered today to give resiliency the guidelines of

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kind of an example of how we're doing that. We are
absolutely happy to follow up with the Parks
Department on the specific issue as they can provide
more detail in response to your question and I'm
happy to get back to you on this.

CHAIRPERSON ARI KAGAN: Thank you. I'd
also like during the entire hearing now and in my
previous hearing together with Fire Prevention and
Emergency Management we talked about resiliency but
also I would like to emphasize that all federal funds
and city funds and state funding for resiliency
measures would go hand to hand together with making
our City also accessible to everyone.

KIZZY CHARLES GUZMAN: Absolutely.

CHAIRPERSON ARI KAGAN: And then to our
conversation today, I did not hear anybody even
mention work accessibility but when we talk about for
example DOT or any kind of other improvements in New
York City every part our beloved city should be
accessible for all people but now we have, now too
great disability advocates, Debra and Chris Graff.
They're fighting this fight for many, many, you know,
and they're not alone and I would like to hear work
accessible. I did not hear it today so far

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especially from DOT folks when they talked about bus improvements and bus lanes improvement in many places are still not accessible and I know like how people complaining to me, sending emails about it so I would like each agency to present to mention that you know about this issue and care about it at least.

WILL CARRY: Chair Kagan. Thank you so much for the question and yes if I was remiss in mentioning it, let me correct that now. DOT and the Administration are committed to making our transportation and our street networks accessible to all New Yorkers regardless of level of ability. There are a couple of projects that immediately come to mind. We have a couple of projects in the pipeline to address specifically bus accessibility. Particularly in -- at bus stops that are located under elevated structures where the bus sort of needs to stop in the center of the road and someone who is using a wheelchair therefore does not have easy access to the ramp and we are looking at other projects and Leslie maybe you'd like to chime in here where we're looking at bus stops that don't have adequate ramps and sidewalks?

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LESLIE WOLF: Yes. We're -- thank you
Will. Yeah I mean our accessibility effort are vast
and varied. Will mentioned a few of them. We are,
you know, as you're probably away we're putting ped
ramps, accessible ped ramps all over the City at a
very expedient pace. We're putting in APS signals
for those that are -- need those type of device in
order to safely cross the streets. We are actively
expanding our raised crosswalks initiatives and
programs in order for those people to be able to
cross intersections safely without having to deal
with great issues. I would also say that we are
actively working with our partners at the MTA and
have I think an expanded coordination effort as it
relates to their program to put in elevators into
their stations. Throughout the City they've extended
their program greatly and we're working very close
with them on the on street kind of accessible path
roots and how we can work together and work smarter
to make the roadway and getting into the subway
system safer. I think those are just a few of the
ways that we're, you know addressing accessibility.

CHAIRPERSON ARI KAGAN: And jobs like to
emphasize for example like having your own hospital

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in South and Brooklyn Major Health Institution and
when people's accessibilities are leaving or getting
in to it's a huge mess. The entrance, there's a bus
stop there. It's all DOT and the people. I'm
getting complaints all the time people cannot get
access to the bus stop very, very often and then -- I
cannot call police station for this. It's I believe
DOT should also be involved in this because it's a
major issue. Especially for people with disabilities
who are leaving the main entrance of Coney Island
Hospital and trying to get on to a public bus on
Ocean parkway and 13th. So another issue I would
like to mention is the street lights. It was brought
to my attention particularly in Coney Island but I
realize it's a problem all over the City of New York.
So could DOT tell me that the, how they decide what
areas need street lights? Is it like concentrated in
the high crime areas or it's a, is there other
reasons where exactly street lights. It's a big
issue for Coney Island. It's a big issue for
Boardwalk. It's a big issue for a lot of areas in
south and Brooklyn and outside the south in Brooklyn.
Streets I believe in many places of New York City I
see streets lights are on at noon and I don't see

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street lights are on in the evening so we have to be
much, pay much more attention to our street lights
infrastructure and maybe use federal funding for it.

WILL CARRY: All right. Thank you for
the question Chair. We are committed to maintaining
all of our assets in a state of repair and that
includes our street lights because as you say they
are so important both for travel safety but as well
as for people's general sense of safety when they're
walking around at night. I'm looking to my
colleagues to see if they have additional information
that they can provide you with now.

REBECCA ZACK: Well no I was going to see
-- Yeah. Council Member I was going to say if you
have particular locations in your district that
please send them to -- you can send them to me or you
can send for the Brooklyn office. I'm happy to look
at that. I would say generally overall we have an
o-, a standard for lighting that we have across the
City but we could also set up a separate call with
you if you want to have a conversation with our
lighting folks to get a better understanding of it as
well but if there is particular locations in your
district where street lights are out either you can

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3 call 3-1-1 and if you want to send them to us with 3-
4 1-1 numbers we can follow up with the lighting
5 division because you know, there's Con-Ed has a role
6 here there's a few steps to it but happy to set
7 something up with give you more information if that's
something that you want?

8 CHAIRPERSON ARI KAGAN: So you saying you
9 the city does not have enough funds right now to
10 cover all need for street lights anywhere in the City
11 of New York and/or federal funding for it.

12 REBECCA ZACK: I don't know that off the
13 top of my head. I think we're going to have to
14 follow up with you on that specific question for the
15 lighting.

16 CHAIRPERSON ARI KAGAN: Okay. One more
17 question related to catch basin, that's probably a GP
18 question so how many catch basins do we have in New
19 York City before the number that we need \$7 billion
20 from Federal and State Government to maintain and
21 respect and repair all catch basins so what is the
22 situation today, this catch basins in New York City
23 it's a very important issue and again sometimes you
24 don't need to have a Superstorm Sandy or you don't
25 need even Superstorm Ivan. It's like just heavy rain

and it's already a problem so. What is the current situation? And how much money do we need I heard before the number \$7 billion and if it does the number can we apply for federal funding to make sure that we're ready for the next storm, heavy rain, flooding, super storm, etc.?

WILL CARRY: Chair Kagan thank you for the question. Yeah, there are about 150,000 catch basins in New York City. We inspect and maintain them, you know, as required. It's always a challenge. We were happy to hear yesterday that twice a week street sweeping was re-instated because there is trash on basins or in basins, you know, has been a concern for us so we're happy about that. We've done I think in the past few year a really good job getting some of the basins that had been deteriorated back into a state of good repair. The \$7 billion number I don't know where it came from but, you know, certainly with the federal infrastructure funding for drainage we certainly want to make the best use of it and we do have a list of projects for drainage in the City.

CHAIRPERSON AIR KAGAN: So and let's creation again from the Department of Transportation

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3 and not just in your presentation and testimony that
4 you already applied for \$17 million to improve for
5 specifically B 82 in Brooklyn, which I am very happy
6 about. What about B1 and B 36 also in south and
7 Brooklyn? Buses are like heavily used and I see a
lot of need from infrastructure over these lines.

8 WILL CARRY: Thank you Chair for the
9 question. Well, the Adams Administration and
10 Commissioner Rodriguez are committed to making buses
11 more reliable faster in partnership with the MTA. We
12 are working with them as they do a borough by borough
13 exercise to completely look -- take a fresh look at
14 the bus networks in each borough. I believe that's
15 happened in the Bronx. It's happening now in Queens
16 and will then be happening in Brooklyn. Rebecca do
17 you have anything further to add on that?

18 REBECCA ZACK: No. I think you said it
19 perfectly and then we, you're know were happy to
20 share that. I don't know if you've had any recent
21 conversations with the MTA. Chair Kagan or if you've
22 voice your desire to have more improvements on those
23 lines but we're happy to send that message too.

24 CHAIRPERSON ARI KAGAN: And the less --

25

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REBECCA ZACK: And did you, I'm sorry did
you say B1 and B36?

CHAIRPERSON ARI KAGAN: B1 and B36.

REBECCA ZACK: Thank you.

CHAIRPERSON ARI KAGAN: B1 and B36.

REBECCA ZACK: Thank you.

CHAIRPERSON ARI KAGAN: You did require
\$17 million dollars for B82 in south and Brooklyn.
So --

REBECCA ZACK: We had -- yeah, we had
installed an operational project on that -- on that
corridor so this is to build it out capitally.

CHAIRPERSON ARI KAGAN: Yeah and that's
why I mentioned B1 and B26.

REBECCA ZACK: Yeah.

CHAIRPERSON ARI KAGAN: And the last
question also related to the last statements of my
Co-Chair, Councilwoman Brooks Powers. Brooks Powers
regarding timeline for DOT coming back through our
areas. There is now about 36 months minimum period
until the next traffic study and she'll say where
before for my predecessor then Council Member Mark
Yeger and that request was made but then we were told
36 months to wait. I'm talking specifically about

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crosswalk at 7th Street and South Avenue where the
Senior Housing Development people seniors and people
with disabilities asking for years, not for months
for years to have any kind of crosswalk and every
time wait for another traffic study and the last
response was we need to wait for 36 months. We need
to pass a law by New York City Council so that every
time a traffic study is done the next traffic study
in that corridor should be done not in the next 36
months but in like 18 months or 12 months because
we're basically waiting for the next best for that
particular question. Some seniors would be dead
because it's the last stop of the bus and the cars
are going inside the City and it's only 99 percent
senior and people with disabilities or questions and
they're begging us for many, many years for any kind
of crosswalk or stop sign or anything and the answer
is always no and now the answer is wait for 36 months
then we'll do another traffic study so should we
change up Legislature because waiting for 36 months
until someone is dead is unacceptable.

REBECCA ZACK: So the City has almost
14,000 signalized intersection in the City and we get
I would say that since the start of Vision Zero I

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think our request for signal studies and always stop
signs I believe I have this right, has increased 20
to 30 percent and so we have an enormous and we're
also trying to focus on areas where we're, priority
areas where we're seeing the largest number of
crashes and fatalities and injuries happening. I
will check with our Signals Division and our Markings
Divisions about this particular location and get back
to you.

CHAIRPERSON ARI KAGAN: Thank you so
much. I will go back to Co-Chair Selvena Brooks
Powers. Thank you.

CHAIRPERSON SELVENA BROOKS POWERS: Thank
you Chair. Thank you so much for that. And I am now
going to pass it over for questions from my
colleagues.

ELLIOT LIND, COMMITTEE COUNSEL: Thank
you Chair. I will now call on Council Members in the
order that they have used the Zoom Raise Hand
Function. If you would like to ask a question and
you have not yet used the Zoom Raise Hand Function
please raise it now. Council Members keep your
questions to five minutes. The Sergeant at Arms will
keep a timer and I will let you know when your time

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is up. You should begin once I have called on you
and the Sergeant has announced that you may begin
before delivering testimony. First we'll hear from
Council Member River who will be followed by Council
Member Lee. Council Member Rivera.

SGT. LUGO: Starting time.

CARLINA RIVERA: Thank you so much to the
Chairs. Thank you to the Administration for being
here. So it's part of the Eastside Coastal
Resiliency Project the City committed to conduct a
study to investigate options for greening that areas
along the at grade portion of the FDR Drive in lower
eastside for approximately Montgomery Street to East
14th Street. The goal of this study is to analyze
the existing conditions to inform recommendations for
increasing sustainability and resiliency in the area
and on the FDR Drive itself building on the open
space and waterfront connectivity improvements of the
SBS for projects while working to reduce the City's
climate impact. Can you share an update on this
study and how can the City Council be helpful here?

LESLIE WOLF: Thank you for your
question. Just to get you up to date on the status
Parks -- DOT in collaboration with the Parks

Department is working on scoping for the study that you've mentioned and is aiming to get an RFP out this spring so in fairly short order we hope to finalize the scope of work, get it out for award to begin the study. Generally we're looking to include in the scope robust community engagement and developing concepts that we'll build upon open space and waterfront connectivity improvements that are currently a part of ESCR. I think once we like I said we're going to have a very. As part of this study, we're going to have a very active outreach and community involvement process and as part of that obviously we'll be reaching out to you and others to make sure that this study has the elements that the community is looking for and we can come up with the deliverable that is useful and has utility and identifies ways to improve accessibility, connectivity, building upon those things that are part of the EFCR project currently.

CARLINA RIVERA: I mean well I appreciate that. Please let us know how we can be helpful. I think the communication piece is pretty significant in terms of the community engagement. I think that people have just a lot of misinformation about the

project and what we want to do so I'm looking forward
to working with you on that. And my, I guess my, the
question I guess with the time that I have is on
greenways. So the City last issued a greenway plan
in 1993 under Mayor Dinkins. About 30 year later
much of our City's 100 miles of greenways still only
exist on paper and you know greenways can create and
extend healthy open spaces into every corner of the
city. It can aid with social distancing, greenway
construction and upgrades will also create jobs that
can take advantage of new federal funding
infrastructure, federal infrastructure money and they
will safely support booming bike use in the City for
many types of trips and for people of all ages and
abilities. So much like other forms of
infrastructure being discussed today, low income
neighborhoods and communities of color have seen the
least investment for greenway infrastructure to date.
And I know you've also mentioned that you're focused
on this equity piece and really making sure we're
uplifting and in supporting as much as we can
community led development as well as communities that
have been disproportionately under invested. So how
does this City currently identify repairs and

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engineering solutions to common problems like tree
root upheaval and very aged greenway infrastructure
and what are the challenges that DOT currently faces
when seeking to communicate and collaborate with
Parks, with DDC, with EDC, with DEP and other
relevant jurisdictions such as the New York State
Department of Transportation, the Metropolitan, the
MTA and of course greenway specific institutions such
as the Hudson River Park Trust. So if you could just
answer those two for me, how do you currently
identify repairs and engineering solutions especially
in an infrastructure that's aging and so what are
some of the challenges with that interagency
communication especially on different levels of
government?

WILL CARRY: Thank you Council Member for
the question. We too are huge fans of greenways and
their myriad of benefits and we to believe that
inline with the Administrations priorities are really
looking to expand greenways further into the boroughs
particularly into neighborhoods that have
historically been underserved and that's really the
purpose of this money that we're going for through
the raised program this year, the \$7.25 million will

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enable us to identify gaps in the network where we
can work --

SGT. LUGO: Time expired.

WILL CARRY: -- work to identify you know
specific places where we want to develop detailed
plans for greenways and this is again a collaboration
between DOT, EDC and Parks as well as look at older
greenway segments that may need work. So and I think
this kind of builds on a successful collaboration
that the three agencies had around the Manhattan
waterfront greenway and identifying that that work is
obviously still ongoing but kind of systemically
identifying the gaps and coming up with plans and
working with the relevant communities to further
develop those plans and we plan to replicate that
process with the real focus on the outer boroughs. I
also just want to mention and perhaps Leslie if you
want to chime in here that we're starting
construction soon on two parts of the Jamaica Bay
greenway at the Kernarsy [phonetic] Pier and Patergut
Avenue.

LESLIE WOLF: Yeah I think you covered it
Will. I mean we're I just want to re-emphasize I
think the point that the Council Member brought up is

coordination and collaboration. A lot of these facilities, the greenways like you said as you apply pointed out they cross juris- you know agency jurisdictional issues. The Parks Department has you know they have greenways running through Parkland which we're trying to work together with them as they connect to, you know, the street network and so forth and issues having to do with you know DEP and drainage and all these different issues are -- we all have to work together to be able to plan better and to build better to make a network that's rational and that's it's connected and it's contiguous. So we continue to do that and as we've mentioned we have the raised grant that we put in last week to look at the greenway network throughout the city. So we're excited that you know that there's this, there seems to be a lot of enthusiasm across our sister agencies to tackle this very important, I would say alternative transportation mode.

CARLINA RIVERIA: Great. Thank you so much. I know greenways have the potential to be so much more than you know what we've seen so I'm looking forward to implementing that as urgently as

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possible. Thank you to the Chairs or the time.

Thank you for your testimony.

ELLIOT LIND, COMMITTEE COUNSEL: Thank
you. Next we'll hear from Council Member Lee who
will be followed by Council Member Carr. Council
Member Lee?

LINDA LEE: Hi everyone. Thank you so
much Majority Whip Chair Brooks Powers as well as
Chair Kagan and I had two questions, now it's down to
one because thank you Council Member Rivera for
asking that question on the greenways because I also
have a big chunk of the greenways in my district in
Eastern Queens and so definitely much needed outdoor
space, alternative transportations as well as you
know just, you know, a way for people to be out and
about especially you know as we recover from the
pandemic. So look forward to hearing about the
investments and developments in that area on the
greenways and I just wanted to ask a question that
I'm sure a lot of folks on this, a lot of other
colleagues of mine are sort of struggling with which
is around the commercial truck parking which is very
prevalent in Queens and I know the Bronx as well and
I know that Majority Whip as well as Council Member

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Williams and a lot of other folks have been working on this issue in Queens and you know it's, it's been something the State as well as the City has been trying to address. They've been trying to Legislate higher fines for some of the commercial truck drivers but also you know there's no places for them to park whether it's on the towing side or whether it's just finding a place for commercial vehicles to park and it is causing a lot to issues. I know a lot of us are hearing from our constituents on this because it's also causing a lot of litter and other issues around the commercial truck parking. And so I was just wondering if there were any plans that the DOE was considering in terms of using whether it's IIJA funds or other funds to incentivize creation of off street parking for larger trucks alongside the major trucking routes and I know that in New York City especially even in the outer boroughs you know space is an issue but if you could speak to a little bit of that or if there is any other ideas that you may have around this issue.

WILL CARRY: Thank you for the question Council Member. Yes, we agree that this is a significant curb management concern and it's

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happening in your district, it's happening in Staten
Island, we've heard from a number of folks. We've
reached out to our partners at NYPD and the
Department of Finance again looking at you know can
we use stepped of enforcement? Can that be an
effective tool? As you point out one of the
challenges here is that there are federal regulations
that say truck drivers can only drive a certain
number of hours and when they reach the end of that
they got to stop and sleep and we want them to do
that. We don't want them driving tired. So is there
a solution where sites can be found for you know to
park overnight so they can sleep? I believe that's
something that we're discussing with our partners at
EDC. I do believe there is one facility in the City
at JFK airport. Could there be more? And I think
that's something that we're exploring. Rebecca I
don't know if you have further things that you want
to add?

REBECCA ZACK: No. I was exactly going
to say we're working with EDC and understand we hear
it from all corners of the City but you've nailed it.
I don't have more.

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LINDA LEE: Yeah and it's like this
balance and I know that Council Member Williams and I
have talked about this a bunch where it's like we
want to be understanding obviously of like you said
the regulations where the truck drivers need a place
to stop but, you know, also at the same time it's
happening in a lot of these residential areas and so
you know, it's even if you boot the trucks a lot of
the boots like sometimes they'll just drive it and
just bust the boot open so it's like I, I don't, I
think it's just trying to find an alternative and a
solution and I don't know. Yeah I mean if that's
something that we can continue the conversation on
that would be great.

REBECCA ZACK: Absolutely.

WILL CARRY: Absolutely.

ELLIOT LIND, COMMITTEE COUNSEL: Okay.

Thank you Council Member. Next we will hear from
Council Member Carr who will be followed by Council
Member Narcisse. Council Member Carr?

SGT. LUGO: Starting time.

DAVID CARR: Thank you so much to our
Chairs Majority Whip Brooks Powers and Council Member
Kagan for convening this really important hearing.

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Good afternoon. I share my colleague Council Member Lee's concerns about the truck parking situation that you noted in your comments so I'll move on to my next topic which is one of the most important infrastructure projects on Staten Island that I think really plays into the whole regional transportation network which is the extension of the HOV lane on the Staten Island Expressway. It's something all my colleagues in Staten Island and both parties support. It's something that we're kind of eagerly awaiting and I'm just wondering what are the status and conversations with State DOT about this particular project?

VINCENT SAPIENZA: Thank you for the question Council Member. We too are supportive of HOV and bus lanes on the SIE leading to the Gowanus PQE combination. It's a more efficient way to use our highways. I do not have the latest on this project and would be happy to circle back with our partners at the MTA as well as NYSDOT which manages the road to get you some more information.

DAVID CARR: Sure. I think that this is one of those projects that really easily fits inside the different federal funding buckets. So I think

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this really needs to be a priority as we contemplate
you know what we're going to pursue as part of a
regional strategy that also has the benefit for, you
know, for local commuters and users. Moving on, in
terms of you know we talked a lot about drainage at
our hearing a week Chief Sapienza so I just wanted to
touch base. Do you think that there are federal
funding buckets available for some of the things that
we discussed? Whether it's new sewer projects or you
know dredging existing fresh water ponds and what
not. Where do you see DEP strategy in terms of
trying to get the most out of the federal stimulus?

VINCENT SAPIENZA: Council Member Carr
there definitely is in the BIL there is about \$50
billion for both drinking water infrastructure but
also on the waste water side and we could potentially
tap some of those dollars for funding drainage in
Staten Island. You know right now we're waiting on
the federal government and the state to determine
what New York City's chair may be whether through
grants or through you know direct reimbursement but
we have a list of projects including those on Staten
Island that have Teed up that can use this funding.

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DAVID CARR: Okay. I appreciate that answer and executive director you know in your testimony you talked a little bit about using more porous or permeable asphalt in City projects and I've heard, I've always been interested in the notion of it by mixed things about whether or not it could be used here in the northeast where our winters are colder as opposed to some other jurisdictions where it gets better use and I know we can't use it for our roads because of the concrete subbases that all of them have so I'm just wondering what are you thinking of in terms of use of permeable asphalt that we're talking about, you know, in blue belts and parks. Are we thinking schools where maybe there's some play areas that are going to be that could be made out of it in terms of keeping drainage on site in some of our new City constructions. I'd love to hear more about that from your perspective.

KIZZY CHARLES GUZMAN: Absolutely. So let me start here and then I'm going to ask my colleagues at DOT and DEP to speak a bit about the pilot projects that we've had for the last two years which have given us a lot of information about the feasibility of this kind of technology in New York

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City roads, you know, permeable pavements, you know,
they have a variety of uses and benefits depending on
where you put them, right? So they are not just
there to help us with storm water drainage and
management but also they help us with cooling.
Right, so they help with transportation and they help
by displacing other sources of you know of, of heat,
that trap heat in the neighborhood so it's always
been part of the city's heat adaptation strategy one
of the tools in the toolbox, right? I, we, I love
it. We want to see it implemented to the degree that
is feasible in as many kinds of roads as we possibly
can. That said our colleagues at the Department of
Environmental Protection and at DOT have started to
do some demonstration projects across the City in
order to understand those exactly but some of the
concerns that have the right stride so maintenance
and sweeping and just the overall performance so
maybe I can just stop here and see if you guys want
to jump in and speak more directly about your pilot
projects.

LESLIE WOLF: Thank you Executive
Director Guzman I'll just say that just picking up on
where you left off, pursuant to local law 80, DOT and

DEP are required to conduct a study of possible use of permeable materials in roadways and sidewalks under DOT jurisdiction. A pilot program needs to be a part of the study and what we have done right now we are in a pilot period right now in which we have three locations that we are in the stage of installation and/or evaluating different permeable materials. Those locations are three locations in Brooklyn and so as we install these materials and then we begin a, like I said an assessment of monitoring program and we can kind of evaluate the performance and then start making decisions about what materials make sense, what sorts of applications they could be used for and so forth so that is one thing that DOT is involved in directly right now.

WILL CARRY: And from DEPs perspective it's the maintenance that we've been particularly looking at. A porous surfaces they have pores in them and they can accumulate street grit that periodically needs to be cleaned and through vacuuming primarily so that's what we've been looking at to see, you know, what the frequency of that may need to be.

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DAVID CARR: All right and I think you
for your answers and thank you for the time chairs.

ELLIOT LIND, COMMITTEE COUNSEL: Thank
you. Next we'll hear from Council Member Narcisse
who will be followed by Council Member Williams.
Council Member Narcisse.

SGT. LUGO: Starting time.

MERCEDES NARCISSE: Good afternoon
everyone and thank you for being here and thank you
Chair Majority Whip Brooks Powers and Ari Kagan,
thank you and all my colleagues and all the team
that's here to answer some of our questions. While
EDC directly operates the New York City Ferry System
has DOT explored whether expanding access to the
Ferry System would provide for more meaningful
transportation options for a transit desert like my
area. In view ability could this be a use for IJA
funding. Have you had conversations with EDC
regarding expanding ferry stops?

WILL CARRY: Thank you Council Member for
the question. The answer is we do believe ferries.
You know obviously we operate the Staten Island Ferry
as you mentioned and EDC operates the NYC Ferry. Can
be a tool to expand transit options to underserved

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communities. There were a number of expansions to
the Citywide ferry service under the previous
administration as far additional plans, I don't have
information for that. Would be happy to come back
with you and connect you with our colleagues in EDC
to talk about those issues. In terms of federal
funding, I'm going to turn to my colleague Yogesh
Sanghvi who can talk a little bit about some
additional moneys that we have gotten from the
federal government to support our ferry operations?

YOGESH SANGHVI: Oh hi. Yeah. So
Council Member well since we left the Staten Island
Ferry there was aspect more than the New York City
Ferry but clearly the federal funding that is
expected to come from the federal transit
administration. I think earlier almost everything we
talked about related to Capital Highway
Administration but the Federal Transit Administration
Funding that comes to us can also be used for this
New York City Ferry Program with some changes to the
contracting and associated things. So yeah we do
expect additional transit funding to also come to New
York City.

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MERCEDES NARCISSE: And I'm hoping to get one in connection with here because we live in a transportation desert as the CM mentioned earlier. I don't know if anyone had problem with the signage that's on the street signs of New York City. Some of them we can hardly read them and there's no lighting. I think it's time if we can use any federal funding to address those that would be lovely because you can hardly see the, read the sign at nighttime. That's one. How well do, DOT will implement the funding, the federal funding to resurfacing leveling roads and implementing proper drainage that which is DEP. What is the current goal for resurfacing? How many lane miles we're surfacing 2020 and 2021 and that is projected for this year? What is the current timeline for resurfacing? For instance how many years are roads estimated to last before resurfacing?

WILL CARRY: I'm going to turn to my colleagues here. Thank you for the question Council Member. We endeavor to maintain all of our roads throughout the five boroughs in a state of good repair because it's good for safety, it's good accessibility. In fiscal year 23 DOT will receive over \$260 million to resurface 1100 lane miles and up

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to 50 linear miles of bike lane I believe. The
baseline funding for 1150 lane miles was provided to
DOT last in the April plan and ensures stability for
this important program for the years to come. So
1150 is an increase from fiscal year 21, we were
impacted by the pandemic but in terms of labor
availability and funding and we are able to resurface
918 lane miles so it's an increase and it's also a
baseline which again helps us with planning to keep
those assets in a state of good repair. How often do
we resurface really depends on the condition of the
street. We do regular assessments of all the streets
across the five boroughs and those assessments you
know play a role in determining --

SGT. LUGO: Time expired.

WILL CARRY: -- determining which streets
are -- which streets are resurfaced. As you can
imagine roadways that carry a lot of buses and
trucks, a lot of traffic tend to get resurfaced on a
more frequent schedule while quiet residential
streets may not get resurfaced for longer intervals.
If there are specific locations in your district that
you're concerned about we'd be more than happy to
discuss this with you and your staff.

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MERCEDES NARCISSE: Yeah. The reason I
asked that question is because the streets are always
buckling right after they've been resurfacing so I
find it odd so we have to do streets that often.

REBECCA ZACK: Yeah.

MERCEDES NARCISSE: And in some areas
like in my district I understand we build on water
but some of the streets are horrible and you can be
done in one year or two years they're already done --
due for repair. And thank you for the greenway and
all the questions that my colleagues had I had too so
I'm glad that they asked them before me. So thank you
for your support DOT. You'll be --

REBECCA ZACK: Thank you Council Woman.

MERCEDES NARCISSE: Thank you.

WILL CARRY: Thank you Councilwoman.

ELLIOT LIND, COMMITTEE COUNSEL: Thank
you. Next we'll hear from Council Member Williams
who will be followed by Council Member Ariola.
Council Member Williams.

SGT. LUGO: Starting time.

NANTASHA WILLIAMS: Thank you Chairs and
to the administration for testifying. I also had a
whole bunch of questions but I will refrain on a

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follow up on some questions from my colleagues. So
following up on a question from Council Member Lee
outside of what she outlined, outside of what we know
the issues are, can you tell me like what the
challenges are in terms of getting to a solution?
It's clear to me that every single person knows what
the issue is and we have an idea of like what the
solution is but what is the challenge from getting to
identification of the issue and actually tangentially
solving the problem.

REBECCA ZACK: Do you mean in terms of
finding truck parking?

NANTASHA WILLIAMS: In terms of finding
truck parking. In terms of building capacity for
enforcement? It's a very broad comprehensive issue
and so just wanting to understand like from your
perspective because there was a lot of like, yeah, we
know about it. We're looking into it and like I feel
like as Council Members we're kind of saying the same
thing like we know about it. We're looking into it.
We're doing the short term things but what exactly is
the challenge from issue to solution. Like, is it
money? Is it lack of space? Like what is it like?
I don't know, positive, like what is the issue? Why

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can't we, we know what the issue is. We know what
the solution is why can't we get to the solution?
I'm just wondering if there's anything else you want
to add there?

REBECCA ZACK: Well I mean I think one
thing and I don't know if anyone else would want to
jump in on this and I can't say that I have all that
information on my fingertips so apologies for that.
I think one of the issues is just finding space for
all of these trucks and I think the other thing is
that the amount of trucks coming in the city has
risen so much in the past couple of years, especially
since the pandemic, since, you know most people are
having a lot of things delivered directly to their
home so you have an increase in truck traffic and
then you have an increase of them needing space on
our street and as Will Carry was saying earlier, they
can only drive so many hours a day so then they have
to find a place to -- so I, I don't know all the, the
issues for that or truck parking but I would say that
finding for them is probably number one.

NANTASHA WILLIAMS: Okay.

WILL CARRY: And I believe Council Member
we're having conversations with our partner agencies

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about whether there are sites, maybe sites that are
used as parking during the day that could be used
overnight and you know happy to report back on what
we're able to identify. Are we able to identify some
candidates?

NANTASHA WILLILAMS: I would like that
actually. I had an impromptu call this morning with
Deputy Mayor for public safety. He's one of my
constituents and this issue is something that is
important to him and one of the things I suggested to
him that I'll suggest here is that a cross agency
task force be committed to this because even from my
short three months I've had to work with Department
of Sanitation on these issues that have come up from
Consumer Affairs around the specific trucking list
that police departments can only use. You have to of
course with the police department and of course you
have to work with DOT and so like this is an issue
that is cutting across our City, cutting across our
agencies and I have not seen my focused attention on
how do we get to all of the issues that we know exist
to finding a scheduled solution and like working to
execute and implement the solution because we also

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know the solution, I just don't think we work
cantly to execute the solution.

WILL CARRY: Yes we are engaging with our
partners at NYPD we've engaged with our partners at
Department of Finance and we're talking with EDC to
see what we can do in this short term around both
enforcement and finding alternate sites. I'd also
say that we have sort of the agency as a longer term
vision in partnership with EDC to try to get more
freight off of trucks and to get them on to rail
water. And that is part of you know, take more years
to bear fruit but part of an effort to if we can
shift more onto those types of modes we can get more
of these trucks off of our streets in the first
place.

NANTASHA WILLIAMS: Yeah I would love as
I'm sure many people on this call would love to work
with you and have a commitment from the
Administration to really have a focused approach to
this because I think it requires focused attention
and it just doesn't seem like that has taken place.
Um, the other questions that I have is around
prioritization. There's a lot of acronym
utilization, like what is the PIA?

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WILL CARRY: A PIA is a priority investment area. It is an approach that we developed as part of our Streets Plan. The plan that we were required by the Council to produce to look at safety, transit connectivity.

SGT. LUGO: Time expired.

WILL CARRY: You know bike network connectivity for the entire city and what we did is we kind of took a step back and we said, you know where are the areas that we really need to be focusing our effort over the next couple of years and so we looked at things like historic levels of investment. We looked at income. We looked at safety data and then developed these specific areas that will, it doesn't mean that all of our projects going forward will be in these areas but there will be a special point of emphasis as we develop both our in house projects and our long term Capital Plan.

REBECCA ZACK: And Councilwoman I wanted to say that I could send your office our equity hearing testimony which has a lot of this information in it too if you wanted to dig into it a little bit further. I could that's one thing that I could

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follow up with that it talks about priority
investment areas as well.

NANTASHA WILLIAMS: Yes. I would love to
get that in.

REBECCA ZACK: Sure.

NANTASHA WILLIAMS: IS there a report on
the PIA that is accessible?

WILL CARRY: Yes. There certainly is.
There's the streets plan itself and we will get that
to your staff.

REBECCA ZACK: I'll send both.

NANTASHA WILLIAMS: Okay because I'd love
to see that before I guess I make any more comments
but I think there seems to be an opaque practice and
it's been mentioned a few times or catch basins being
cleaned in terms of which communities are prioritized
over other communities and I'm just interested in the
data that you all use to even produce the report and
just clearly seeing like where the lack of investment
has occurred within our City. Just two quick things
and you don't have to answer. It can be follow up is
just how are greenways determined because I have some
thoughts on potential greenways I'm wondering like
how that gets determined and what is the process?

And then the other question is also wanting to look at some alternative actions for ATVs and there's been a lot of conversations. I definitely don't want to see a bulldozer going over hundreds of ATVs. I don't really think that's useful because just the other day when it was hot there were like 50 of them running down Lincoln Boulevard so we know that's not really addressing the problem but we'd love to kind of work with Administration to find some more compassionate solutions to ATV use.

WILL CARRY: All right. Thank you Council Member for your questions. As I mentioned with Council Member Rivera, we're very bullish on greenways we think they offer a tremendous benefit to communities in terms of open space, in terms of bike and pedestrian access in terms of livability and that's really our big focus with this federal grant. This where we're going for planning money to look at where there are gaps in the current greenway network and we wholeheartedly welcome suggestions from from you and other members of the council about where you think that there are gaps in your districts or opportunities in your districts that you think we should be looking at. Community engagement will be a

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tremendous focus of this study and we'll be seeking
broad stakeholder input. On the question of ATVs
this is, they are our streets but it's NYPD who
enforces those rules and we'd be happy to follow up
with them to see what their sort of current approach
is to those illegal vehicles.

REBECCA ZACK: I was going to say I'm
assuming the administration is on and hearing that
concern of yours as well.

NANTASHA WILLIAM: Yeah because in other
states you know they provide space similar to the
trucks, we have an issue because we have a space
issue and I'm not saying that that would deter but at
least there's like an alternative where people can go
and ride their bikes. There's an alternative where
people can park and so I just always love to have the
conversation of enforcement and also like how do we
build the capacity for alternative options so really
trying to look at a carrot and stick model instead of
just a stick model. Thank you so much.

WILL CARRY: Thank you Council Member.

NANTASHA WILLIAMS: Thanks Chair for
allowing me the time.

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CHAIRPERSON SELVENA BROOKS POWERS:

3 You're welcome.

4 ELLIOT LIND, COMMITTEE COUNSEL: Thank
5 you. Next we'll hear from Council Member Ariola who
6 will be followed by Council Member Brewer. Council
7 Member Ariola.

8 SGT. LUGO: Starting time.

9 JOANN ARIOLA: Thank you Chairs. Thank
10 you for the time. Thank you to the Administration
11 for testifying. I'd like to get back to the title of
12 Environmental Injustice and Climate Injustice. There
13 is a community that both Council Member Barron and I
14 represent. It is 30 feet below their neighboring
15 communities. It is referred to as the hole. I've
16 lived in the community for the majority of my life I
17 know I'm not in the hole but in the surrounding
18 community. There was a time that there were no
19 homes. Now there are residences there. There is a
20 community groups there called Justice for the Hole.
21 There are small business owners there. I know that
22 DEP is aware of it there has been a sewer project on
23 the book for many years that can be realized unless
24 this community is brought up to grade. I'm listening
25 to a lot of different projects that are happening

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throughout the city and I support each and every one
of them but we need to put this area where people who
cannot get out of their homes, now just when there's
a catastrophic climate but when there is a small
rainfall. The people don't go to work. Kids don't
go to school. They cannot get out of their homes and
they're asking for justice for their area and I'm
fighting for them. So if there are federal dollars
I'd like to see those federal dollars earmarked or
even considered for this portion of the district.
These are homeowners. These are tax payers. These
are small businesses and they deserve a looksee and
they're never on anyone's radar. We need to bring
this community up to grade so that longstanding DEP
core project can go through and we recently gave an
interview in a newspaper, Council Member Barron and
myself and committed to working together to make sure
that this area gets the attention that it needs. So,
are you aware of it MOCEJ? Are you aware of it DOT?
I know the DEP is aware of it. How can we look at
this project and if we still have studies and areas
to look at how can we get this particular area to be
part of that study and perhaps get a portion of that,
those federal dollars?

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KIZZY CHARLES GUZMAN: Absolutely Council
Member and thank you so much for that question. We
share your concern and absolutely think that, you
know, improving the resiliency of all neighborhoods
and especially those that are most vulnerable to
climate impact and that also includes flood and heat
right? Like that it's a top priority for the
administration and certainly for our office. We are
aware of the situation as a whole and this is
absolutely something that you know we continue to
discuss with our partners DOT and DEP, right,
building resilient streets and improving drainage in
the city's low lying areas. Including those that are
most affected by hurricanes and extreme weather
events, the extreme rain events so it's definitely on
our radar. I wonder if maybe DEP and DOT want to add
a little bit more specificity when it comes to the
street racing?

VINCENT SAPIENZA: I could start about
the drainage and Council Member Ariola thank you for
that question and as you said the folks that have
been living there have been suffering from decades.
The challenges you know to get sewage to flow uphill
is impossible so the, some of those streets without

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being elevated present a very major challenge for us.

3 I know that we have been working our partners and
4 City agencies and DOT and DDC to look for solutions.
5 We think we have some thoughts about how to maybe
6 resolve some of it. I'm certainly happy to come out
7 and talk to you and explain to you and Council Member
8 Barron some of those potential work arounds.

9 JOANN ARIOLA: I appreciate that and the
10 fact that there are federal dollars now, it's always
11 been a matter of not enough money to raise the
12 neighborhood to grade. It will be a tremendous
13 amount of money. We know that but if there are
14 federal dollars currently available I think this is
15 an area as the Commissioner, as the Chief Operating
16 Officer so eloquent said has suffered for decades and
17 you know it's time that we do really take a hard look
18 at this area so thank you for your time and just for,
19 just quickly, I think I will turn to DOT, Assistant
20 Commissioner Zack I would love to have a conversation
21 off line with you.

22 REBECCA ZACK: Love you.

23 JOANN ARIOLA: Thank you.

24 REBECCA ZACK: Just to jump in. I do
25 want to echo Chief Sapienza's comments just to let

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you know that DOT is working very closely with our
partners at DEP, at the drainage, at the street
raisings that have been contemplated in this area.
The, some of the challenges with perhaps you know
putting in ways to mitigate the problem and then
balancing them with you know land acquisition type
issues. Obviously we don't want to disrupt certain,
you know, properties in that kind of way and we're
looking at all different options to try to mitigate
without having, you know, impact to property owners
in that, in that -- in that sense. We are working
currently and talking to our partners at DEP and
we're very aware of the problem.

REBECCA ZACK: Okay, maybe we can all go
down there together. Maybe do a multi-agency task
force down there, MOCEJ, DOT, DEP, all the agencies
that are necessary to make sure that we can address
the issues that they are suffering from. Thank you
very much.

JOANN ARIOLA: Absolutely. Absolutely.

ELLIOT LIND, COMMITTEE COUNSEL: Thank
you. Next we'll hear from Council Member Brewer who
will be followed by Council Member Stevens. Council
Member Brewer.

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SGT. LUGO: Starting time.

GALE BREWER: Thank you very much and
congratulations to the Chairs and very well prepared
agencies. Having heard agencies for the last 40
years, I think you are doing very well. Number one
is the delivery bikes. There is a proposal on the
folks who are supporting them delivery status to have
a charging station perhaps in a street zone
somewhere. I would love to do it on the upper
westside because there are so many deliveries and
they do need to get charged so that's something that
I would love to hear more about. Number two when we
fought Walmart many years ago we learned that the big
tractors not just the trucks, it's those 18-wheeler
killing our streets, etc. There was some proposal
very controversial from the stores to have smaller
trucks changed at in New Jersey and then you bring
the smaller trucks in and not the 18 wheelers. I
didn't know if that is something that you are
considering or where that proposal is at. We fought
Walmart and won. We don't want Walmart in our City.
We're vital but we do know that perhaps smaller
truckers are more expensive to restore than to
amazon, et cetera but may be better for our City.

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Number three, APF signals something that I've been working on over the years. I just want to get an update on where we are on that issue? Number four, the CSOs I know this is an ongoing issue. DEP knows it well but I just didn't know if there is any movement on trying to have even more or even less CSOs. Very expensive. And one way to maybe do that, something I want is all the school playgrounds to be open to the public and when trusts for the public land does their conversions they put in massive fabulous opportunities to have basically catch the rainwater. So is there some way, some time you can get innovative funding to do something innovative and maybe using federal money to convert the playgrounds under a DEP office is something to think about. And then also there is I think, I just wanted to look. A few years ago I passed a bill and it got merged that we would know how many vehicles are coming into the City every day and what kind and so I just showed that they are available and finally just an update on the rotunda. I know that funding to convert that to something that we can actually use and thank you very much.

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WILL CARRY: Thank you Council Member for
your questions. I'll start with some of the items
and defer others to some of my colleagues. You ask
about how are we working with the delivery. We've
met with delivery odyssey group and we understand
that they are developing a center in Williamsburg,
sort of a delivery workers centers and have had very
preliminary discussions with them about, I know they
are planning to be charging inside the center but we
are, they have also brought some other proposals to
us and we are reviewing them. I think broadly
speaking we are aligned with supporting delivery
workers. Working with our partners at the Department
of Consumer and Worker Protection to make sure that
these workers are treated with dignity and that they
have safe working conditions. So that is something
that we've had preliminary discussions on and are
going to be engaging with them more.

GALE BREWER: I also want one on the
upper westside just so you know.

WILL CARRY: Okay. Thank you. In terms
of freight movement. You talked about the challenges
of having large semi trucks or even large box trucks
come in and last year we released two plans. We

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released our smart truck management and delivering
green which were both focused on ways to mitigate the
environmental impacts of truck, trucking and freight
delivery in New York City and to promote more
sustainable means of moving that freight in and out.
I think there are several avenues that we're
pursuing. I had mentioned earlier looking at water
and rail as an alternative to having those big trucks
come and then once water and rail then you can either
transfer it to smaller trucks. We're starting to see
the option for electric trucks as well as we have a
cargo bike program where we are looking to distribute
freight that way. We also I believe and I can get
you the details and have the micro-distribution
center pilot which is sort of a similar idea of
bringing goods to one central location and then
breaking them down and distributing them with
electric vehicles or electric cargo bikes.

GALE BREWER: Is that that one happening
or it just --

SGT. LUGO: Time expired.

WILL CARRY: We will get you further
information on those pilots. On APS, Rebecca do you
have the latest?

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REBECCA ZACK: I don't. I'm going to
Councilwoman I'm going to have to follo-, I don't
have that at my fingertips can I follow up with you?

GALE BREWER: Yes.

REBECCA ZACK: On the rotunda too.

GALE BREWER: Okay.

REBECCA ZACK: Okay.

WILL CARRY: And then I believe we're
going to. I'll pass it over to Chief Sapienza for
the -- was it a combined sewer overflow question?

GALE BREWER: CVFO.

VINCENT SAPIENZA: Council Member Brewer
thank you for that. And just quickly in addition to
the federal infrastructure money directly from water
projects. We also want to leverage some of the DOT
project funding for improving permeability of their
work a well, porous pavement we talked about and
other green infrastructures so that will reduce the
amount that they'll load into the sewer system that
causes CSOs.

GALE BREWER: So we can't fix the problem
but we can mitigate it that's what you're saying?

VINCENT SAPIENZA: Correct.

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GALE BREWER: Okay. How about my, some
of the innovative in the playgrounds?

KIZZY CHARLES GUZMAN: I can answer that
and then maybe punt it over to DEP. I just wanted to
say that we also love the schoolyards to playgrounds
program. As you know it's been around since our very
early iteration of NYC by the First City for
Sustainability Plan and we have done a lot of
installations over the course of the City. Of course
they help us with health benefits and cognitive
developmental benefits for children but also the very
tangible environmental benefits right like permeable
surfaces and storm water capture and run off
reductions that have a ton of community value
benefits. So anyways we love them. So you know we
do have a plan as part of the new normal funded, you
know, a funded commitment to do 20 additional
playgrounds over the next four years. I think it's
\$47 million or so dedicate to the initiative. We can
absolutely follow up with your office to provide more
information and do a follow up if you would like?

GALE BREWER: Okay. I appreciate it. I
mean I think, I want them all open. With all due
respect I know when it all started defense which is

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roughly, I got that whole thing but the issue with I
3 think we could open them all and find some innovative
4 money even beyond the 20. They've got trust for
5 public land use open, joint parks, DOB is open and
6 everybody else is closed.

7 KIZZY CHARLES GUZMAN: Yep.

8 REBECCA ZACK: I have an APS answer
9 Councilwoman.

10 GALE BREWER: Okay. I'm ready.

11 REBECCA ZACK: Okay. So at the end of
12 January they've installed APS at 977 intersections
13 citywide. We are planning to install APS at 400
14 locations this calendar year alone. Almost double
15 our high water mark of the last two years when we
16 averaged just over 200 intersections per year. Now,
17 next year we plan to increase to 500 and continue
18 ramping up until we are eventually installing more
19 than 1,000 intersections per year with a target of
20 having 10,000 intersections equipped with APS by the
21 end of 2031.

22 GALE BREWER: And the last thing I'm
23 sorry is the issue of, maybe I should know this. The
24 data of vehicles coming in each day is that something
25 that you collect? I know the DOT does. How do you,

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is it on the open data portal and I should know that?

I think they do collect it. What comes in every day?

WILL CARRY: Yes. So.

GALE BREWER: What is -- is it on the
open data portal?

WILL CARRY: I don't believe we collect
data every day Council Member. I believe that we
working with our partners at the MTA and the port
authority do an annual count that is coordinated
through NYMCHEK that is called HubBound and that
provides a very sort of rich data sets not only on
vehicles but number of transit riders, number of
trains, number of buses, all of that that are coming
into Manhattan south of 60th Street on a typical day
in October.

GALE BREWER: I will follow up on that.
Thank you. I believe Council Member Stevens was next
in line but lost her connection briefly so we will go
to her next. Council Member Stevens will be followed
by Council Member Nurse. Council Member Stevens.

SGT. LUGO: Starting time.

ALTHEA STEVENS: Thank you Chair for
holding this very important committee hearing and
I've been in and out all day because there's been two

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hearings going on. So forgive me if these questions
have already been asked and answered but I just
wanted to know what is being done to prioritize train
11 to develop new transportation options? I know we
talked about ferries but are there any other
transportation options like we're thinking about like
possibly electric shuttles and things like that
throughout the City. One I am chairing and I would
love to see us having a third option in the West Rock
and that it should be rare but I also think that we
should be looking at other transit options like I
said like possibly electric shuttles, inter-borough
electric shuttle that I think would be helpful.

WILL CARRY: Thank you Council Member for
the question. New York City, DOT, the Administration
and Commissioner Rodriguez are all committed to
expanding transportation options for New Yorkers who
live in underserved neighborhoods, particularly New
Yorkers who live in neighborhoods without easy access
to the subway. As you mentioned ferries is one tool.
The others that we are really focused on right now
area the bus system. We've worked closely with the
MTA on their re-design of the bus system in the Bronx
and are looking to make targeted investments on the

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street network to help support the MTAs re-design of
service so that buses are more reliable and don't get
stuck in that.

ALTHEA STEVENS: So I have a question,
even with the re-design I've been given pushback
because a part of that, the re-design has been to
remove one stop so that means that those longer
walking distances between stops so that's why I'm
thinking like electric shuttles. Something that
could be helpful because when we're removing those,
we're not thinking about the seniors and the disabled
that now have to walk longer distances to help speed
up service and in addition I have also been
requesting for additional buses to be added because
to just say that we're going to have less stops and
that's going to speed up the time also is kind of
counterproductive so can you talk a little bit about
what that really looks like?

WILL CARRY: In terms of you know what
we're focused on are things like bus lanes and bus
stop amenities and other things to move the buses
more quickly. We're certainly aware of the trade-off
that comes between you know, with slightly fewer
stops with the two, with the three stop, the three

block distance rather than the two block distance.

You know there's benefit to the bus, you know, having a faster route but that does mean that some folks do have to walk, you know, slightly longer and I think that that trade-off is one where the MTA has decided that it's more -- there's more benefit to the riding public by switching to that.

ALTHEA STEVENS: But that doesn't benefit to folks who actually have to go there. Not from my perspective because I think that it's kind of I think, it's a little different perspective when we take things like the trade-off when we have seniors who then have to walk or people who have disabilities, especially people with disabilities who already have trouble on public transportation in the train station because we don't have accessibility. So the trade-off to me doesn't seem like its actually benefiting the masses but continue. Because I have major issues with that.

REBECCA ZACK: I mean we par-, I mean I guess Councilwoman can you tell me about any recent conversations that you've had with the MTA and any of their feedback has been on the bus stop removals and.

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ALTHEA STEVENS: Exactly what, uh.

Around we have to look at it and we have to weigh
the benefits and you know a lot of time people just
want a bus stop in front of their building.

REBECCA ZACK: Yeah.

ALTHEA STEVENS: But when you live in a
transit desert you already are living distances from
the train station and now you have to walk a distance
for the bus and then if you have a disability or
you're a senior you're already struggling on the
trains when you get there because a lot of these
places are too far gone. To me, what considerations
are being taken. They're outweighing it because they
see that the bus that that to me is just it's odd
that we're looking at the alternative and looking for
help to serve everyone.

REBECCA ZACK: And I --

ALTHEA STEVENS: And those are vulnerable
populations.

REBECCA ZACK: Understood. And I, I'm
also curious if they've had any feedback on your
suggestion of electric shuttles?

ALTHEA STEVENS: No. I haven't gotten
anything back on that.

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3 REBECCA ZACK: Okay.

4 ALTHEA STEVENS: But that's just
5 something to think about when we're thinking about
6 some of these shorter in between things that could
7 actually help with that and it would also alleviate
8 some of the bus issues that we're having because
9 those are not a reliable so.

10 REBECCA ZACK: And I know that part of
11 the conversation when they're doing bus re-design is
12 talking about more frequent service and if your
13 constituents. I'm just asking, if your constituents
14 had a bus stop removed but new and part of the
15 commitment would be the bus stop service would
16 increase by X amount. You would see X amount of more
17 buses in an hour --

18 SGT. LUGO: Time expired.

19 REBECCA ZACK: -- how do you think that
20 would -- how do you think that would be received in
21 your district?

22 ALTHEA STEVENS: So my question to them
23 was even with saying that removing the stop increased
24 the time there was no talk about increasing the
25 amount buses. Because the issue was if you have five
buses whether if you remove stop even going to

1 increase the time. But no one is talking about that
2 it's just saying that we're going to increase the
3 time because we're doing this. And so example, in my
4 district I have the 13 bus which is pretty much non-
5 existent but when it does come it's only three or
6 four buses on that bus line so even with removing the
7 stop you're increasing the time but it's not
8 increasing the frequency because it's only three only
9 three buses that's going in a loop. So it's things
10 like that that's not being discussed or being
11 uplifted and so that's why I think it's important
12 when we're talking about frequency of time what does
13 that really look like and how is that really
14 impacting the community. And I just had another
15 question, because even talking about like access a
16 ride what are we doing to really think about helping
17 that infrastructure because I've gotten a lot of
18 calls about how access a ride is not reliable and
19 they're having so many issues. Are we talking about
20 how we're helping and supporting that infrastructure
21 as well when we're thinking about federal money?

23 WILL CARRY: So access a ride is operated
24 by our partners at the MTA and we have worked with
25 them over the years on different options. This

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includes working with them to enable access a ride
members to access the -- to use taxis and for hire
vehicles. It's been a little while since I've been
immersed in that issue. I'd be happy to go back to
our contacts and get you some more information on the
status of those efforts.

REBECCA ZACK: And also we can just
additional say that you've raised all these issues
with us too and amplify your messaging.

ALTHEA STEVENS: No. Thank you. Those
are really important I think that when we're talking
about frequency and things that we've missed some of
those little nuances. So thank you and definitely I
think bringing up the issue around access a ride is
going to be even more important as well because those
are very vulnerable populations and they're
struggling especially coming out of the pandemic and
I just got off the call with some advocates a couple
of weeks ago and they were telling me about all the
things that they're going through. What they're,
even my mom who uses access a ride has been having
major issues so this is something that is very
important and near and dear to my heart and I think
it definitely needs to be addressed.

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REBECCA ZACK: Thank you Council Woman.

ALTHEA STEVENS: Thank you.

WILL CARRY: Thank you Council Member.

ELLIOT LIND, COMMITTEE COUNSEL: Thank
you. Next we'll hear from Council Member Nurse who
will be followed by Council Member Paladino. Council
Member Nurse?

SGT. LUGO: Starting time.

SANDY NURSE: Hi. Good afternoon. Thank
you Chairs and thanks everyone for being here. I
just have two questions today. One is kind of
selfishly specific to my neighborhood and then the
other one is to the broader resilience issues but the
first one is around the US Army Corps of Engineer hat
that the feasibility study. It's my understanding
that they've restarted the study. The New York and
New Jersey Harbor tributaries focus area feasibility
studies that they've restarted at and they anticipate
selecting a plan soon and creating a public
engagement or public review process. I'm just
curious how the Mayor's Office of Climate and
Environmental Justice is planning to prioritize the
public engagement and to ensure that local community

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3 priorities and decision making are included or
4 centered in the plan that is selected?

5 KIZZY CHARLES GUZMAN: Great. Thank you
6 for that question, Council Member Nurse and I would
7 like to ask my colleagues to also jump in on here to
8 provide more detail but just your overall. I want to
9 clarify one thing. When we tentatively select a plan
10 is released this summer. That kicks off the public
11 engagement process that is absolutely the Army Corps
12 of Engineers engagement process. Okay. So we will
13 absolutely need, you know, to amplify those efforts
14 to ensure that communities know that this is taking
15 place but also hopefully work with you guys to ensure
16 that you are aware of the options that you have an
17 opportunity to comment and work with us on concerns
18 and also that you're able to bring your constituents
19 into the process. Again it's not a process that
20 would be city led it would be a process that is Army
21 Corp led. It's their thing. All of that public
22 comment is going to go into consideration by the Army
23 Corps and eventually the development of further
24 studies and design that will complete when the
25 project, when their study is released in 2024 but
just wanted to just issue that call to you guys.

1 Like we are eagerly awaiting on the option part of
2 the plan that we really know that every option will
3 not be perfect or exactly conducive to environmental
4 justice in the city to the protection of our
5 neighborhoods in the way that we want to. We
6 absolutely will welcome your input and your
7 participation in that engagement to ensure that we
8 communicate that back to the Army Corps. Carrie I'm
9 not sure if you have anything else to add, our day to
10 day brave soldier over the Army Corps?
11

12 CARRIE GRASSI: No problem. Yeah I just
13 want to reiterate everything you said Kizzy. Again
14 this is the Corps' process. They will put out this
15 tentatively selected plan in what they call a draft
16 report which will include a very, very high level
17 environmental review. All of the work that they're
18 putting out is based on sort of their own internal
19 analysis, right? And so the public comment period is
20 really meant for constituents, community stakeholders
21 to say you also need to consider X, Y and Z where
22 you, you know have overlooked this component so it's
23 critical that we work together to get the word out
24 both about what is in the tentatively selected plan
25 and the opportunity to comment. So we would

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absolutely love to partner with your offices and
everyone's office really on making sure people know
about this and then who have the opportunity to
really provide comment and provide that local
perspective. So yeah, there's more to come and the
other sort of critical component I would say was, you
know if you yourself wanted to ask the Corps for a
briefing, we found that that is also something that
they will respond to.

SANDY NURSE: Okay. Great. And my last
question is about the new inter borough express and
I'm asking one because there's supposed to be a stop
through my district. So I'm kind of excited about
it. I guess, I'd love to hear from you all if you
consider this part of a greater resiliency to our
public transportation system and then also what
federal fund-, is federal funding going to be
considered to support this or move it along. And I'm
sorry I don't really know all the funding streams and
whether most of it is coming out of the state or
federal. I'm still catching up to this project quite
frankly but just curious of how you see this fitting
into overall resiliency and what are the
opportunities that you see for the federal funding to

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move that faster, particularly for the outer borough
area.

REBECCA ZACK: The MTA. Thank you.

SGT. LUGO: Time expired.

REBECCA ZACK: Oh, Council Woman it's
nice to see you again. I know the MTA is in the very
early stages of the inter borough and I don't know if
you've seen the kind of materials that they put out
when they announced it. If not, I can send that to
you. I'm not sure about what they're going to be
seeking in terms of funding but I can reach out to
their air gov and asked them to directly follow up
with you if that would be helpful?

SANDY NURSE: Yeah. That would be great.

REBECCA ZACK: No problem.

ELLIOT LIND, COMMITTEE COUNSEL: Thank
you. Next we will hear from Council Member Paladino
who will be followed by Council Member Louis.
Council Member Paladino.

SGT. LUGO: Starting time.

VICKIE PALADINO: Good afternoon
everybody. Wow. What a meeting. Holy smokes.
There's an awful lot to digest here with an awful lot
of money and my question is going to be somewhat,

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actually stated is going to be somewhat simplistic so
I won't hold anybody up. We're doing this a really
long time so you guys you've got to be pulling your
hair out. I have to go back to what Linda Lee said,
Council Member Lee. I live -- my district is 19 but
I'll keep it real simple and I border with the
Whitestone Bridge and Throgs Neck Bridge and this is
about trucks. And though we would like to see
electric trucks and all this other stuff that's going
to happen in the future relatively now as we speak
about what's happening now is we have a real issue
here with these gigantic tractor trailers and look
this city has, this state, this country has run on
trucks forever. So let's address the present and the
present is this the idling overnight. Most of them
come from out of state. Just for the record my
husband drives a 52 foot tractor trailer truck so
they do need to stop and they do need to rest
overnight and if it's cold they need to run their
trucks to keep the generator going for the heat and
vice versa if it's hot they need it to go for the air
conditioning. However, my sympathy is extremely
extended to my neighborhoods who live along the Cross
Island and the Whitestone Expressway where the trucks

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actually stop by 10s and 10s and 10s right down to
Linden Place and the question was where can we put
them because they're listening to them idle
overnight. It's not fair. The cops come to give
tickets to somebody from Montana or Wisconsin it's
unrealistic they're just not going to pay it. I'm
just wondering if DOT could just enforce a no
standing sign or anything like that. I speak to my
police constantly, it's in the 109 precinct. They've
exhausted everything they could possibly do. I've
lived here all my life. Here's the thing, I do have
suggestions where we could put these trucks
overnight. We have the Home Depot which is located
in College Point. Tremendous parking lot. Empty
overnight because it's not the 24 hour Home Depot.
We've got shopping centers on 20th avenue. Only a
stone's throw from the Whitestone Bridge. Again,
empty at night. So where some of these trucks could
park. We have the New York Times Building which is
virtually empty and there's a tremendous parking lot
there. I'm asking for your consideration going
forward, if we could somehow work together so I could
get these people who are absolutely suffering with
the noise and the pollution in their bedroom windows,

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1 if we could just do something to help these folks
2 out. I have one man in particular, no joke, his name
3 is Tony and he lives on the side right there. I get
4 a video every day and not to mention the garbage that
5 they leave when they take off. So this poor soul is
6 suffering terribly. We've been talking for three
7 years and now I am the city council woman and I would
8 love to give these people some sort of response since
9 I do know of areas that are empty, you know, 12, 13,
10 hours at a time starting at around 8:00 p.m. going
11 overnight to 6:00 or 7:00 a.m. So if we could do
12 something for this neighborhood I sure would
13 appreciate it.
14

15 REBECCA ZACK: Thank you for all of that
16 and I'm sorry that your constituent Tony has such a.

17 VICKIE PALADINO: It's not just Tony it's
18 everybody. I know what you're saying. I really do.

19 REBECCA ZACK: You know I've heard the
20 Home Depot idea before and I'm going to share these
21 with our partners at EDC and that idea of like huge,
22 you know parking lots that aren't being used
23 overnight. Yeah, no, they're huge so I, I tend to
24 think that that sounds like a great idea too and I
25 agree. Yeah. So, but let us share, let us share

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that with our EDC colleagues. I'm guessing they've
heard this before and maybe that's part of the
equation they're using to figure this out or at least
come up with a solution. So, yeah, I'm happy to
share that. And nice to meet you too.

VICKIE PALADINO: Thank you very much.
It's a pleasure to meet you as well. We also have
the New York Times Parking lot. We have what, I
named three, oh the 20th Avenue that's with Target
and there's a group of little stores, huge tremendous
box stores, BJs is there. That lot is empty also.
These are not 24 hour a day.

SGT. LUGO: Time expired.

REBECCA ZACK: Thank you so much Council
woman this has been helpful.

VICKIE PALADINO: Thank you very much.

REBECCA ZACK: Take care.

VICKIE PALADINO: At least I did right by
Tony. I support him.

REBECCA ZACK: He's famous.

VICKIE PALADINO: Thank you. Thank you.

REBECCA ZACK: Tony is famous.

VICKIE PALADINO: Oh, you know Tony.

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3 REBECCA ZACK: Oh no I'm just saying
4 we've all talking about him at this hearing so now we
all know who Tony is.

5 VICKIE PALADINO: It wouldn't surprise me
6 in the least.

7 REBECCA ZACK: I love it.

8 VICKIE PALADINO: Okay. Take care.
9 Thank you Rebecca.

10 REBECCA ZACK: Thank you.

11 ELLIOT LIND, COMMITTEE COUNSEL: Thank
12 you. Next we will hear from Council Member Louis.
13 Council Member Louis.

14 SGT. LUGO: Starting time.

15 FARAH LOUIS: Thank you so much Chair
16 Brooks Powers and Chair Kagan for holding this
17 hearing. I want to thank all of our participants who
18 are here with us today and I've testified. I have
19 some quick questions I think the response were really
20 great and I've got a lot of notes. I wanted to ask
21 in regard to DOT the agency submitted a request for
22 federal funding for the renovation and upgrade of the
23 B82 SBS line which will include rebuilding medians
24 along Kings Highway which goes many, many Council
25 districts not just mine but also in the 46 and some

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others. I wanted to know what's the status of that application and how much of the project would the federal grant fund if it was approved and if the federal funding falls through will the City continue with the B82 SBS project out of its own pocket?

WILL CARRY: Thank you Council Member for the question. We submitted the Raise Grant we are obviously big fans of this project and the benefits it will bring to the local community including to your district both in terms of improving bus service as well as the urban environment, livability access, all of those things. We submitted the application I believe last week on April 14th. It is for \$17 million. And we are hoping to hear back from US DOT on whether or not we got the award this fall and Leslie do you have further details you want to share?

LESLIE WOLF: I would just share with we already just to note that we already do have support from the FTA on this and we also, I'm sorry for the FHWA on this and we also have some state funding on this project so I think it's. You know, we think it's, we put forward this project because we think it checks all the boxes. It's a great candidate and we

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are, we are cautiously optimistic that we can get
3 some federal funding on this.

4 FARAH LOUIS: I hope we do. I wanted to
5 ask will there be 82 SBS funding if granted cover
6 Kings Highway and renovations in parts of Flat Bush
7 Avenue because that SBS was implemented like 2018 so
8 I wanted to know if that would cover part of Flat
9 Bush Avenue but in addition to that the intersection
10 of Troy Avenue and Kings Highway which has been very
11 problematic of the constituents that live in that
12 area with the re-direction of the street and I wanted
13 to know if DOT would be working on that as well and
14 also kiosks. So there was a kiosk that was put in
15 front of a constituent's home once the SBS was
16 implemented and DOT with the MTA to ask to see if we
17 would be able to remove that. So there's so many
18 different issues that particular area so I wanted to
19 ask like what's being done and if some of that
20 funding would cover not only Kings Highway but Flat
21 Bush Avenue and Troy?

22 LESLIE WOLF: So recalling some of the
23 details of the scope of the project, yes, I believe
24 we will be working at Troy and Kings Highway so good
25

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news. As far as kiosk and so forth I think I'm going
to have to circle back and probably.

WILL CARRY: Leslie I might be able to
take this one.

LESLIE WOLF: Oh, okay.

WILL CARRY: Council Member do you mean
the fare machine where you stick your metro card in
and get the receipt so yes. Obviously we can work
with our partners at the MTA if there's an issue with
the siting of those. I think longer term are not
actually really that longer term. What we hope to do
is work with the MTA to transition entirely to the
omni system so that there would be, you know, a card,
a tap card or phone readers at every entrance of the
bus so that wouldn't have to get the piece of paper
anymore. You know, we're, that's a priority of ours,
we're working with the MTA and you know, Rebecca do
you have anything further on?

REBECCA ZACK: I don't.

WILL CARRY: Okay.

REBECCA ZACK: But I think you covered it
well in terms of. Yeah.

FARAH LOUIS: I think you covered it well
too Will. I'm really, really appreciative. You do

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not understand. I put in a bill about kiosk in front
of people's homes because they're paying their taxes
and there's kiosks at their home.

WILL CARRY: Right.

FARAH LOUIS: I don't think that's fair
but I think the omni system is a great alternative.
The faster we could get this out of Mr. Boyd's
property the better.

WILL CARRY: Okay.

FARAH LOUIS: I would love to work with
you, Leslie, Rebecca and everyone else to address
these issues but I do thank you for submitting that
application and I look forward to working with all of
you.

REBECCA ZACK: Thanks Council Woman.
Great to see you.

WILL CARRY: Thank you.

ELLIOT LIND, COMMITTEE COUNSEL: Thank
you. If there are no other Council Members with
first round questions we will turn back to Chair
Brooks Powers. Chair Brooks Powers.

CHAIRPERSON SELVENA BROOKS POWERS: Thank
you. I think Council Member Narcisse. Do you have
more questions? Hold on?

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MERCEDES NARCISSE: One other question
before I go has the city explored innovative
solutions to address declining sewage and drainage
infrastructure but that's been a problem for our
city?

WILL CARRY: Yeah. Thank you for that
question Council Member. We've in our continued
capital plan have significant funding for sewage and
drainage infrastructure. After Hurricane Ida new
funding was added we've got a lot of work to do.

MERCEDES NARCISSE: Yeah, because this
morning before I, about 7:00 I received a video from
last night about two of them actually. One of them
send me detailed videos of all the, on Avenue K which
we just did a big project on the creek but Avenue K
about 106, 108, I think we have two flooded home and
one of them is just ridiculously flooded.

WILL CARRY: Yeah we had some challenges
last night with the tidal inflows. Very high tide
and so along the coastline we had a couple of issues.
Thank you for raising that.

MERCEDES NARCISSE: Thank you Chair
Brooks Powers. Thank you.

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CHAIRPERSON SELVENA BROOKS POWERS: Thank

you so much. I wanted to take a moment and just
circle back to both my colleagues, Council Member Lee
and Williams question around trucking as they
mentioned something that's prevalent in southeast
Queens. I know it's an issue quite honestly across
the City. I wanted to get a better understanding one
of the timeline in which we can expect for the
agencies to get back with us with some type of
framework of a solution or action plan to address it
but also the trucking industry advocates have
expressed interest in utilizing the IIJA funds to
incentivize the creation of off street parking for
large trucks alongside major truck routes. Is it
something that DOT has considered? And then I know
JFK has truck parking but you wouldn't even know it
because in parts of my district the amount of these
18 wheeler trucks that are parking in residential
blocks are just crazy so, is there a way for the
system, the city to contract more space with the port
authority? Because I know that the port authority
has a good amount of space on their, well on the city
property, the city owned property but where they are
leasing so I'd like to understand that too?

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WILL CARRY: Thank you for the question
Council Member. We hear loud and clear today that
this is a concern. We are obviously already working
on it with our partners the DOF, NYPD and EDC and we
can circle back with them and see when we can provide
further follow up on the strategy to identify
additional off street parking spaces either on port
authority controlled parcels or privately owned
parking lots. So about when could we expect to hear
back from the agency? Do you think you need about 60
days to report back to the Committee members?

REBECCA ZACK: I think we need to. I
actually don't know the answer to that question right
now and I think we're going to have to follow up with
you and talk to City Hall about the timeline for that
too and talk to EDC. I'm sorry, I don't have a
timeline for that right now.

CHAIRPERSON SELVENA BROOKS POWERS: Thank
you Rebecca.

REBECCA ZACK: You're welcome.

CHAIRPERSON SELVENA BROOKS POWERS: Also
my colleague Council Member Restler was on earlier
and I know he had questions but he may have, you
know, gone over for a while so I do want to take a

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moment to ask his questions and lift up his issue.

So can DOT update the committee on its plan for
addressing the crumbling BQE triple cantilever?

WILL CARRY: Sure. Thank you Council
Member. So the BQE in Brooklyn, 10.5 miles
stretching from the Verrazzano Narrow Bridge to the
Queens Brooklyn Border. Most of it is owned by the
State. The City owns one second from Atlantic Avenue
in the south to Sand Street in the north. This
includes the roughly half mile triple cantilever
section that kind of snakes through between Brooklyn
Bridge Park and Brooklyn Heights. We, I think share
the Councilman's urgency that we you know this is a
piece of infrastructure that really needs to be
addressed. It's beyond its useful life and we are
currently the Adams Administration is reviewing the
plan that was developed by the previous
administration. We are looking at all our options
and that includes looking at the BIL as a potential
funding source. This will be an expensive project so
we're looking at the BIL and we're also thinking not
just about this section that we own in downtown
Brooklyn and Brooklyn Heights but more holistically
about the entire corridor. That review is ongoing

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and we are moving with urgency and you know hope to
3 have more to say soon.

4 CHAIRPERSON SELVENA BROOKS POWERS: Okay
5 and then what is the status of the automated weight
6 enforcement initiative on the roadway?

7 REBECCA ZACK: The whim sensors?

8 CHAIRPERSON SELVENA BROOKS POWERS: I
9 believe.

10 REBECCA ZACK: The Weigh in motion?

11 CHAIRPERSON SELVENA BROOKS POWERS: Mm-
12 hmm.

13 REBECCA ZACK: I don't have that off the
14 top of my head. Can I follow up with you with that
15 as well Council Woman?

16 CHAIRPERSON SELVENA BROOKS POWERS: Yeah.
17 If you could share with me and the committee members
18 so that we have the same information.

19 REBECCA ZACK: No problem.

20 WILL CARRY: We received the state
21 authorization. I believe we're in the process of
22 procuring it and so on but we'll get you the schedule
23 for that.

24 REBECCA ZACK: That's correct.
25

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CHAIRPERSON SELVENA BROOKS POWERS: Now

this has been great and a little bit unprepared.

Turn it over to the public which I'm so thankful that

they remain engaged on here because this is an

important issue. We plan on holding a series of

these oversight hearings pertaining to the

infrastructure and the federal funding dollars that

are coming down to make sure we're maximizing the

opportunity and that we are ensuring that we're

investing appropriately in our infrastructure. One

last question because I know I have been on, we have

the COO for EP Vinny Sapienza. It was great to see

you as always. The question I think will be more

directed to you and this is an issue that impacts I

believe Chair Kagan's district as well as Council

Member Ariola along with mine in terms of the barges

that are often abandoned in the waterway and how we

can get some resolution with moving them because they

create environmental hazards in some instances. I

know the one in my district does and if there's a way

that we can leverage some of the federal

infrastructure dollars to help with this and I think

we have the Army Corps folks on here too that may be

able to answer this as well so I would like to

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understand if this something that's been on your
radar and if so where we are with that. I'm sorry.
There we go.

VINCENT SAPIENZA: Thanks Chair Brooks
Powers. Kizzy would you like me to talk about the
barges or you want to talk about that?

KIZZY CHARLES GUZMAN: Sure.

VINCENT SAPIENZA: Okay.

KIZZY CHARLES GUZMAN: Sorry, go ahead.

VINCENT SAPIENZA: No. Just quickly on
the abandoned boats and barges. We've been working
with the parks department. They have a contract that
we've been leveraging to get some of those removed.
Obviously there's a lot more that needs to be done
and you know we'll take a look to see whether any of
the federal funding can be used for that. Thank you.

CHAIRPERSON SELVENA BROOKS POWERS: It's
expensive and you know the Council Members we get a
limited pot of money so to be able to move it, it
costs millions of dollars. That would take away from
filling in the gaps for other critical services in
our district. So I've been in office a little over a
year now and the barge predates me and has not been
moved, touched, looked or anything. We've brought a

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couple of agencies out and I know again I've been in
some other districts in Council Member Ariola's
district, her predecessor spent a lot of his own
discretionary and capital money to move this but I
think this is a larger issue that any one particular
member.

VINCENT SAPIENZA: Agreed.

CHAIRPERSON SELVENA BROOKS POWERS: Okay.

So kick it over to Counsel so that we can get into
the public testimony.

ELLIOT LIND, COMMITTEE COUNSEL: Thank
you Chair Brooks Powers. We will now turn to public
testimony. I'd like to remind everyone that unlike
our typical council hearing we'll be calling
individuals one by one to testify. Each panelists
will be given two minutes to speak. Please begin
once the Sergeant has started the timer. Council
Members who have questions for a particular panelist
should use the Raise Hand Function in Zoom and I'll
call on you after the panelist has completed their
testimony. For panelists one your name is called, a
member of our staff will unmute you and the Sergeant
at Arms will give you the go ahead to begin upon
setting the timer. Please wait for the Sergeant to

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announce that you may begin before delivering your
testimony. And again you may submit written
testimony to testimony@council.nyc.gov. Okay. First
I would like to welcome Louise Young to testify.
Louise will be followed by Lisa Daglian. Louise?

SGT. LUGO: Starting time.

LOUISE YOUNG: Thank you Chair Kagan for
convening this important hearing. I'm Louise Young
the first Chief Climate Officer to be at the
Comptroller's office. The IIJA has an unprecedented
opportunity to build a more equitable resilient city.
In partnership with Senator Schumer advocates and
union leaders may develop principals paired with some
concrete proposals for making the most of IIJA funds,
piers and highways. First one that my esteemed
colleagues haven't yet touched on, now that IIJA has
finally repealed the ban on local hire for federal
contracts we need to be ready with the city local
hiring strategy to connect our capital pipelines with
our jobs pipelines. We can do this with the 2nd
Avenue subway for instance by building workforce
training now so that residents are ready when
construction begins. Second, we must take a laser
focus on climate justice prioritizing investments in

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our EJ communities. A community climate core is one way to employ local residents to steward new climate infrastructure and deliver a green new deal. I was glad to hear MOCEJ and DOTs testimony on these funds and I hope we can track city progress implementing new climate projects through our newly released climate dashboard. Third, we must make the most of every capital dollar by maximizing project benefits strategically blending IIJA and city capital funds through joint inter-agency project planning. For instance, you should leverage transportation projects that make the line share IIJA funds to integrate storm water and heat resiliency benefits in line with new IIJA initiatives like PROTECT and Healthy Street Programs that cause the resilient projects beyond the scope of agency alone. Last but not least, we must act quickly to build shuttle ready projects now while pursuing broader systemic capital reforms. We commend First Deputy Mayor Lorraine Gleno for taking on this much needed task of Capital Reform to make sure that we can reap the full benefits of the IIJA by delivering future project on time and on budget. The Comptrollers office looks forward to providing sharp tracking and oversight and how the city spends

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IIJA dollars and are glad to further indeed you on
3 that process. Thank you again for convening this
4 hearing and for the opportunity to work to secure the
5 infrastructure that we need to thrive.

6 ELLIOT LIND, COMMITTEE COUNSEL: Thank
7 you for your testimony. At this time are there any
8 Council Members that have questions for this
9 panelist? Okay, seeing none. Next we will hear from
10 Lisa Daglian and Lisa will be followed by Glenn
11 Bolofsky. Lisa.

12 SGT. LUGO: Starting time.

13 LISA DAGLIAN: Hi, good afternoon. I'm
14 Lisa Daglian. I'm the Executive Director of the
15 Permanent Citizens Advisory Committee to the MTA,
16 PCAC. Thank you for holding this hearing today
17 during Earth Week. By bringing these committees
18 together you are highlighting the clear linkage that
19 exists between our systems and eco systems and the
20 work we must collectively do to meet climate change
21 goals and prevent the ravages that we've already seen
22 are possible when the environment doesn't respect the
23 forces of nature. 3:09:11

24

25

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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 <INSERT TRANSCRIPTION DATE>