

CITY COUNCIL  
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION

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March 14, 2019

Start: 9:30 a.m.

Recess: 3:00 p.m.

HELD AT: Council Chambers - City Hall

B E F O R E: Ydanis A. Rodriguez,  
Chairperson

COUNCIL MEMBERS:

Fernando Cabrera  
Costa G. Constantinides  
Chaim M. Deutsch  
Ruben Diaz, Sr.  
Rafael L. Espinal Jr.  
Peter A. Koo  
Stephen T. Levin  
Mark Levine  
Carlos Menchaca  
I.Daneek Miller  
Antonio Reynoso  
Donovan J. Richards  
Deborah L. Rose  
Rafael Salamanca, Jr.

## A P P E A R A N C E S

Polly Trottenberg  
NYC DOT

Tom Gogan  
Move-The-Month NYC

Jack Davies  
Transportation Alternatives

Glen Bolofsky  
Parkingticket.com

Donald Spero  
MTA

David Keller  
MTA

Aaron Stern  
MTA

Robert Marino  
DOT

Rebecca Zack  
DOT

Elizabeth Franklin  
DOT

Meera Joshi  
Taxi and Limousine Commission

## A P P E A R A N C E S (CONT.)

Vincent Chin

Taxi and Limousine Commission

Jennifer Tavis

Taxi and Limousine Commission

CHAIRPERSON RODRIGUEZ: [Gavel] Good morning everyone. Welcome to the City Council Transportation Committee hearing on the Fiscal 2020 Preliminary Budget and the Fiscal 2019 Preliminary Mayor's Management Report. My name is Ydanis Rodriguez and I Chair this Committee. Today, we are here to begin the Fiscal 2020 Budget process. A process we hope will lead to the abduction of a budget that is progressive, responsible, and fair to all New Yorkers.

A budget we also hope with effectively meet the city's needs while adapting to an increasing, challenging environment. We will start by hearing the testimony from the Metropolitan Transit Authority the MTA. The MTA will be followed by the City's Department of Transportation, and then the DOT will be followed by the Taxi and Limousine Commission. So, we have a whole day.

The opportunity for the public to testify will happen and it is not on my control. It will happen after the agencies MTA, DOT, and TLC testify. So, that part will be, it is scheduled at 3 p.m.

The MTA's Calendar 2019 Adopted Operating Budget balance and include more than \$1 billion in city

1 subsidies. The authorities proposed 2015, 2019,  
2 \$33.3 billion capital program appears fully funded.  
3 We look forward to having the MTA update the  
4 Committee on the state of the Transit system, it's  
5 funding resources and the status of repairs on the  
6 air train. Additionally, we hope to hear about some  
7 of the MTA's ongoing project, such as a fast-forward  
8 plan faced to the second avenue subway, inside access  
9 and the pin station access. We also hope that the  
10 MTA will elaborate on its plans to make the subway  
11 system more accessible and equitable to all New  
12 Yorkers.  
13

14 We know that having a train station with delays  
15 on 25 percent of the station accessible is a  
16 challenge that we all share close and I hope that in  
17 any plan that we discuss, any funding, our plan  
18 should be that by 2030, all train stations in New  
19 York City should be accessible.

20 The DOT Preliminary Expense Budget for Fiscal  
21 2020 is approximately \$1.1 billion in addition to  
22 \$0.1 billion is budget in Fiscal 2020 for the  
23 Department's Capital program. We look forward to the  
24 Commissioner updating this Committee on the  
25 Departments efforts maintained and improve the city's

railway infrastructure, improve pedestrian safety and the implementation of the Vision Zero action plan.

I also have been calling for the City of New York to have a more aggressive plan to build more protective bike lane.

Additionally, we hope the department will discuss its four-year capital plan particularly in terms of its goals and priorities for the next four years.

This scope and the progression of works on the east river bridges. The reconstruction of the pedestrian ramps and railways citywide. The reconstruction of the BQE can't deliver the ongoing installation of the traffic safety boarder around the city and the agency investments now cancel air train shut down repairs.

I want to be very clear as I said before that I hope that in this plan there is enough funding to bring pedestrian boarders in front of all major quarter institution, universities and other places with high traffic of pedestrians.

Following DOT, we will hear testimony from the Taxi and Limousine Commission. The TLC proposed Fiscal 2020 Expense Budget totals \$57.4 million. The Committee hopes to hear from the Commission on its outlook for the yellow medallion values. We need to

rescue the \$15,000 medallion, especially the 6,000 individual medallion honor.

I hope that we can discuss how we should put some public and private subsidy to reinstall type of bail out to those 6,000 individual owners who they get into mortgages to buy their house to send their kids to college and today, every day they see how the value of what the city sold them for \$1 million for \$700,000 went down to less than \$200, bringing many of them to commit suicide.

The Committee also looks forward to hearing about wheelchair accessibility for the yellow medallion taxi, during taxes and for the hire of vehicles.

Finally, since the TLC issue its first for hire license in 2011 at base companies have numerically increased in popularity.

Recently, we had more than 75 company registered on the TLC. The Committee is interested in hearing about changing trends in the Taxi cab industry including the growth or high volume for hired vehicles and TLC's outlook on the future of this driving industry and its impact on medallion taxi.

Before we hear from the MTA let take a moment to recognize my colleagues who are here today, Council Member Diaz, Koo, Levin, Lander, Rose, and Menchaca.

Now I pass it to the lawyers to administer.

CLERK: Please raise your right hand. Do you affirm to tell the truth, the whole truth and nothing but the truth in your testimony before this Committee and to respond honestly to Council Member questions?

DAVID KELLER: Good morning Chair Rodriguez and members of the City Council. I am David Keller, Acting Director of the MTA's Division of Management and Budget and I'm joined by Aaron Stern, Director of the Office of Management and Budget at MTA New York City Transit and Don Spero, Deputy CFO at the MTA. Thank you for inviting us to discuss the MTA's budget.

This year, the MTA's operating budget is about \$17 billion. About \$1.2 billion of that amount will come from New York City, representing about seven percent of the MTA's budget. Funding from New York City, which is only used in New York City, supports the operations of the MTA New York City Transit, MTA Bus, and the Staten Island Railway. It is also used to help us maintain commuter rails stations within



New York City. The breakout of the \$1.2 billion in operating funding from New York City is as follows: \$215 million for paratransit, representing 33 percent of its cost; \$669 million to reimburse the MTA for the cost of MTA Bus, the agency the MTA created at the city's request to run the private bus lines; \$98 million for station maintenance at the 36 commuter rail stations within the city; \$161 million to pay the local match for State Aid payments; \$51 million to reimburse the MTA for the cost of the Staten Island Railway; \$45 million to partially offset free or reduced fares for New York City school children; and \$14 million for our reduced fare program for the elderly.

This funding is critically important to the MTA and much appreciated. But frankly, Council Members, it is just a drop in the bucket compared to the extraordinary financial challenge we face today. As MTA Managing Director Ronnie Hakim explained to the New York State Senate last month, today's MTA is in fiscal peril. Facing massive gaps in both our operating and capital budgets. We are clearly at a historic crossroads, where desperately needed funding must be secured to ensure a successful future for

mass transit in New York. This topic will be discussed further by MTA President Pat Foye and Ronnie Hakim when they appear before this body in April.

On the operating side of our budget, passenger revenues and economically sensitive subsidies have softened since 2017, resulting in an average revenue loss of more than \$350 million a year. As a result, we project significant out year operating budget deficits of almost \$500 million as early as next year and growing to nearly \$1 billion by 2022. On the capital side of our budget, we start with zero dollars available toward the 2020 through 2024 Capital Program. New funding sources must be secured to fill these budget gaps.

Congestion pricing is a critically important desperately needed funding sources for the next MTA Capital Program. If congestion pricing were to fail this Legislative Session, the MTA would need to raise fares and tolls by about 27 percent by the end of our next Capital Program in 2024. That means in the span of about five years, the base fare for subways and buses would increase from \$2.75 to \$3.50, while the cost of a monthly MetroCard would jump from \$121 to

1  
2 \$154, all to bridge upcoming gaps in our operating  
3 and capital budgets. Also, absent congestion  
4 pricing, the MTA would be unable to adequately fund  
5 our ambitious plans, undertaken through our next  
6 Capital Program, to modernize our entire network,  
7 including New York City Transit, the Long Island Rail  
8 Road and Metro North.

9 Beyond congestion pricing, the MTA needs reliable  
10 and enhanced funding from New York City and New York  
11 State to fund our operating budget and the next  
12 Capital Program. The MTA's five-year Capital Program  
13 is about \$33 billion. At this point in our  
14 development process, we anticipate our next Capital  
15 Program, which will be released later this year, to  
16 be at least \$41 billion or higher.

17 If fully funded, the MTA Capital Program will  
18 modernize New York City Transit from top to bottom,  
19 tackling projects in ten years that were previously  
20 scheduled to take more than forty years. We will  
21 bring our city and our customers state of the art  
22 signals, 50 additional accessible stations,  
23 infrastructure in a state of good repair, new subway  
24 cars and buses, and a new fare payment system.

Council Members, we appreciate the support you have given the MTA in the past and your continuing support. We very much look forward to working with you to pass congestion pricing, to fully fund the 2020 to 2024 Capital Program, and to strengthen the partnership between the MTA and New York City that contributes so much to our whole region's success.

Now, my colleagues and I are happy to answer any budget related questions you may have. If we can't answer your questions because they are not budget related and therefore outside our expertise, we will get back to you as soon as possible with those answers. Thank you.

CHAIRPERSON RODRIGUEZ: Thank you. What is it that of MTA right now?

AARON STERN: I'm sorry.

CHAIRPERSON RODRIGUEZ: Every year when we balance the budget there's a contribution of the state, the city, or the revenue but also the MTA. In order to balance the budget, they also get in debt. What is that we have today?

AARON STERN: The MTA debt service?

CHAIRPERSON RODRIGUEZ: Yes.

1  
2 AARON STERN: Is about 16 percent of our full  
3 budget. Our debt currently is about \$2.7 billion.  
4 Our debt service payments are about \$2.7 billion.

5 CHAIRPERSON RODRIGUEZ: That's a payment but what  
6 is it total?

7 AARON STERN: That exact number, I would have to  
8 get back to you. That comes from a different area  
9 that's outside my realm.

10 CHAIRPERSON RODRIGUEZ: Okay, did the U.S. peg  
11 that in order to finalize this budget, the MTA will  
12 also and even with the congestion price assuming that  
13 it adopted in the revenue that the city and the state  
14 will provide, do you plan from the budget prospective  
15 that the MTA will also get into some debt to balance  
16 this budget?

17 DAVID KELLER: Mr. Chairman, we're hoping that  
18 the congestion pricing and the other possibilities  
19 being discussed in Albany right now along with  
20 contributions from the city and the state will fully  
21 fund our Capital Program, our next Capital Program.

22 CHAIRPERSON RODRIGUEZ: When the MTA got the  
23 budget last time, even with the contribution, you  
24 have got into billions of dollars in debt right?

AARON STERN: I'm sorry, could you repeat that question?

CHAIRPERSON RODRIGUEZ: Besides the state, city contribution and other revenue, did the MTA, when the last budget was approved also had to get into debt?

AARON STERN: Yes, we did contribute to the last Capital Program to the current Capital Program. It's going to be difficult given our current financial situation to contribute to the next one the way things stand right now. We will bond against the new revenues that are being discussed in Albany.

CHAIRPERSON RODRIGUEZ: So, from the budget perspective, when you look at your number, assuming that you get a \$1.3 billion congestion price and estimate in the city and state contribution, what is your projection for the budget perspective, the MTA, how sure the institution will be that will need for the MTA to get into more debt?

AARON STERN: It is difficult to give you that answer right now. It also depends on how much federal funding we get and also what happens with the other possible revenues being discussed upstate. So, I don't have an answer for what the actual gap is right now.

CHAIRPERSON RODRIGUEZ: But do expect that yes, one more time, in order for the budget all contribution is still one more time, the budget will be approved and again, in the market society where we live, just because you get into debt doesn't mean that you're in trouble because if you get to go to the private sector and go to the bank it's because there is a choice. I believe that for the purpose for transfer, and that's my only purpose of this question. You guys who is the budget team, do you expect that every, even with the congestion price, federal, state, and city funding because we are not so far from the budget to be approved. Do you also expect that the MTA will have to also increase the debt in order to get this budget?

AARON STERN: We'll have to make that decision based on whether we can afford the debt service in the operating budget.

CHAIRPERSON RODRIGUEZ: What is your projection? Do you project and I want it to be easy, listen, I want to easy on you guys and this is like a simple question.

AARON STERN: Okay, right now as David said in his opening remarks, we're not planning at this

moment to be able to contribute anything to the next capital program ourselves.

DONALD SPERO: And I would just like to add that the remaining funding that the MTA is responsible for, the debt serves on that. That additional barring is already built into our current financial plan.

CHAIRPERSON RODRIGUEZ: And can you take us a little bit through the budget process? Like, where we are today? How many more weeks and months do you expect, and I know that you also are relying and waiting to see how much that they contribute. How much will the city contribute? Can you take them through — what is the deadline? When do expect that the MTA budget will be approved?

DAVID KELLER: Okay, so, from an operating perspective, the MTA budget was approved by the MTA board at its December meeting. It went into effect on January 1<sup>st</sup>. January 1<sup>st</sup> is the start of the MTA Fiscal Year. So, we are now operating on our 2019 budget. Last month, at the February Board Meeting, we provided a minor update to what the board approved in December. Just for the most part, technical adjustments.



In addition to those very minor technical adjustments we acknowledged the one-month delay in the fare and toll increases from March to April. That loss of additional revenue from the fare and toll increases, the one-month delay is reflected on what the board saw last month in February, as well as the one-month delay in the For-Hire vehicle fee because of the temporary restraining order. Other than that, the February plan is fairly identical to what the board approved in December. Our next step will be our July financial plan. The July financial plan is our Preliminary Budget for 2020. It's the first time the staff puts together all the operating needs and all of our expectations of revenue and we put that together and we present it to the board. It is not voted on, it is in informational packages, two volumes, it's the thick books, just like the MTA always produces and that's presented to the MTA Board at its July board meeting.

From July through November, the MTA listens to board members comments. We get comments from the public. We fine tune our numbers and the November financial plans presented to the board in November and that is our best assumption about what 2020 is

going to look like. That work in July and that work in November will take place after the state budget is approved. We will have Preliminary information on the Mayor's Budget and what you folks in the City Council are discussing prior to our July financial plan. So, any assumptions we may need to change, that we know about we will be able to factor that into our Preliminary 2020 Budget, which we present in July. All those numbers and all those assumptions will get solidified for November. The board will then have a month to review it and ask us to make any final changes and then come around again in December of 2019, the board will be asked to vote on and approve the 2020 Operating Budget which will begin on January 1, 2020 and that is, in general sense our budget cycle.

CHAIRPERSON RODRIGUEZ: How much of the budget and of course, if you need to wait until July to be 100 percent accurate, I am fine to wait until April to see what of that information do you have, but in that December budget, the one that usually we work and have to wait until July, how much money is designated in this budget to make our train station accessible?

DAVID KELLER: \$1.2 billion in the current capital program for accessibility.

CHAIRPERSON RODRIGUEZ: And we know that literature of the MTA you know are committed to understand that bringing elevators or ramps to the train station is not a luxury. It's a human right and there's a commitment that I know that you have to address it and you guys that have been there for decades, or the new inherit a situation, where it lays on 25 percent of the station inaccessible. With that one point, more than \$1 billion what change or to what percent will we see an increase or the stations being accessible.

DAVID KELLER: About 25 percent of our stations are accessible currently. Going forward in the next capital program, you've heard Andy Byford talk about the commitment from us to add 50 accessible stations to the system. With that, we will ensure that the stable customers will never be more than two stations away from an accessible station. So, that's our commitment going forward in the next Capital Program to add 50 more new accessible stations.

CHAIRPERSON RODRIGUEZ: I just hope that making all train stations accessible should be the goal for

everyone. For the city, the state and the MTA and I just hope that I just hope that it will take also the private sector to be part of that and it will require to control the costs. To put in new elevators should not cost \$20 million and whatever it is that changes from the building perspective should be made. I hope that the new leadership with MTA take it and the mission is, you can go from 25 to 50 percent accessible. When someone leaving Dyckman in the one train in the Dyckman Houses, in order to go to 231<sup>st</sup> **Zebedayo** you have to go down to 96<sup>th</sup> street in order to take the new elevator because in Dyckman, there is only one elevator going downtown. So, in order to go to 231 **Zebedayo**, they have to go down to 96 in order to go up to 231<sup>st</sup>. So, I think that, and I hope again, and I know that you don't have all the solutions right now, but I hope that we as a society understand that bringing an elevator to all the stations should not be a luxury, it is a human right. And Access-A-Ride, in the budget, when you look at the budget and if you think to look at it and get back to me that information. I know that there was more than \$500,000 million in the past dedicated to

Access-A-Ride. How much do we have in this budget dedicated to Access-A-Ride?

DAVID KELLER: The 2019 Budget for paratransit services is \$483 million.

CHAIRPERSON RODRIGUEZ: Okay, I just thought that MTA worked with only the big one, who can take advantage but also work with a deliberate basis, the local one. And I know that in the past they've had been some progress between the MTA and TLC and trying to see how more an entrepreneur also where providing the service to Access-A-Ride. So, again, I don't want you to do it right now, I just hope that the MTA continue working not only with the big company but also working with the little one, with the mom and pop small business in order for them also to be connected with providing services around Access-A-Ride.

DAVID KELLER: Last month, some several new broker contracts were awarded, so there are several new vendors. Some of those vendors are current vendors, so they are going to continue to provide service.

CHAIRPERSON RODRIGUEZ: I personally am committed to you know, this is one of the areas that I went to

1 follow some conversation with you guys to see how  
2 with all the level of transparency how we also  
3 besides the permanent vendor that you work, how do  
4 you work with those other places? Because of the  
5 changes that we have seen in the taxi industry that  
6 went down from having 700 drivers affiliated to 200  
7 and many of them are closing. And I think the  
8 Access-A-Ride is one of those services that should  
9 also be used in some of those places that we have in  
10 the city.  
11

12 DAVID KELLER: The broker contract does utilize  
13 local car services around the city.

14 CHAIRPERSON RODRIGUEZ: Okay, so thank you. I  
15 will get back with another question but now let's get  
16 into our Council, Council Member Koo and Council  
17 Member Lander.

18 COUNCIL MEMBER KOO: Thank you, Chair Rodriguez,  
19 Mr. Keller and Mr. Spero and Mr. Stern. So, thank  
20 you for coming to testify. My question to you. I  
21 represent Flushing, which is one of the most Transit  
22 areas. They have 22 bus lines in a four-block radius  
23 and the tolls and bus packs run out very quickly and  
24 also the **[inaudible 36:00]** at the bus stops are often  
25 broken. So, my question is does MTA or NYCT

reimburse New York City Department of Transportation for road work repair? Who is responsible for the road work repair?

DAVID KELLER: That's a question we don't have the answer to, but we'll be more than happy to get back to you on that.

COUNCIL MEMBER KOO: Yeah, I saw your picture. There is really bad damage at the **[inaudible 36:44]**. Do you have any plan to extend the seven train?

DAVID KELLER: There is no plans right now to do that.

COUNCIL MEMBER KOO: No, because we need train service beyond Flushing. So, if you don't provide train service, can you bring back some express buses? I will give you an example, we used to have the express run 51 went in from Fresh Meadow to downtown and you bypass downtown Manhattan. You bypass downtown you just go from Fresh Meadow and go to Manhattan. You save the people there a lot of time and so, you really don't have **[inaudible 37:50]** the drive or to take a bus and take a train. So, you create more congestion and they waste more time. So, I think you should bring back some express bus

services to our community especially the 51. DO you have any plans to do that?

AAROND STERN: The agency has a very active bus network redesign program, it's underway. The Staten Island Express service was recently redesigned and completed and has rolled out and the redesign of the Bronx service is currently being evaluated now. I think Queens will follow later.

ROBERT MARINO: Council Member, if I may, Robert Marino from Government and Community Relations at New York City Transit. Queens bus network redesign will be starting shortly in April. We would be happy to come meet with you and any of you colleagues in Queens to talk about routes such as this as we begin the redesign of the Queens bus network.

COUNCIL MEMBER KOO: Okay, since this is a budget hearing, do you have any plans to increase the revenue from digital advertising or retail advertising. I see a lot of the newspaper stands in pin station, or in other stations, they are closed. How come you don't reopen those?

AARON STERN: The Agency has a large contract with out front advertising to install digital screens in the subway stations and the subway cars. It is



expected that 53,000 screens will be installed over the next five years and that this will be significant source of advertising revenue in the future for us.

COUNCIL MEMBER KOO: Then you should concentrate on those areas and a lot of those stations, they have no retailer stand. When you go to Asian countries, there are a lot of activities in the stations. They have bakeries, newsstands and shoe shining stores. Over here, only at Grand Central or Time Square have those amenities.

ROBERT MARINO: Council Member, we are also working to reopen closed newsstands and we'd be happy again, to sit down with you to talk about that.

COUNCIL MEMBER KOO: Okay, thank you.

CHAIRPERSON RODRIGUEZ: Council Member Lander.

COUNCIL MEMBER LANDER: Thank you, Mr. Chair and thank you guys for being here and obviously I will just reiterate my strong support for congestion pricing for all the reasons that you laid out or that that the speaker laid out and then make it challenging for us to have this hearing in the absence of reasonable budget information. So, I'll go more specific and my first questions are about Access-A-Ride and particularly this pilot program,

1 the E-Hail pilot which I understand you guys are  
2 planning to cancel and it's my understanding that  
3 that's because even though each E-Hail ride costs  
4 less than half of what the standard Access-A-Ride  
5 costs, because people like it so much because it's  
6 such a good service, they are using more of it and  
7 therefore, you're canceling it because even though  
8 it's less than half as expensive it's being too well  
9 loved and used. So, is that true? If it's not true,  
10 great. How are we going to expand that program so  
11 that many more than one percent of the riders can  
12 have access to this excellent service?

14 AARON STERN: There is no current plan to cancel  
15 the pilot. The pilot is fully funded in the 2019  
16 Budget.

17 COUNCIL MEMBER LANDER: Fully funded for the same  
18 amount of one percent of the riders as last year?

19 AARON STERN: Correct.

20 COUNCIL MEMBER LANDER: So, I wouldn't call that  
21 fully funded but okay. Fully funded would be 100  
22 percent of the riders, but alright, you're not  
23 cancelling it, that's a good step.

24 AARON STERN: Correct and also, I think it's  
25 worth reiterating that all of our paratransit users

currently have access to advanced reservation E-Hail services and through our new broker contracts, some of those same providers.

COUNCIL MEMBER LANDER: Do you think that's really comparable or even close to just as good?

AARON STERN: On demand E-Hail is certainly a significant improvement in service. It's really a premium service.

COUNCIL MEMBER LANDER: Usually though when I hear a premium service, I think of something that costs more. Am I wrong about the fact that it costs substantially less per trip?

AARON STERN: It does cost less than a primary service carrier trip.

COUNCIL MEMBER LANDER: Can you just give me those numbers? What are the primary service carrier trips per trip and what's in E-Hail trip per trip? The numbers I have are \$82 for primary and \$30 for E-Hail, is that, about right?

AARON STERN: Maybe it's more like \$75 for the primary and \$38, \$39 for the E-Hail.

COUNCIL MEMBER LANDER: Okay, so they are substantially more affordable on a per trip basis. The challenge is that people take more trips.

AARON STERN: Yes.

COUNCIL MEMBER LANDER: And have you taken an approach? I mean, it seems what that says to me is like, the other service is so poor that people don't -- I mean, you could look at either way, like the E-Hail service is so good, people want more of it, or the traditional service is so inconvenient that it's hard for people to use more often. But we could take different approaches to letting people know how many trips they have. Have you thought about that at all? I guess here's my issue, and I'll just ask you this way. I think that program is great, I hear so many people who are enthusiastic about it and I know so many people who want to get it and don't have it. So, I don't want us to just keep it one percent of riders, I want us to expand it to a lot more and I know a lot of people that don't have it would probably accept some limitations on how many trips they could make if it came in exchange for them getting access to the program.

So, are you thinking about what it would like to expand it significantly and how we could afford to that, especially given that it's so much more effective per trip?

1  
2 AARON STERN: These are all very good points that  
3 you made and the pilot was entitled the pilot fine of  
4 really how we would operate and how it would be  
5 accepted by the public but the entire paratransit  
6 offering is a policy set of decisions that need to be  
7 made and those are being made at the Executive level  
8 and it's something that Pat Foye and Ronnie Hakim  
9 could probably go into a lot more detail when they  
10 come and see you next month. But these are  
11 discussions that are ongoing at the MTA.

12 COUNCIL MEMBER LANDER: Okay, but just from a  
13 budget point of view, we're not killing it, which is  
14 great, but nor are we expanding it. It is  
15 substantially more affordable per trip, but people  
16 like to use it and so, we're concerned about  
17 expanding it.

18 AARON STERN: At this particular point within our  
19 2019 budget, the funds are there to continue the  
20 pilot program exactly the way it was constructed and  
21 talks are ongoing within the MTA to make decision on  
22 how best to structure policy on the E-Hail and other  
23 paratransit offerings to make it most efficient and  
24 affordable and working for both the public and for  
25 the MTA and for all our stakeholders.

COUNCIL MEMBER LANDER: Okay, thank you.

CHAIRPERSON RODRIGUEZ: Thank you. Now, we have questions Council Member Miller followed by Council Member Cabrera and I would like also to acknowledge that besides those two colleagues, we also have been joined by Council Member Constantinides.

COUNCIL MEMBER MILLER: Good Morning. Thank you, Mr. Chair. I didn't know I was queue but so, how much of the actual MTA budget revenue is generated here from New York City?

DAVID KELLER: Again, I speak about the specific subsidy numbers that we receive from the City of New York and that's the \$1.2 billion which I noted in my opening. Other revenues that we get come from a variety of taxes that are paid throughout the state that have been voted on enacted by the state legislature and approved by the governor.

COUNCIL MEMBER MILLER: Did the \$1.2 billion include bridges and tunnels?

DAVID KELLER: No, bridges and tunnels is not included in that \$1.2 billion.

COUNCIL MEMBER MILLER: But a significant portion of that revenue comes from the residents in New York City, correct?

DAVID KELLER: I believe the number of crossings the last time there was a survey done of crossings, it was probably in about 55 percent of the crossing, although I don't know what percentage of the dollars.

COUNCIL MEMBER MILLER: 55 percent of the crossings come from New York City but yet, they are not included in that revenue? So, let's speak specifically first in New York City Transit. How much of the operating expense reflects fare box?

AARON STERN: The 2019 Budget projects \$4.4 billion of fare box revenue for New York City transit.

COUNCIL MEMBER MILLER: And how much of that is the actual operating expense of New York City transit buses and rapid transit?

AARON STERN: So, the operating expenses for New York City transit is \$8.7 billion, so the \$4.9 billion is over 50 percent.

COUNCIL MEMBER MILLER: Is that industry standard amongst, is that high? Is that what they are doing in Los Angeles, California, or Chicago, or somewhere, is that standard?

AARON STERN: The fare box recovery at New York City transit is among the highest in the country

because the density of our city and the service that we provide has the highest ridership in the country by far.

COUNCIL MEMBER MILLER: And what is the actual fare box recovery from the commuter rails?

DONALD SPERO: For 2019, the fare box recovery for Long Island Railroad is 28.4 percent and for Metro North 41.2 percent.

COUNCIL MEMBER MILLER: And the actual costs of a trip?

DONALD SPERO: That I don't have with me and I will have to get back to on that.

COUNCIL MEMBER MILLER: What are the subsidies on the Long Island railroad?

DONALD SPERO: Well, we'd have to go into, for 2019 the Long Island Railroads cash deficit is about \$930 million.

COUNCIL MEMBER MILLER: And the subsidies per trip, do you know what that is?

DONALD SPERO: Off hand, no I do not.

COUNCIL MEMBER MILLER: Is it somewhere near \$7 per trip?

DONALD SPERO: It's probably about in that range, yes.



COUNCIL MEMBER MILLER: Is it safe to say that the majority of those subsidies are generated here in New York City?

DONALD SPERO: I wouldn't be able to assess that.

COUNCIL MEMBER MILLER: Okay, and then finally, I know you are familiar with the Atlantic ticket in which there are certain areas in Queens and areas of Brooklyn that operate Long Island Railroad at a reduced fare. Is it in the budget to expand that throughout the City of New York?

DONALD SPERO: The Atlantic ticket the way it is constituted right now, those costs are in the financial plan and the expansion of that is currently not in our financial plan in our budget.

COUNCIL MEMBER MILLER: That is horrible. That is something that absolutely has to be addressed and for the record, these are the reasons why I oppose congestion pricing because I live in an extreme transportation desert and represent one of the many extreme transportations throughout the City of New York and there is no comprehensive plan to service those communities. Until that happens, we will continue to be against it.

DONALD SPERO: I appreciate that, there are conversations going on within the MTA and Pat Foye and Ronnie Hakim will be able to address actions that we may be taking to address subway desert type parts of the city when they come back here next month.

COUNCIL MEMBER MILLER: Could you speak to those.

DAVID KELLER: Council Member, good to see you. How are you? As you know it's the Atlantic ticket field study and we are going to analyze the results of the study and we'll come back to you with whether or not, how it will be expanded and when it will be expanded. We'd be happy to talk to you about it.

COUNCIL MEMBER MILLER: Thank you and thank you, Mr. Chair.

CHAIRPERSON RODRIGUEZ: Thank you. Council Member Cabrera and if there is another Council Member, raise your hand, let her know and then we can go to a second round.

COUNCIL MEMBER CABRERA: Thank you, Mr. Chairman, Director Keller, welcome. Sharing the same sentiments that my colleague has regarding congestion pricing, so, let me ask you a question. Have you heard discussion with Speaker Hastings office? I

1  
2 thought I read something regarding the proposal for a  
3 gas tax to help the MTA.

4 DAVID KELLER: That is not something that's in my  
5 area of expertise within the MTA. I would have to  
6 get back to you on that one.

7 COUNCIL MEMBER CABRERA: Okay, in terms of  
8 congestion pricing, any thoughts about the outer  
9 boroughs, I'm from the Bronx. The whole idea as I  
10 understand it is to encourage people to take mass  
11 transit. So, for example somebody's coming from  
12 Yonkers or any other part of West Chester County, the  
13 tendency is going to be to park in the Bronx, take  
14 the number four train, the five or the six. Take  
15 precious parking that we keep losing in the Bronx,  
16 how will we address that?

17 DAVID KELLER: The way congestion pricing might  
18 work if it passes, will be at the subject of  
19 discussion. As you know, over the next year and half  
20 or so before it is implemented. So, those kind of  
21 issues will be addressed during that time.

22 COUNCIL MEMBER CABRERA: Yeah, you know, I'll  
23 tell you, I haven't heard a plan yet and I think the  
24 time to talk about it is now. It has been my  
25 experience that we defer, and we wait until later on

What is going to end up happen is that the only people that could drive down here are going to be people who make a lot of money and people like those who live in my district, if they want to have a nice night to come down to our lower part of Manhattan, it is going to be cost prohibited. Especially if they are going to do that on a consistent basis and so for those reasons, right now where I stand. I may change my mind later if I see a better plan, you know, I

1  
2 know you're in a bind because we need to raise  
3 revenue. I think we need to get creative. We need  
4 to look at other options to make that happen. Thank  
5 you so much. Thank you so much Mr. Chairman.

6 CHAIRPERSON RODRIGUEZ: And before we continue  
7 calling other council of course, trying to keep focus  
8 on the budget and knowing that we will get the other  
9 leaders of MTA being in front of us being able to go  
10 deeply on the budget and the question, we just wanted  
11 to be as focused on questions that you know you can  
12 answer today on where we are but for the public and  
13 especially the leaders of the future who are sitting  
14 here with us, we are having in front of us the MTA  
15 which is probably one of the largest international  
16 transportation systems in the whole world that has a  
17 value of \$1 trillion. It is responsible all move all  
18 of us from Connecticut to Yonkers to Long Island to  
19 New York City.

20 So, this conversation even though we've been  
21 focusing on a few questions related to this budget  
22 today, but it is the responsibility of the leaders  
23 here within New York City to also have it in mind  
24 that we have a responsibility not only to the  
25 President but also to the future generation to turn

the MTA as the most efficient transportation system that should take riders on time to work, to go to school, to go to culture institution. We also believe that the MTA should be restructured. We believe that the public advocate the City Council in order to have a seat in the board of the MTA. I do believe also, and I agree with the speaker of the Council that as we establish Mayor control when you come to the school, we also should give the City the control of the MTA and the Mayor should be responsible together with the Council to everything related to the MTA.

So, we are not getting to those questions because we are limited to this particular piece but to those of you that also especially are a college student and work in the private sector, we just wanted to give you the overall picture what we are discussing today.

So, today is about this particular question on the budget but this is also related to the big challenges that we have as a city in front of us which is, we need to restructure the MTA and to bring a transportation system to the 21<sup>st</sup> Century.

So, now getting to that question that coming to you, I know that you have a limited responsibility

but for the purpose of the public, I just want it to be clear that everyone knows that this conversation is connecting with all of the conversations that we are holding today at a city level. Where we want to restructure the MTA, where we want the City to control the MTA or the New York City Transit.

With that, Council Member Diaz.

COUNCIL MEMBER DIAZ: Thank you. Good morning, I just want to ask a question. Many years ago, we used to have something called a commuter tax and that was people that leave out of the city that used to come to work in the city. People from New Jersey, Connecticut, White Plains New York, Long Island, Westchester county etc., etc., etc., and when they come to the city, millions of them on a daily basis, the city had to provide all kinds of services school, hospitals, subway and bus transportation, police service, hearse services, you name it. So, they use car service and they used to pay commuter tax. So, that was eliminated. So, they have to use all the services and we have to provide all those services to them. Why don't we bring back the commuter tax?

DAVID KELLER: I can't speak on the pros and cons of a policy issue, but I do recall that the

commuter tax was voted out of existence by the State Legislature and I want to say somewhere between 1997 and 1999.

COUNCIL MEMBER DIAZ: Will you support something like that?

DAVID KELLER: Excuse me?

COUNCIL MEMBER DIAZ: Will you support something like that to fix the subways in the city?

DAVID KELLER: Whether or not the MTA supports would be a better question for Ms. Hakim or Pat Foye to answer when they come back here next month.

COUNCIL MEMBER DIAZ: My question, will you?

DAVID KELLER: I have not evaluated whether I personally would be in favor of that or not. You would have to give me much more time to think about that. I apologize for that.

COUNCIL MEMBER DIAZ: So, you take the fifth?

DAVID KELLER: I take the fifth, yes.

COUNCIL MEMBER DIAZ: Okay, thank you.

Good morning and first off, I want to thank the Chair for holding this hearing. So, I wanted to start off with just a comment on congestion pricing and I am a supporter of congestion pricing, but I still have some reservation and concerns about the



1 lack thereof of a plan as Council Member Miller  
2 eloquently put it on how we're addressing transit  
3 deserts, such as southeast Queens and other parts of  
4 Queens as well.

5  
6 So, I just wanted to hear a little bit more, so  
7 in the event that congestion pricing is enacted and  
8 obviously with the combination of local funds going  
9 towards the MTA including \$164 million in Capital  
10 funding, so I know you are looking at bus networks  
11 and I just want to focus on that for a quick second  
12 and updating the bus networks around the borough.  
13 Can you just speak to — so, I heard April, I think  
14 Queens is going to be the first, can you speak to how  
15 you envision the study being done, what parts of  
16 Queens will be rolled out first in terms of the  
17 study?

18 DAVID KELLER: The study is going to begin in  
19 Queens in April and we're actually actively engaged  
20 in the Bronx right now. We started that in the fall.  
21 We had a kick off meeting with the borough president,  
22 we've had workshops currently. We have an existing  
23 conditions report published a few weeks ago and we're  
24 out going to local community boards in the Bronx  
25 doing that currently. In Queens, we will be kicking

1 off the project in April. We would like to sit down  
2 with you and all your colleagues at the beginning of  
3 the study. I believe we are going to go the borough  
4 board in April as well in Queens to talk about it and  
5 then it will be a borough wide study. We'll start  
6 looking at the entire borough and we'll have open  
7 houses to begin with in various communities. We  
8 haven't decided on the exact number yet and they will  
9 be followed up by community board engagement. I  
10 would be happy to go into further detail with you.

12 COUNCIL MEMBER CABRERA: I hope what I'm getting  
13 at is that priority will take place for communities  
14 that are further east where you can get no further  
15 east except into Long Island, so I'm hoping that that  
16 is something that is going to be entertained. Can  
17 you also speak, and I know there was a proposal by  
18 the Governor and the Mayor on Weed for Rails and all  
19 that good stuff, so are you anticipating any money  
20 from marijuana going into the MTA's budget this year?  
21 I just wanted to get you on the record on that.

22 DAVID KELLER: Those types of discussions would  
23 be money that would go towards capital, not  
24 operating, so none of that would ever go into the  
25 operating budget that would be used to pay for the

next capital program and until the legislature makes a decision with the Governor about what this package looks like, we don't have any.

**So,** you're not anticipating, you haven't budgeted for that, okay. And I'm firmly against that. I believe that money should go to communities most impacted first before we even entertain a conversation with the MTA.

COUNCIL MEMBER CABRERA: And then just last, Mr. Chair, thank you for putting up with me. I just wanted to get back to the conversation around the Atlantic ticket, and I heard you say your studying it. I mean, how much longer do we have to study. I mean I take the LARR, I took it this morning. I could tell you how many people are out there. I can tell you that there are no chairs on the LARR anymore, to sit on anymore because so many people are utilizing the program. So, I am interested in knowing where are you at with the study of the study of the study that's been going on for, I feel like two years now? And then lastly, I would be remiss if I didn't mention as Council Member Miller put it that this ticket needs to run into Penn station that is largely where a majority of our residents work. They come

1  
2 into Manhattan that way. So, we appreciate Brooklyn,  
3 but Manhattan is the place that absolutely need to  
4 be, and Far Rockaway is still not even in the freedom  
5 to get in this pilot program which behooves me as if  
6 we're not New York City residents or from south east  
7 Queens.

8 So, I would hope that as conversations around  
9 congestion pricing continue to gear up, that you  
10 know, when we talk about addressing transit deserts,  
11 and the sole focus of us raising money right now is  
12 to fix a system that is not servicing, especially to  
13 most vulnerable communities, that these things will  
14 be fixed because it clearly is a disparity in the way  
15 certain communities are treated when it comes to MTA.  
16 So, if you can just speak to the study of the study  
17 of the study. When do we anticipate it to end?

18 AARON STERN: Council Member we know it's an  
19 extremely popular ticket and I am from New York City  
20 Transit, so I am not day to day involved in it, but  
21 I'd be happy to get back to you. I'll talk to my  
22 colleagues at Long Island Railroad and as David had  
23 said, Ronnie and Pat will be here next month and it's  
24 something we can work through.

COUNCIL MEMBER CABRERA: If you could give us an end date of when the study –

AARON STERN: I am not aware of that, but I'd be happy to get back to you with that.

CHAIRPERSON RODRIGUEZ: Council Member Constantinides followed by Council Member Rose.

COUNCIL MEMBER CONSTANTINIDES: Thank you, Mr. Chair. So, how much did the renovations along the NW line cost?

AARON STERN: I don't have specific information on that Councilman, let me get back to you.

COUNCIL MEMBER CONSTANTINIDES: Okay, how much would it have cost to build accessible stations when we were renovating these stations down to pretty much stud?

AARON STERN: Again, let me research.

COUNCIL MEMBER CONSTANTINIDES: I thought they sent the budget guys today. So, you don't have any information. How much would it have cost to bake those into the renovation versus now renovating them again for accessibility? You don't have the answer.

AARON STERN: These are pretty specific question and I am not prepared to answer them.

COUNCIL MEMBER CONSTANTINIDES: Well, for a general renovation how much would it cost to — I mean, you get my point here right? We spent an awful lot of money over \$100 million to renovate this line. We are getting one set of elevators and I'm going to ask you the question, do we know why Astoria Boulevard was selected for elevator service? I want to hear the connectivity to the airport. That's the answer you guys have told me in the past, so why don't you give it to me.

AARON STERN: Can't answer that right now.

COUNCIL MEMBER CONSTANTINIDES: You can't answer that question. Well, you know in conversation we've had it's because connectivity to the airport and why we appreciate the elevator and I'm excited about that elevator and it's the right thing for us to do. The reasoning for getting people to and from an airport, not for servicing the residents of Astoria because still, if someone who needs accessibility, that's the only station in that entire line that has it.

So, are these stations in Western Queens going to be added to those 50 that you talk about?

AARON STERN: Right now, there is a system wide survey, accessibility survey. Those decisions haven't been made yet about which one's will be next.

COUNCIL MEMBER CONSTANTINIDES: You guys are doing a lot of studying. I can hear from my colleagues in southeast Queens here, studying, I can tell you we should have all of our stations accessible and it probably would have been best to do so while we had everything torn down rather than now, going back and undoing some of the work that we've done to then put elevators. It seems if this was my home construction project, I would be unhappy with my contractor for telling that I have to build everything to tear it all down to have to do it all over again. So, I've been beating this drum for over a year. Rob is sitting there; he knows I've been saying this, but I am disappointed with the way that these renovations have taken over the last year and a half. We needed more accessibility not less and I look forward to seeing the MTA come with a real plan to make sure that the residents of western Queens and all of our borough and all of our city for that matter, get the accessibility that they need. Thank you.

CHAIRPERSON RODRIGUEZ: Thank you. Council Member Rose.

COUNCIL MEMBER ROSE: Thank you. Last July, the MTA received \$5 million more to proceed with studies for the rapid transit along the north shore of Staten Island. Can you give me an update on this study? Where are we in terms of the BRT becoming a reality?

DAVID KELLER: As you know it's called the North Shore Alternatives Analysis and that study is actively going on and it started last year as you said, and we would be happy to sit down with you to show you the progress to date.

COUNCIL MEMBER ROSE: Also, in Staten Island, we did a complete redesign of our express bus system and it was pretty chaotic in the beginning and I want to thank you for being receptive to changes that people proposed and now we're scheduled to do a bus redesign for the bus lines. What is the goal of these changes? Is it cost savings? Is it efficiencies? Is it consumer convenience? Because in the past, we've lost bus routes that serve transportation deserts. So, what are you looking for and looking at when you redesign these routes and how are you assessing the impact in transportation deserts?



1                   DAVID KELLER: The bus networks have not been  
2  
3 looked at for many, many years. In some cases, since  
4 the bus networks first began. So, we're looking at  
5 every root in every borough to make sure our  
6 customers are getting to where they need to go in an  
7 efficient manner. We will be looking at every root  
8 and talking to community boards and elected officials  
9 to make sure we get feedback. We will do that  
10 through open houses. We will do that through  
11 workshops, and it's a very intensive process.

12                  COUNCIL MEMBER ROSE: I'm also in the middle of a  
13 Ulurp process, sort of rezoning of the pastry  
14 corridor. I am working with various city agencies to  
15 most of the infrastructure, but as a statement  
16 authority, the MTA is not at the table and as you  
17 know, the SIR runs right through that corridor. How  
18 do I get the MTA to the table to discuss the changes  
19 and what we need to do to make that more efficient  
20 for the commuters that will be coming into that area?

21                  DAVID KELLER: Councilwoman, we will reach out to  
22 you to discuss that.

23                  COUNCIL MEMBER ROSE: Okay, and this is just for  
24 the record. I want you to know the equipment, I  
25 don't know if your equipment budget is adequate, but

COUNCIL MEMBER SALAMANCA: Thank you, Chair Rodriguez. Good morning. I represent the South Bronx Hunts Point Morris, West Farms, Melrose, a piece of Belhaven and I don't know if you are aware but there is major development happening in the Bronx. You know there's a lot of undeveloped land, developers are coming in and in the last three years that I've been in office, I've approved over 4,500 units of 100 percent affordable housing. My predecessor before that she approved a few thousand units which are in completion now and we have new constituents, people moving into the district. Is your agency paying attention to the growth of certain communities so that you can increase the buses especially the bus services particularly in the south Bronx?

AARON STERN: There's a regular process of evaluating bus service compared with the utilization. We have four bus picks a year and appropriate changes

in bus service recognizing increases in ridership are regularly included in those service changes.

DONALD STERN: And Council Member if I may, as part of our bus network redesign, we currently have an existing condition to report of all current bus service in the Bronx and that looks at demographics and various things and as we move forward into the next stages of the Bronx bus redesign, we'll be looking at the very things you are discussing.

COUNCIL MEMBER SALAMANCA: Alright, you know, a few years back we passed in this Council a text amendment on MIH to inclusionary housing as EQA where we change the zoning where these housing developments, there is no longer a requirement for them to allocate parking to the tenants and basically because they are relying on public transportation. That is the model that the city is moving into. One of the concerns that I have in my district is the BX5. I was going to have a town home meeting a few weeks but because of the weather we had to cancel it. I know that your agency was going to be present. And just my last question, are there any plans to increase bus services for the BX5 since that area, the sound view area, it's not transit rich. There is

development happening, new buildings are moving in and so, one of the major complaints that I get from that part of the district is the wait time for when these buses come. They are packed and they have to wait for the next bus?

AARON STERN: Council Member, I would have to get back to you on the specifics of the BX5. We were planning to attend the meeting that you were hosting with other elected officials in the Bronx and when that gets rescheduled, we will definitely attend that, but we'd be happy to reach out to your office to talk more in depth about the BX5.

COUNCIL MEMBER SALAMANCA: Alright, thank you, Chair.

COUNCIL MEMBER LANDER: Thank you, Mr. Chair and Council Member Salamanca. We should follow up on some of these planning questions as we're looking in Gowanus where we're going to need more transit and we don't yet have a good way of connecting between our land use planning process and the MTA over what kind of — you know, when we're making these planning changes. I think we've started to make the opportunity at least to reserve space for elevators and additional stairwells, but how to handle

1 generating the revenues and the money that we need  
2 for the investments is something we should work on  
3 and I know we're having that conversation in the  
4 school context, but I think the disconnect from the  
5 MTA is worth looking into. My budget question  
6 though, I think it has come to be excepted, I think  
7 by the MTA and certainly by the Times and the RPA and  
8 others, that signal modernization really of many,  
9 many important priorities going forward and of the  
10 many things in fast forward that signal modernization  
11 is the number one if you had to pick, what's the top  
12 priority. Obviously Fast forward needs a lot more  
13 funding, but I guess I would like to know, just in  
14 the budget right now, both on the expense and the  
15 capital side for next year, how much money is there  
16 for both more signal repair and for signal  
17 modernization and what assumptions does that make  
18 about? Is it CBTC or the magic new ultra-wide band?  
19 How much do things cost and what will we be getting  
20 as a result of what we are spending on signals in the  
21 projected budget?

22  
23 AARON STERN: As we develop the next capital  
24 program, we anticipate including significant signal  
25 modernization work. That's talked about in Fast

Forward in the next plan. We have I believe two lines right now that have CBTC being installed.

COUNCIL MEMBER LANDER: In this budget? Which lines are those?

AARON STERN: The Eighth Avenue line and the Culver Line are the two in the current program.

COUNCIL MEMBER LANDER: Okay, and how much is that projected to cost and either by line or by station or by signal, how much modernization is that going to get us?

STEVE GREG: Hi, I'm Steve Greg. I am Capital Program Budget Director for the MTA. There is a \$375 million project for Eighth Avenue. There is \$126 million project for Culvert to bring CBDC to both those.

COUNCIL MEMBER LANDER: Okay, those are numbers a lot lower then I guess it seemed like it cost on the Seven and the L. How much modernization will that buy?

STEVE GREG: Well, that adds the signal system. There are costs often times associated with power that go significantly beyond that and for the Seven line, you had to buy new cars and you also had to retrofit existing cars. So, those are not

necessarily included in the purchase and installation of a new signal system.

COUNCIL MEMBER LANDER: But the amounts you just said are achieving full signal modernization on those two lines?

STEVE GREG: It achieves for on the Culvert Line, it's from Church Avenue to West 8<sup>th</sup> street and on the Eighth Avenue line it's from Jay Street to I think around 57<sup>th</sup> Street.

COUNCIL MEMBER LANDER: And if you do partial upgrades but the rest of the line is not modernized, can you still achieve the benefits of having a more modern signal system on the line?

STEVE GREG: You get more reliability and you get more throughput and in addition to that, you can't do the entire line at one swoop, so you have to install it in segments.

COUNCIL MEMBER LANDER: Okay, I certainly understand how you get more reliability if the signals don't break down but I'm not sure how I understand how you get more throughput if the line then still runs into the old signal system.

STEVE GREG: In the particular segment that you have CBTC you can run the trains more closely

together and you have a more reliable signal system,  
so that also allows more trains to go through.

COUNCIL MEMBER LANDER: And the assumptions for  
these two lines are still CBTC the way it has been  
done so far.

STEVE GREG: Yes, because one has been awarded  
and one is about to be awarded, so yes.

COUNCIL MEMBER LANDER: Okay, I'll have more  
questions about this for the Chairs next month but  
thank you for the budget information.

CHAIRPERSON RODRIGUEZ: Council Member Koo.

COUNCIL MEMBER KOO: Thank you. So, your budget  
head count is 72,050 persons, right?

DAVID KELLER: That number is MTA wide.

COUNCIL MEMBER KOO: Yeah, MTA wide, yeah.

DAVID KELLER: So, the final estimate in 2018 was  
74,700 and for 2019 it is 75,200. The difference  
between those two numbers in 2018, those are actual  
persons. The 2019 number is the positions that were  
budgeted. So, there is a little bit of a disconnect  
between the two numbers, but they are fairly similar.

COUNCIL MEMBER KOO: So, do you have enough  
people working?



DAVID KELLER: Well you know the MTA has a hard-hiring freeze in effect. There is a vacancy control committee Bob Faran who is a CFO, Anita Miller who is the Head of Labor Relations and another person's name I can't recall right now, not a single vacancy can be filled without those three people making that approval. That's in the nonoperating area, I apologize. So, for nonoperating there is a hard-freeze. We are not filling vacant positions.

COUNCIL MEMBER KOO: So, I have a report here that for every ride MTA pays \$3.06 in overall personal causes in 2014. Compared with \$1.05 for Paris and \$0.75 in London. So, a personal call associated each price, that means we have to do more alterations or something to cut down the personnel.

DAVID KELLER: As the Mayor and the Governor discussed in their 10-point plan the MTA is looking to look at our operations from top to bottom to make it more modernized and more efficient and these points that your making are just one of many aspects we're looking into.

COUNCIL MEMBER KOO: How about overtime pay? Do you guys have an overtime budget?

DAVID KELLER: Each agency does have an overtime budget. Sometimes that overtime budget is used for unanticipated events such as whether or other unanticipated events that we need crews out on the tracks or anywhere else. The Long Island Railroad accident a few weeks ago where there's a lot of extra work being done, that's just one example of where overtime is used.

COUNCIL MEMBER KOO: So, is it true nearly \$1.00 of MTA ride? Each ride had to spend \$1.00 to their health care, pension, and retirement costs?

DAVID KELLER: I would have to look into that, I don't know that number off hand. I will have to get back to you on that.

COUNCIL MEMBER KOO: So, the reason I want to ask that because the pension is really high. So, do you have enough money to pay the pensions in the future?

DAVID KELLER: The MTA over several years, well, first of all, there is a good number of MTA employees that are in the state pension system. We make our regular payments that are based on actuary bills. We pay our bills exactly as we're told to. We do not short them at all. There was a closed retirement plan for Long Island Railroad many years ago that had

been underfunded and we've brought up that ratio and it's fairly well funded now, so I think we're okay with our pension costs.

COUNCIL MEMBER KOO: Thank you.

CHAIRPERSON RODRIGUEZ: So, we have Council Member Miller and **[inaudible 1:42:49-1:42:56]** agency which is DOT.

COUNCIL MEMBER MILLER: Thank you. Now I'll be quick. So, we've talked a lot about kind of the state of good repair and capital plans and a lot of the course have been associated with obviously rails and subways and it's going to take a significant amount of investment in order for that to happen. But in comparison, buses seem to be a bit of a layup, but we're missing that. What are we doing to increase the speeds of buses as my colleague talked about the emergent communities throughout the city whether or not there is a comprehensive plan to serve those communities. That is assuming, because I know that answer was that you do regular scheduled meetings and for those who don't know, I spend 26 years in part in operations and planning and scheduling and the rest of that stuff in my prior background. And that is assuming that the current

1 routes are adequate. And that they serve the  
2 demographics that are necessary. The fact of the  
3 matter is, is that most of the routes that serve the  
4 riding public now are old trolley routes, more than  
5 50 years old and are we taking a look at that.

6 Buses are important, in my district we have one  
7 of the oldest most antiquated depots in the city,  
8 Jamaica Depot, which 20 years ago was operating at 75  
9 percent of capacity necessary to serve that  
10 community. It is for the third time in the capital  
11 plan, there has been no ground breaking and know that  
12 there's been some scoping. Where are we and how much  
13 investment are, we willing to make on buses?

14 DAVID KELLER: One of my colleagues can possibly  
15 answer the question about the investment in buses but  
16 as you know, you and I have spoken about the Jamaica  
17 Bus Depot. We had a group station manager open house  
18 and I know you spoke to Andy Byford about this. Two  
19 weeks ago, when we had the open house, we are  
20 currently involved in the environmental review for  
21 the Jamaica Bus Depot. Just yesterday, the final  
22 scoping document was posted on our website. I know  
23 we supplied you with the links, so you can see it.  
24 We're moving forward with that. While ground has not  
25

COUNCIL MEMBER MILLER: And finally, I know that we have an expiration of the CBA's throughout the New York City Transit Authority. What does that look like in the upcoming budget? What are the dollars set aside? Has there been a pattern set? Are there ongoing negotiations?

COUNCIL MEMBER MILLER: But you have begun negotiating right?

COUNCIL MEMBER MILLER: Okay, and there's some dollars set aside for the next collective bargaining agreement in this budget?

AARON STERN: Yeah, the MTA and it's in the assumptions that are built into our financial plan.

When there is not a collective bargaining agreement in force, when an agreement expires, we put in assumption for a 2 percent increase in labor costs into our financial plan.

COUNCIL MEMBER MILLER: Is that consistent with the pattern that has been set?

AARON STERN: It's consistent with what we've been doing for a number of years now. There is no current pattern.

COUNCIL MEMBER MILLER: There is a current pattern. DC37 and UFT signed a contract that is the pattern. Do you have enough money to adequately meet that pattern?

AARON STERN: Yes, we do. Anything that's been settled, we have the funds to meet.

COUNCIL MEMBER MILLER: Thank you.

CHAIRPERSON RODRIGUEZ: Council Member Deutsch.

COUNCIL MEMBER DEUTSCH: Thank you. Thank you very much and thanks for being here this morning. My first question, how many HOV lanes are there in the City of New York?

AARON STERN: That's not something we know.

COUNCIL MEMBER DEUTSCH: Oh, you don't know. So, I think, I'm not sure, I think there is about five or

1 six throughout the city. So, the HOV lanes I think  
2 you are required to have three or more people in  
3 order to use the HOV lanes. So, we have had  
4 discussions about raising revenue for the transit  
5 system through legalizing marijuana which I totally  
6 oppose, or congestion pricing which is being spoken  
7 about now as well. So, I put out an offer here not  
8 too long ago in regards to raising revenue for the  
9 MTA and I just wanted to bring this since the people  
10 in the panel are doing the budget that when you drive  
11 on let's say the BQE, going from Brooklyn to  
12 Manhattan, you find the highways to be highly  
13 congested, and the HOV lanes because you need three  
14 or more people then it's underutilized because we try  
15 to encourage people to have others in the vehicle in  
16 order to travel. This way, you reduce the amount of  
17 cars. But the plan that I put out on my Op-ed was to  
18 have a charge on the HOV lanes which could be a tax,  
19 like people that have the money to spend for another  
20 toll, if they want to have a quicker commute to  
21 Manhattan or to other parts of the city by using the  
22 HOV lane, by making a charge of let's say \$15.00 or  
23 \$20.00 if you have three or less people and those  
24 people that could afford it and need to get to their  
25

1 destination a little quicker. By doing that, not  
2 only will you be raising revenue but also likely  
3 reducing congestion on the highways. So, what is  
4 your thought on having that tax on three or less  
5 people paying the toll, using the HOV lane, which  
6 most of the time when I come into Manhattan, it's  
7 underutilized?

9 AARON STERN: I think the first thing the MTA  
10 would tell you and I'll speak on their behalf is that  
11 the MTA is agnostic to where funds come from to  
12 assist us with our financial situation. So, any  
13 source of new funds would be welcomed by us. The  
14 roads that you're talking about do not belong to the  
15 MTA. So, it would be difficult for us to effectuate  
16 the change that you're talking about. Although, I do  
17 know that in different parts of the country, there  
18 are already situations that are very similar to what  
19 you're talking about.

20 COUNCIL MEMBER DEUTSCH: So, is this something  
21 that could be brought up in a conversation with the  
22 entities who are responsible for those HOV lanes and  
23 to have some of their revenue should go to their  
24 transit systems.



AARON STERN: I am not well-versed in this, but my guess would be that your next panel from the Department of Transportation, might be a good starting point.

COUNCIL MEMBER DEUTSCH: Okay, I don't know, is it Department of Transportation?

AARON STERN: If the road is a city roadway, I would think that it would be.

COUNCIL MEMBER DEUTSCH: A highway? It might be the states. So, the state falls under the Governor's Office, right and you are a state agency.

AARON STERN: We are a state agency.

COUNCIL MEMBER DEUTSCH: Yeah, so that's what I'm talking about, so if you have two state agencies having a little conversation over coffee or tea, then maybe we can come up with a solution.

AARON STERN: I think this would be a policy area that Pat Foye and Ronnie Hakim can talk to you more about next month, but we'll bring it to their attention.

COUNCIL MEMBER DEUTSCH: Thank you very much, okay.

CHAIRPERSON RODRIGUEZ: Thank you. On the budget, how much of this budget will include to buy

new buses and how many buses do we have today and how many more will be purchased with this budget and to what total will we come?

DAVID KELLER: We are purchasing about a 1,000 more buses in this capital program. About \$700 million associated with that. We also anticipate a significant increase in the next Capital Program in terms of purchase of buses. I'll get back to you on the number that we have, but we are moving ahead with purchases to replace and into the fleet both.

CHAIRPERSON RODRIGUEZ: How many buses do we have today?

DAVID KELLER: About 6,000 I am told.

CHAIRPERSON RODRIGUEZ: 6,000, and as you know, it is the interest of everyone to look at buses as one of those areas that as we have a plan for the subway, we also need to have a plan for these buses. Like, why should we expect, and we know the signal system I mean, to synchronize all the lighting so that the buses will have preference, you know that it will come from the DOT to work on the pieces, but the technology needs to be installed by the MTA in those buses. Where are we right now, how close do you think that we can as a city, not only to look at one

pilot project, but something that we can say we will see most of the buses having signal priority when the drivers are getting into any intersection?

DAVID KELLER: That's something that we're in dialog with the city about and will continue to have those types of dialogs with them.

CHAIRPERSON RODRIGUEZ: Where are we today?

DAVID KELLER: I don't know the answer to that, but we'll find out for you.

CHAIRPERSON RODRIGUEZ: So, it doesn't reflect on the budget?

DAVID KELLER: I don't believe it's a significant cost in the Operating Budget, is it in the operating budget?

AARON STERN: It is not in the Operating Budget now.

CHAIRPERSON RODRIGUEZ: So, the installation and the technology in those buses, will that be included in the \$700 million to purchase — will those 1,000 buses come with those technology and there is allocation of funding to install those technology in the other 6,000 buses.

DAVID KELLER: It's a subject of dialog with the city, and when we have an agreement with them, we'll

figure out whether or not the new buses have that technology but it's part of the dialog that we're having with them.

CHAIRPERSON RODRIGUEZ: Well, we are the City, we are the Council who put the budgets. Where are we when it comes to — and as far we know, told by DOT and when they are coming later on after you guys, when it comes to the buses, it's on the MTA. When it comes to the technology in the street, that's when the DOT and we have the question to DOT who are sitting back there but the funding for the buses is on the MTA.

DAVID KELLER: Council Member, I know we're using traffic signal priority on twelve bus routes at over 530 intersections and we are partnering with DOT, but I defer it to my colleagues on the dollar amount. We'll have to get back to you.

CHAIRPERSON RODRIGUEZ: so, what is the dollar amount to install those technology with the buses, because that's not the city, that's MTA?

DAVID KELLER: You know, let us get back to you on that dollar amount. We will do that as soon as we can.

CHAIRPERSON RODRIGUEZ: Okay. Budget wise, like what are we expecting to see in this budget as a major investment on buses that New York will be able to see, it doesn't take me longer to go from destination A to Z walking and by bus compared to getting to the bus because of many factors. You know, congestion is real. I'm not saying, you guys, MTA I know that also come from the cities, is NYPD and the city to do enforcement so that the buses can be able to move more rapidly? By the end of the day when any rider look at who is responsible for the buses, they will be looking at you guys.

So, how is this budget, how does this budget show real dollar commitment when it comes to making our buses more efficient?

AARON STERN: Moving buses faster in city streets is an ongoing discussion between the MTA and the city and Pat Foye and Ronnie Hakim would be more appropriate to have that discussion then with us.

CHAIRPERSON RODRIGUEZ: Okay, and again, as you know, I have a lot of calls, I have a lot of emails, everything is local in our city and I have particular cases, I will follow with you guys, but I know that the typical sample the M3 in northern Manhattan that

1 go through Saint Nicholas Avenue is typical to all  
2 the buses which is moving too slow. So, I will  
3 follow with you guys locally but I just hope to – and  
4 I know that this is not an easy problem to resolve.  
5 It's more I think about adding more buses, it's about  
6 enforcements, it's about NYPD, it's about technology.  
7 So, I just hope again, that as we will continue  
8 conversation that we definitely look at buses as a  
9 top priority as we are looking at a train. And,  
10 last, I would like to thank the MTA and especially  
11 the team being very helpful on the Card Free day and  
12 I hope again that this time around MTA led by also  
13 DOT who is the City agency that is putting together  
14 with all of those car free day where we are closing  
15 Broadway from 44<sup>th</sup> Street to Union Square, Washington  
16 181<sup>st</sup> to 190 and other boroughs, again, I hope to see  
17 how the MTA can be part. **[Inaudible 2:03:48]**  
18 together all of us to promote to get New Yorkers to  
19 be part of celebrating Earth Day which is on April  
20 22<sup>nd</sup> but when they are crossing the street on the  
21 27<sup>th</sup>.

23 DAVID KELLER: As you know we have partnered with  
24 you in the past on that and we will continue to  
25 partner with you on that Council Member.

CHAIRPERSON RODRIGUEZ: So, thank you. So, with that we finish with the MTA. Now we are getting ready to get into the DOT.

DAVID KELLER: Thank you, Mr. Chairman.

CHAIRPERSON RODRIGUEZ: Thank you. Thank you, Commissioner Polly Trottenberg and the rest of the DOT team, for being here with us today and thank you for how your team has been working with us leading Car Free Day, when this turn around will happen April 27<sup>th</sup>. So, I am happy to see how regardless what we will do the future, Car Free Day is something that the future generation will continue conducting in the City of New York, celebrating in this case on the 27<sup>th</sup> we will be closing Broadway from 44<sup>th</sup> Street to Union Square, Washington High from 181<sup>st</sup> to 193 and all the places at 25 boroughs to celebrate Earth Day full of activity related to Art and Performance dedicated to give the respect to Mother Earth and talk about sustainability. And discussion about how we need to continue investing in mass transportation. So, thank you for your support.

DOT as I said before, Preliminary Expense Budget for Fiscal 2020 is approximately \$1.1 billion in addition to \$.1 billion is budgeted in Fiscal 2020

for the Departments Capital Program. We look forward to the Commissioner of that in this Committee on the Departments effort to maintain and improve the City's railway infrastructure, improve pedestrian safety and implementation of Vision Zero Action Plan.

I want to reinforce again that the \$5 million that the Council allocated last year for the Vision Zero Education of Learners, was not included by the Council. Inaccuracy from my end that there was not a set level or investment in the billboards and other places and the buses related to educate our New Yorkers on Vision Zero. So, I hope again, and this is my fight. Not necessarily the department fight that City Hall in this case, the Mayor and all the Council go back to reinstall the millions of dollars that we had in the previous budget dedicated to an Education of Learners on Vision Zero.

Additionally, we hope the department will discuss its four-year Capital Plan particularly in terms of its goals and priority for the next four years. The scope and the progression of worry on the Ease River bridges, the reconstruction of pedestrian ramps and roadways citywide. The reconstruction of BQE, can't deliver the ongoing installation of traffic safety



1  
2 boarders around the city. And as you know, in that  
3 particular one, I also believe that we made good  
4 progress when we got to some compromise after the  
5 legislation that I also introduced trying to make Law  
6 where the city should do the analysis every year on  
7 how many pedestrian that we need and last year at  
8 Time Square, we were able, a few months ago, to see  
9 how the announcement between the Mayor and the  
10 Commissioner and their aggressive plan to install  
11 pedestrian boarders. I still believe that there is  
12 so much cultural institutions, theater, university,  
13 CBO's and intersections where you have high volume of  
14 pedestrians, that definitely needs and requires for  
15 the city to promote funding dedicated to install more  
16 pedestrian boarders to protect our New Yorkers from  
17 vehicles being used as weapons of mass destruction.

18 We also will hear from the agency investments in  
19 the now, Council air train shut down and repairs and  
20 many other areas where this budget will reflect the  
21 priority that we have to make our streets safe for  
22 everyone drivers, pedestrians, and cyclists. With  
23 that, now let's here from the Commissioner.

24 CLERK: Please raise your right hand. Do you  
25 affirm to tell the truth, the whole truth and nothing

but the truth in your testimony before this Committee and to respond honestly to Council Member questions.

POLLY TROTTEBERG: I do.

CLERK: Thank you.

POLLY TROTTEBERG: Thank you. Thank you, Mr. Chairman and spring is in the air today, so we are certainly looking forward to Earth Day celebrations. It is great to be here in front of you and the members of the Transportation Committee. I am Polly Trottenberg, Commissioner of the New York City Department of Transportation. With me today are Elizabeth Franklin our Associate Commissioner for Budget and Capital Program Management and Rebecca Zack, Assistant Commissioner for Intergovernmental and Community Affairs.

We are pleased to be here on behalf of Mayor Bill de Blasio to testify on DOT's \$1 billion FY 2020 Preliminary Expense Budget and our ten-year \$17.2 billion Fiscal Year 2019-2029 Capital Plan. The Budget will support DOT and its mission to provide for the safe, efficient, equitable, and environmentally sustainable movement of people and goods in New York City.

Over the past five years we've worked hard with the leadership and robust resources, the Mayor and the Council have provided to serve New Yorkers all over the city and I'm very proud of the men and women of DOT.

In 2018 under Vision Zero, we saw our fifth annual decline in traffic fatalities yet again bucking the national trend, but we know there is much more to do as recent tragic fatalities remind us.

We completed a record 139 street safety projects in all five boroughs, we installed over 20 miles of protected bike lanes, and eight miles of bus lanes including a second bus lane on Fifth Avenue and the new B82 SBS route in Brooklyn. We resurfaced over 1,300 lane miles resulting in more than 50 percent fewer pothole complaints compared to four years ago. We initiated a major expansion of our operations devoted to installing and upgrading pedestrian ramps and constructed over 9,300 ramps last year. We installed a record 873 leading pedestrian interval signal timings exponentially more than we were doing pre-Vision Zero and we initiated construction projects on over 20 bridges in every borough.

We finished capital construction on seven pedestrian plazas while adding another four new plazas and celebrating our tenth anniversary of the program. We served over 24 million Staten Island Ferry passengers while maintaining an industry leading safety record.

We also worked with the Council and our state partners to keep our life saving speed camera program operating and announced plans to triple the city bike fleet, launched a car share pilot, and experimented with allowing dock less bike share for the first time in New York City.

Looking ahead, DOT is working with the MTA on its new plan for the L-Train tunnel repair on possible implementation of a congestion pricing program and on meeting the Mayor's ambitious goal to dramatically improve bus service. And of course, we'll continue to explore options for the BQE. At the same time DOT will remain focused on our vital safety work including reauthorization and expansion of our speed camera program at the state level, further expanding accessibility and mobility and maintaining a state of good repair on infrastructure.

Before I discuss these topics, there is an interview of our entire budget numbers in my written testimony.

I will start with Vision Zero. Overall, this administration has committed with the partnership of the Council nearly \$2.4 billion for Vision Zero. Last month, Mayor de Blasio released DOT's new Borough Pedestrian Safety Action Plan, as you can see, we have a copy of it up there on the board, in which we target the next wave of our high crash corridors and intersections where we'll focus our efforts to enhance safety for pedestrians, cyclists, and drivers.

We used the freshest available data showing that just seven percent of the city streets are responsible for nearly half of all pedestrian fatalities.

In the past four years, we applied our full menu of safety interventions to over 90 percent of the location identified in our ground breaking 2015 plans, one for each borough, you can see them up there, reaching nearly all of them.

In those places, pedestrian fatalities dropped by 36 percent compared to 8 percent in the rest of the

city and that work will continue to yield safety benefits for years to come.

While of course there is more to be done, as every tragic death reminds us, I am happy to say that our Vision Zero work has been recognized nationally and internationally by the Citizen's Budget Committee, the International Transport Forum, Governing Magazine and just two weeks ago at the United Nations with the Vision Zero for Youth Leadership Award.

This year, DOT will be starting major street reconstruction projects on Atlantic Avenue, Brooklyn's Fourth Avenue and the Grand Concourse and you can see those details in my written testimony.

Now, I want to turn to speed cameras, a key element of Vision Zero these past five years. I want to thank the Speaker and the Council for helping to save the program last year and for yesterdays home rule passage. With the Council's strong support and working together with the brave families who have lost loved ones to traffic crashes, safe streets advocates, assembly Member Glick and Senator Gounardes, we're looking forward to reauthorization of state authority soon. We are confident the new

state law will include a significant expansion dramatically increasing the number of school speed zones, expanding the program to hours when speeding occurs and permitting more flexible placement to target the most dangerous locations around schools.

This Administration agree with the Council that ultimately the city should have local control over automated enforcement of our traffic laws to enhance safety, reduce congestion, and keep transit moving.

Now turning to our next priority, dramatically improving bus service. In a state of the city address this year, the Mayor committed to the ambitious goal of increasing bus speeds by 25 percent by 2020. This Administration has committed nearly \$280 million in total capital funding to support bus improvements and \$10 million to DOT's annual expense budget for the SBS program.

The Budget proposed today will add nearly \$2.7 million additionally annually in expense funding for the installation of transit signal priority at at least 300 intersections per year.

As the Mayor announced, DOT will complete over 20 projects in all five boroughs to benefit 600,000 daily bus riders in 2019, such as better bus

operating lanes in Manhattan and Brooklyn, new bus lanes in the Rockaways, a safer bus stop connection in the Bronx and traffic signal changes in the Staten Island. We will install an average of 10 to 15 miles of dedicated bus lanes per year, doubling our current average pace of 7 miles. We will upgrade 5 miles of existing citywide bus lanes per year with better designs, extended hours, or restricted turning and for the first time we're going to pilot up 2 miles of physically separated bus lanes in 2019.

We will continue to work with the MTA to optimize the bus network in every borough. Work that began last year in Staten Island and is now expanding to the Bronx and Queens in 2019. And we will continue to press the MTA to maintain the select bus service program and the long-term vision for 21 new routes we've identified while advocating for all door boarding on all buses and a joint focus on reducing bus delays.

Finally, as the Mayor announced in the State of the City Address, our NYPD partners have deployed 7 new tow truck teams focused on bus lane enforcement to operate in all five boroughs. We are working closely with them and the MTA to ensure this



investment has the greatest possible impact on improving bus speeds and reliability.

Now, turning to another major priority expanding accessibility for New Yorkers with disabilities. The city is committed to making every pedestrian ramp accessible and we're moving ahead with a comprehensive plan. With one of the largest and most complex street networks in the world and over 600,000 pedestrian ramp locations, it will ultimately be a long-term multibillion dollar undertaking.

While other American cities are also grappling with this tremendous challenge, none are on the same scale New York faces. To accomplish our plan DOT is engaged in a survey using high definition street imagery and lidar to collect measurements of every corner and we're constructing new and upgraded ramps with significantly expended in-house crews as well as DDC managed private contracts where necessary.

For this expanded work, the Mayor's Preliminary Plan includes \$1.5 billion over the next ten years in capital and expense dollars. This includes new funding in the Capital Budget of \$249 million needed for our 22 in-house construction crews. \$96 million for our next round of DDC managed construction

contracts for the upcoming Fiscal Year and an additional \$2 million needed for active contracts.

You may have seen our crews busy fixing ramps on corners around the city the last few years, you should expect to see a lot more of them now.

I'll now turn to mobility. On congestion as we all know, Mayor de Blasio and Governor Cuomo recently announced a joint city and state proposal to tackle growing traffic congestion in the Manhattan central business district and secure much needed funding for the MTA. The framework outlines key elements of a congestion pricing program and is informing discussions with the state legislature and I'm happy to say the city is working closely with advocates and our representatives to pass this plan.

On the L-Train, in light of the governor's announcement in January, we're working closely with the MTA and elected officials on plans to support alternative service. We've had a number of conversations with stakeholders and are currently in the process of soliciting public input on elements of the plan including the bus lanes and bike lanes.

I am particularly pleased that the MTA and DOT will be launching SBS on 14<sup>th</sup> street this year which

will benefit tens of thousand of riders daily including the expected surge in night and weekend riders and we're determining what the bus priority treatments for this service will look like. When it comes to cycling, DOT is adding an average of 65 miles of bike lanes a year, to our 1,240-mile network, the largest in the country. This includes an average of 20 protected bike lanes to our current 480 and I want to point to this map, it's a little hard to see, but you can see what the bike network looked like in 1997 and what it looks like now. I think we're proud of how far we've come.

We are not simply adding miles but developing continuous protected quarters that allow cyclists to ride from downtown Brooklyn to the Bronx and from Queens Boulevard to midtown Manhattan, entirely on protected lands. As a key part of this, we are enhancing the connections to our east river bridges including J-Street, Delancey street, Chrystie Street and one of my personal favorites, right here outside City Hall Park rail and we're adding bike infrastructure to the streets approaching the Harlem River bridges as outlined in our connecting communities report including Willis Avenue this year.

We are also building a protected cross-town routes in Manhattan. We just completed a pair of routes on 26<sup>th</sup> and 29<sup>th</sup> streets and we inspect to install another pair on 52<sup>nd</sup> and 55<sup>th</sup> streets this year.

Overall, on bikes, we're focused on three key priorities. Continuing to build out an interconnected protected network, overcoming engineering challenges to connect existing lanes and building new ones in the densest parts of the city. Improving safety in our priority bicycle districts, neighborhoods that have high ridership but currently lack bicycle infrastructure and you can see on the board it's those areas in pink. Including a commitment to create or enhance 75 miles of bicycle lanes in those areas by 2022 and finally, expanding our network in outer boroughs where people want more access to parks and other destinations.

We have an ambitious citywide bike program for 2019. Some of the highlights include, southern boulevard, in the northern Bronx we'll connect Marshal Parkway, one of our historic greenways. South of the botanical garden, the Bronx Zoo and the Bronx River Greenway, and Elmhurst Jackson Heights

and East Elmhurst and Corona in Queens, where the combination of a multi-neighborhood planning effort will bring new neighborhood lanes to two of our priority districts. Fountain Avenue in southern Brooklyn will connect the Brownsville and east New York neighborhoods to recreation and open space, Manhattan avenues, in addition to our cross-town work, second, eighth, tenth and eleventh avenues will all receive protected lanes this year filling in gaps on very busy corridors and new lanes in Staten Island. With the success of dock less bike share on Staten Island, we're continuing to focus on building out a bike network starting with the Ferry terminal and the exciting new waterfront development.

Turning to bike share, late last year, Mayor de Blasio and Lyft announced that we will triple the number of city bikes to 40,000 doubling the size of the service area and adding more valet stations and docks in the busiest areas of the system. I very much appreciated the opportunity to speak with many members of the Council about the potential contours of this expansion as well as how we can expand our dock less bike share pilot at the invitation of Speaker Johnson.

For 2019, we will be focusing on the areas effected by the L-Train repairs and I'm very happy to announce today then in addition to the previously announced city bike enhancements which include infill, ten new valet stations and six temporary stations, we expect to install an additional 20 new phase three expansion stations in Williamsburg and Bushwick ahead of the L-Train repairs starting in late April and we're working with our partners at Lyft to bring even more phase 3 stations to the Brooklyn L-Train corridor over the summer.

In the months to come, I look forward to continuing our conversation about what the full five year plan for city bike as well as the expanded dock less bike share pilots will look like and depending on what action maybe taken in Albany in a conversation with the City Council, we will explore what new legal forms of electric micro-mobility could mean for New Yorkers in our street network.

When it comes to state of good repair, I'm proud that in FY 2018 we committed a record \$2.2 billion worth of bridge, street, and ferry projects and with improved planning and scoping, we achieved a capital commitment rate of 81 percent up from 42 percent at

the start of the de Blasio Administration. We remain laser focused on project delivery and happy to continue working with the Council to explore ways that the Administration and the city can continue to improve the capital project delivery process.

We have several major bridge projects underway and the details are included in my written testimony and of course, when it comes to state of good repair and project delivery, no project is bigger and more complex than the BQE. As we know, this project is of great importance to both local communities and the region as a whole. The Speaker, Comptroller, Stringer, and community groups have all called for a reimagining of our approach to this project and no option is off the table. We'll continue to evaluate alternative plans and are looking to bring in a broader set of experts and thinkers to help us take a look and evaluate all the different proposals on the table or that may emerge including the potential for demand reduction through congestion pricing.

We expect to have more to share on this in coming days. We anticipate the environmental review process starting later this year at the earliest and expected to take at least two years. We'll look at multiple

options for the project including a Brooklyn Bridge Park Alignment. In order to ensure a community driven process for the BQE, we are currently meeting with over 30 residents of nearby buildings, civic associations, business community stakeholders, NYCHA residents and Park stakeholders to solicit their feedback on the project and I just want to stress again, we are really at the beginning of a process that will have many, many steps of public engagement along the way.

Finally, as we heard in the Mayor's Budget Address, we're facing new realities and tough choices due to potential budget cuts from Albany, continued uncertainty in Washington and a slow down in city tax revenues. While making the vital investment I've discussed, this budget also includes combined total savings of \$25 million in FY 2019 and \$17.5 million in FY 2020. DOT was able to find these savings through initiatives that reduced our city funded cost and recognized increased revenues while protecting vital public services and I've included some of the details in my written testimony.

The Mayor has announced an additional \$750 million savings program for the upcoming executive



budget and DOT is currently working closely with the Mayor's Office of Management and Budget to find these additional savings.

In conclusion, I want to thank the Council for its continued partnership and leadership in our vital transportation and I am happy to take your questions.

CHAIRPERSON RODRIGUEZ: Thank you Commissioner. I have a few question. Not related to what you just said right now but related to transportation. Where do you see the city is stilling having opportunity to improve water transportation?

POLLY TROTTERBERG: Ferries. I mean, I think obviously the de Blasio administration has been very proud of the roll out of NYC Ferry, spear headed by EDC and at the same time, I will just give a plug that we have also done a lot to expand and improve the Staten Island Ferry in the past five years. We've expanded overnight service, lower level boarding. We are in the process of building the next generation of state-of-the-art ferry boats. So, I think you have an administration which has clearly been very enthusiastic about making better use of city's water ways. On the DOT end, we've been working the EDC as they have continued to roll out

1 the citywide ferry program to look at the landside  
2 connections which is our piece of the puzzle. How we  
3 improve bike access, pedestrian access, bus access.  
4 Making sure city bike is well connected to places  
5 where people want to get the ferry and that's  
6 certainly a partnership, we intend to continue with  
7 them, and I know you'll hear from EDC about what  
8 their vision is for potentially the next set of  
9 expansions of citywide ferry.  
10

11 CHAIRPERSON RODRIGUEZ: I would just like to  
12 bring the suggestion that I think it is time for the  
13 City of New York to look in the past as you say,  
14 starting on a ferry wasn't one of the city's right  
15 now under the DOT and I believe that in the past 10,  
16 15 years ago, the few ferries that were there they  
17 would look at more the private entity. That it was  
18 more tourists who were using it, but I believe with  
19 the change that the city has made in the last few  
20 years to really look at ferry and water  
21 transportation as the same as buses and trains. In  
22 the past I know that we signed a letter together with  
23 all my colleagues from the upper west side all the  
24 way to Riverdale asking the city to do the study and  
25 see the possibility that we also bring water

transportation with ferry from Battery Park to 42<sup>nd</sup>,  
72<sup>nd</sup>, 96, under the George Washington bridge and the  
Light House, in Riverdale and I feel that the fact  
that and I'm very proud to be with you and the Mayor  
and some of the ribbon cutting on the new line of the  
ferry, but I think it is time. I don't expect to put  
in you in a spot for the city to look at this as  
something that should be under the DOT, because I  
think it will change also the perspective and  
planning. I think that someone **[inaudible 2:51:29]**  
ferry from Battery Park when I used to work here just  
washing dishes. It was more raised in the private  
sector using it but now, with the approach that we  
have. For me it doesn't make sense why it is under  
EDC when we are centralized the whole conversation  
about improving transportation and I just want to  
bring up the suggestion that you can look out and see  
how we can engage in some conversation to see how you  
know, they should be able to have this discussion  
about water transportation and ferry and I know that  
you are ready to answer some of those questions, but  
it's not under your agency. I think that, I would  
like to see how at some point, we as a city say, all  
everything related to water transportation including

the ferry should not be only their starting on the ferry, but all the ferries should be under the DOT.

POLLY TROTTERBERG: Well, I'm happy to have that conversation and as you know the Speaker and his Let's Go Transportation Report made that same proposal. I will say we certainly work closely with EDC and our experts Captain Jim Decimo and in our top ferry leadership certainly is part of the governance and obviously participates in helping to make sure that that system is safe and doing all it needs to do with the coast guard etc., and obviously, I'm happy to have a discussion about whether there should be further integration.

CHAIRPERSON RODRIGUEZ: And my next question is about again, I don't expect that you have like a fine answer or position on this but as the Speaker referred to the MTA and the New York City Transit to be restructured, I do believe that as we were able to push the state to get New York City and Mayor control when he comes to our schools and as a former teacher for 13 years, I also saw the important even though we are not where we should be and yet still we have the most segregated educational system in New York City where the best [inaudible 2:54:12] but however, I

POLLY TROTTERBERG: Well, look, I first want to say I really applaud the Speaker for putting out I think a very bold and really detailed and thoughtful proposal on potentially the city taking over the role again as it did at one time as we know in our history of running the subways and the buses and I think he really worked through a lot of the governance and financial issues. I think if we look around the country and the world, it's clear that some of the best run systems are ones where the locality controls the system. London, Los Angeles, you know, places where for reasons I think we all understand, the system is politically accountable to the riders and the riders are the ones who are helping to directly fund the system. I think the one challenge and I think Speaker Johnsons proposal and the reaction you saw afterwards is, if the city is going to take over the subway system, the city also needs to be able to have the revenues and an ability to generate those revenues independently because if we took over the New York City Subway system, it would immediately

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CHAIRPERSON RODRIGUEZ: I already arrive that we should have control. That as the Speaker say everyone who is at the board, in the new board, that we run the New York City Transit should be someone that used public transportation and I think the 8.5 million New Yorkers who live here deserve to ask and demand and push for that move to establish also the New York City Transit Mayor control in whatever formula it will work. I'm not getting to how the Council should play a role, how other entities should play a role but the most important is that we as a city should have control including the revenue and controlling those revenue and also for the state and the federal government to be responsible to reinvest because our New York City Transit is not important

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POLLY TROTTERBERG: I will tell you this and obviously Mr. Chairman, I think the contours of what congestion pricing is going to look like is obviously being debated up in Albany. You know, the city, we're certainly making our views known but I think ultimately, it's very much going not be in the hands of the legislators and the governor. I will just be clear that I think the model that is currently being contemplated the city is not necessarily completely in control of the revenue collection. I think there is different models being talked about potentially a hybrid, some partnership between the city and the MTA

but I don't think that's necessarily been resolved in the city's favor.

CHAIRPERSON RODRIGUEZ: Yeah, I just believe that it is interesting to see and I do support congestion price but I think in **[inaudible 2:59:27]** that we have of different voices, is not only the advocate but it's also the private sector who also are behind on the price and I think it is something that we should do; however, and I will only support a plan that also controls the revenue and also is very specific on the revenue to be raised by congestion price should be the only use of the MTA for maintenance and repair. It's not to build a new subway to any other group who are behind on **[inaudible 3:00:19]**. They should be only for maintenance and repair and when we met with Alex and the whole group behind congestion price, from the \$1.3 billion, there was supposed to be at least \$150 million of that money that will be reinvesting in the local communities on transportation model. So, I think that right now, everyone is behind, labors on the congestion price. I just want to call on the caution to everyone that we need to be sure that we don't get support giving the MTA a blank check because that will not work. I



1 think the city will be asking only those drivers from  
2 the Hudson Valley and Westchester and Connecticut to  
3 pay the tolls about the those who live in the outer  
4 borough area. We need to be sure that there is a  
5 control and I think that things are moving so fast in  
6 a way that a lot of people are trying to get right  
7 now just to support the congestion price without  
8 given the space to look at the details. It's like  
9 the rezoning, you move fast when you're on the last  
10 24 hours. There's a lot of things that people try to  
11 move to push, so I want to make caution on everyone  
12 congestion price is important. It will raise  
13 revenue; it is critical for the MTA, but we need to  
14 be sure that we as a city doesn't support a plan that  
15 give the MTA a blank check where we don't have any  
16 control.

18 POLLY TROTTERBERG: I think Mr. Chairman, that's  
19 very eloquently put. You know, I'm a supporter of  
20 congestion pricing. Now the Mayor has come out in  
21 favor and obviously he and governor put forward their  
22 framework, but I wholly agree. You know, I think for  
23 everyone who cares about this issue and wants to see  
24 congestion pricing happen to not only help the MTA  
25 but help decongest our city because the details

really do matter and you know, the way the different governance models are set up and how the funds are allocated and what kind of a say the city has and how those dollars are spent, those are very, very crucial questions.

CHAIRPERSON RODRIGUEZ: My last one before calling my colleague is about this past winter as we know it was a tough one. Definitely the road was damaged and we will assume based on driving also around when I go through the city, see the need to resurfacing many of the streets and I know that DOT has a plan but how are we doing today when it comes to what you projected will be complete or resurfacing the street that was damaged because of snow and the cold weather. Are we behind? Are we on time? What challenges do we have? Do we have the resources in the 2019 Budget to complete?

POLLY TROTTERBERG: I'll give you sort of a general and then I'm going to have Elizabeth jump a bit more into the details and I think it's something I first of all want to really thank the Council and the Mayor for. When I came in the doors DOT Commissioner, now five years ago, the number one complaint I was getting all over the city was pot

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ELIZABETH FRANLIN: The budget number this year, we have \$298 million in the budget this year for surfacing and so far, we've resurfaced 882 miles, lane miles and so, we're on track to get to the 1,300 by the end of June.

CHAIRPERSON RODRIGUEZ: Is that what you projected in the last year or do you see an increase or challenge because of this past winter?

ELIZABETH FRANLIN: No, I think we're on track, we'll be okay.

CHAIRPERSON RODRIGUEZ: Okay, thank you. So, Council Member Deutsch, Council Member Koo, and Council Member Rose.

COUNCIL MEMBER DEUTSCH: Thank you very much Chair. So, I just want to ask a quick question regarding the road repairs. So, a private contractor or utility company after they open up the streets and they make repairs, how does DOT have that oversight to make sure it gets repaired to the previous condition?

POLLY TROTTEBERG: So, you know, we grant private sector entities and the utilities permits to do work on our streets and included in those permits are stipulations about the quality that they need to restore the road to. We have a team of HIQU inspectors who follow up on that work and again, another area I'm grateful to the Council. We've actually added to our ranks in terms of HIQU inspectors. We have modernized them, we have given

COUNCIL MEMBER DEUTSCH: Okay, I'd like to check that. Secondly, how many different colored parking regulation signs does DOT install?

POLLY TROTTERBERG: I'm not sure. I know you have a concern about a particular area on the B82 and I think we've been talking to about the signs there.

COUNCIL MEMBER DEUTSCH: Yeah, the last correspondence was no, they are not changing the color code of the sign.

POLLY TROTTERBERG: Well, I think, and part of the challenge is you know, all cities try and do this. We follow actually state and federal guidelines on signage. There is a whole lot more signs to it than you would think. In an effort to both keep signage consistent and not to clutter too much while I will admit that it's pretty cluttered. So, you know, I'm happy to go take a look at that location. If there is some kind of confusion going on, see what potential solutions might be, but I don't want to say right now we're going to change the signs because I would like to go see why people are confused and if there is other things we can do.

COUNCIL MEMBER DEUTSCH: So, we're going to follow up?

POLLY TROTTERBERG: We will follow up.

COUNCIL MEMBER DEUTSCH: With you Commissioner?

POLLY TROTTERBERG: With me.

COUNCIL MEMBER DEUTSCH: Okay, thank you.

COUNCIL MEMBER KOO: Thank you Chair. Thank you, Commissioner, always of your leadership of the agency. You have done a lot of things for the city. So, my question is, I opposed a on trigger on February 8<sup>th</sup> a picture of the bus pass at **[inaudible 3:11:19]** Boulevard and Franklin Avenue in my district. We have over 20 bus routes in my district and over 70 bus stops. As you can imagine, many of the bus pads and curbs adjacent to these stops are not in the best conditions. So, what is DOT's policies for repairing damaged pads?

POLLY TROTTERBERG: We do have a program where we go in and do bus pads. I have not seen your tweet, so I would like to see that picture and come out and take a look and I think some of you may know, the reason you put bus pads in is you put a concrete base in because obviously the buses created a lot of weight. I will admit the bus pads in New York, thank you Council Member, take quite a beating and actually look this one looks like it's got some DEP infrastructure which maybe the cause of the cracking here. Let us have our roadway folks come out and take a look.

COUNCIL MEMBER KOO: Okay, so is funding set aside for maintenance?

POLLY TROTTERBERG: Yes.

COUNCIL MEMBER KOO: So, do you bill MTA for doing the jobs or no?

POLLY TROTTERBERG: Do we what?

COUNCIL MEMBER KOO: Do you bill MTA?

POLLY TROTTERBERG: Do we bill the MTA; we do not bill the MTA. We do it as a service to them and obviously to the riders of the city.

ELIZABETH FRANKLIN: But it also helps the roadway there having a concrete pad has that which is our street, deteriorate less at a faster pace. So, that's not a great picture but that's also very helpful for us to have concrete bus pads.

COUNCIL MEMBER KOO: Okay. So, my second question is how much money does the Department spend on resurfacing roads every year about?

POLLY TROTTERBERG: Elizabeth has the number.

ELIZABETH FRANKLIN: The budget for this year for 1,300 lane miles is \$298 million.

COUNCIL MEMBER KOO: So, is painting the lines included in the budget after you resurface the roads?

POLLY TROTTERBERG: It's a separate budget item.



COUNCIL MEMBER KOO: Oh, it's a separate budget item.

ELIZABETH FRANKLIN: It's not included in that \$298, no.

COUNCIL MEMBER KOO: Oh, because in my district, **[inaudible 3:14:09]** Boulevards, we paved it for a few months, but it is not nice and it's so dangerous.

POLLY TROTTERBERG: So, one of the challenges we have and it's a bit of a lesson we learned this winter. We had an issue over I think it was on tenth avenue in Manhattan. You know, part of how we're getting in all those lane miles is we try and resurface as late into the winter as we can before the weather turns cold. Once the weather turns cold and snowy, we don't do the striping because it doesn't stick and one thing, I think something we're going to try and do better in coming years is big important streets at tenth avenue and northern boulevard, we're not going to do those late in the season where we might risk not being able to do striping. We can come and do temporary striping and we will get the permanent striping down soon or something. We agree we need to do a better job on that.

COUNCIL MEMBER KOO: Thank you.

COUNCIL MEMBER REYNOSO: Thank you Mr. Chair, Commissioner as always, good to see you and your team and thanks for all the work that's outlined in this budget and I've got a lot of things but in three minutes I'm going to focus on wreckless driving. As you know it's about a year since the crash at fifth avenue and ninth street. Ninth Street has been transformed and I want to thank you for moving quickly to make that happen. One thing that's not yet in this budget because we haven't worked out the program together is this new approach to reckless driver accountability that I know the administration is open to, that we had a good hearing on. We needed to put it on hold for the speed camera reauthorization because it's got to relate to that legislation, but now that we're very close to there and congratulations and again, thank you while I wish we had full power to run the program, obviously this is a very significant and life saving expansion.

It's time to turn to figuring out that wreckless driver accountability program and especially since we're in budget time now to have budget implications and program implications, rather than kind of pushing

1 the legislation forward to the desks and having us  
2 get ready to vote it before we could work together to  
3 really dig down on program design and figure out how  
4 it will work, I would like to start engaging your  
5 team and other folks at City Hall and thinking  
6 through the design of that program so we can move  
7 forward to passage with something we support together  
8 rather than thinking of it as like legislative  
9 negotiation.  
10

11 POLLY TROTTERBERG: Happy to do that and you are  
12 right, obviously we wanted to wait and see what would  
13 happen with speed cams. I too am knocking on wood  
14 because as much as — I just want to reiterate what  
15 you said. As much as the city we would love to have  
16 full control. The bill that you just passed a home  
17 rule on and that's being debated up in Albany is  
18 going to be a tremendous expansion and improvements  
19 in the program. And then, obviously, once we have  
20 that under our belts moving on not only to the  
21 programs, we're looking at here in the city but the  
22 other legislation we talked about up in Albany in  
23 connection with 9<sup>th</sup> street looking at the issue of  
24 people who are impaired and shouldn't be behind the  
25

1 wheel or who have again, racked up a lot of speeding  
2 violations.  
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4 COUNCIL MEMBER REYNOSO: Good and obviously, just  
5 the expansion itself will require us to think a  
6 little differently, if there is four or five times as  
7 many cameras, it may mean we need to adjust how we're  
8 identifying who the most reckless drivers are but  
9 it's still something were not yet doing which is  
10 bringing that sort of CompStat like approach. We've  
11 done enormous amount of street redesign; it's been  
12 very successful. Now, we need to move to recognizing  
13 that these most dangerous really sociopathic drivers  
14 are something we can do more to address, correct, get  
15 off the road if necessary, give them an opportunity  
16 to change in a way that I'm confident it's going to  
17 put out any further drive down the number of  
18 fatalities and injuries. So, I think you said yes,  
19 we could sit down and start to design that program.

20 POLLY TROTTEBERG: Absolutely, yeah, we totally  
21 agree. We would love to do that.

22 COUNCIL MEMBER REYNOSO: Because I just don't  
23 think it will be as most productive to treat it like  
24 we do most legislation where I work together to get  
25 it late on the desks and then we start negotiating

bill language a lot better if we could design a shared program that we have a lot of shared confidence in.

Okay, we'll follow up to do that. Thank you.

COUNCIL MEMBER ROSE: Hi Commissioner. Of course, it wouldn't be Staten Island if I didn't have a ferry question, right? So, we know that the area that was hard hit by the hurricane in Florida also impacted the ferries that were budgeted for. So, could you give me an update on where we are with that and the timeline for delivery?

POLLY TROTENBERG: No, you are right, unfortunately, the last big hurricane did a lot of damage down in the Panama City area where the boats were being built. We were hoping to have the first one delivered this year. Captain De Simone and his team have been down to Florida a couple times, have been pushing the contractor to get up and running as fast as they can. I think the good news is a lot of the ship yard is operational now. You know a lot of the ship yard employees down there unfortunately had either lost their homes or their homes had been tremendously damaged but most of them are back to work. SO, we're looking at a delay of some period of

months, but I still cant tell you how many months because we're trying to negotiate with them to reduce that number as quickly as we can. I don't think we will get the first boat this year but I'm confident we will get it sometime next year and keep you posted on exactly what that time frame is going to be.

COUNCIL MEMBER ROSE: Okay, and in the Fiscal 2020 Preliminary Plan, there was a new need of \$740,000 for dry docking costs. Can you tell me what that is? Is that related to the new Ferry? Any of the issues?

POLLY TROTTERBERG: I will have to check on that. I think that's an area where a portion of one of our docks is being moved or maybe Elizabeth has more of the details than I do on that one.

ELIZABETH FRANKLIN: That's actually dry docking the existing Ferries. We have to take our ferries out of service sometimes and work on them on land, and so, we have a regular cycle of that and the costs, we have some baseline funding for that, but we needed some additional this year. So, that's what that represented.

COUNCIL MEMBER ROSE: And in terms of the dockless bikes, I know that we're sort of on pace to

1  
2 expand the program on Staten Island. Could you share  
3 with me any conversations or comments that you've had  
4 from private property owners? Have there been issues  
5 of leaving the bikes, stacking them, and issues.

6 POLLY TROTTERBERG: Yeah, look, I think overall  
7 and obviously you and I talked about this recently.  
8 The feedback we got on the dockless bike piling in  
9 Staten Island was very, very good. Now, we only had  
10 about 400 bikes there. So, it was a pretty minimal  
11 amount. I didn't get much in the way of complaints  
12 and I think I heard from you that overall you got a  
13 lot of good feedback. We have heard from Council  
14 Member Borelli and have talked to you and others on  
15 Staten Island about the potential of perhaps  
16 experimenting with doing dockless boroughwide and I  
17 think the thing that we would want to balance is  
18 having enough bikes available so that the program was  
19 really functional and reliable but making sure that  
20 it was orderly so that people didn't feel like bikes  
21 were being dumped all over the place and I think  
22 that's a process we want to sit down and talk to you  
23 and your teams in more detail about and see if we can  
24 perhaps lay out a series of steps but we think we  
25

have tremendous potential perhaps to do this on a boroughwide scale.

COUNCIL MEMBER ROSE: Okay.

COUNCIL MEMBER ?: Thank you Mr. Chair. Thank you, Commissioner. I want to ask a couple questions about BQE and then also about the L-Train. So, I was wondering if you could maybe give us a little bit more detail in terms of timeline for the BQE project and the process of how, you said in your testimony that you'll be looking at additional options of bringing in additional experts. This is all going to happen before the EIS, or the environmental review goes forward?

POLLY TROTTERBERG: Yes, correct, and I know look, its complicated and there's been a lot of different discussion out there. So, I will give you the latest sense of the timing and you know, again, we're going to be on the ground a lot. We are sort of in what we would call now the pre-scoping phase. So, pre-environmental impact and obviously given how complicated and controversial and challenging this project is going to be, even before we get into the formal environmental process, we want to have a lot of community discussions. We obviously want to flush



1 out all of the different proposals. A lot of  
2 exciting and interesting ideas on the table. A lot  
3 of them would really require state participation and  
4 I think before we go further, we want to really have  
5 that community dialog, get all the good ideas out as  
6 I mentioned in my testimony today. We want to be  
7 pulling together in a more formal way. Sort of a  
8 group of experts and thinkers who can help us  
9 evaluate some of these proposals and then at some  
10 point, hopefully this year but I think way further  
11 into the year, we would start the formal process.  
12 But I don't even want to give you a date on that yet  
13 because I want to make sure our goal is to have some  
14 - we're never going to have true consensus on a  
15 project this difficult but at least some sense among  
16 the key stakeholders and effected communities that  
17 we've come up with the right set of alternatives to  
18 investigate and then the environmental - even when we  
19 get to that point, the environmental process itself I  
20 think will take at least two years beyond that.

21  
22 COUNCIL MEMBER ?: Which puts the full process  
23 into the next administration right?

24 POLLY TROTTERBERG: Well, look, this project will  
25 certainly extend into the next administration. I

1 think we have three years under this current  
2 administration and current council to get as far with  
3 it as we can, but this is obviously a project that  
4 not any one administration will completely get to own  
5 and complete.  
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7 COUNCIL MEMBER ?: Right, and so the convening of  
8 additional kind of outside experts that is happening  
9 in the coming weeks?

10 POLLY TROTTERBERG: Yeah, we will have more to  
11 say on that very, very, soon.

12 COUNCIL MEMBER ?: Okay, with the L-Train, I  
13 remain very concerned about mitigation on nights and  
14 weekends and you know, with the original plan having  
15 HOV three on the Williamsburg Bridge would have  
16 reduced the traffic on the Williamsburg Bridge by 80  
17 percent and we could have gotten buses over very  
18 easily and that was part and parcel of the whole  
19 plan. Since service is going to continue during the  
20 day but is going to be greatly reduced at night. How  
21 are we working with the MTA on comprehensive  
22 mitigation that is going to have to involve DOT in  
23 some fashion? I mean, on a Saturday night you  
24 probably couldn't realistically send buses over the  
25

Williamsburg Bridge because there is too much traffic without an HOV lane. So how are we looking at that?

POLLY TROTTERBERG: It's a good question, I think you were at the open house last night. I mean, obviously since the Governor's announcement in January, we've been working as quickly as we can with the MTA with the representatives, the elected officials, the Community Boards to obviously kind of retool a plan that was a couple of years in the making and I think from DOT's point of view, we agree with you that although now there will still be complete subway service during the week day hours. Nights and weekends your only going to have 20-minute service and we think the city will still need to work with the MTA to provide some mitigation. I think you've probably heard from the MTA, there is still a lot of subway service that they're going to be enhancing and they are going to be running a shuttle bus in the Williamsburg area to connect some of those L-Train riders to other subway lines.

On the city end, we intend to at least for now, we have our bike network, the bike lanes we've added, we think those are going to prove useful. We think some people will ride on nights and weekends and

that's going to be complimented as you heard today.

I was happy to announce by an additional 20 bike share stations in Williamsburg and Bushwick. So, to really try and make cycling still an easy option for people nights and weekends as well.

We are now with the MTA and you've been a part of those discussions. Seeing it from your side of the river, looking at what we're going to do with M14 SBS service and obviously still working through the street designs but that's going to provide a lot of service. So, we agree there are still mitigations that need to be done on our side and service we think the city should bring to the table but the MTA, it's true, will not be running all those major buses over the Williamsburg Bridge as they had planned to.

COUNCIL MEMBER ?: Yeah, just I'm concerned that you know, we get to May and the shut down happens or the plan goes into effect and nights and weekends we have huge numbers of subway riders crowding the platforms. I'm just concerned about that.

POLLY TROTTERBERG: Well, again, I know that MTA has been particularly planning on how to encourage a lot of those subway riders to get onto other subway lines. You know, as always, no matter how we look at

1  
2 it, the most efficient way to move people is via the  
3 subway, but we continue to work with them to refine  
4 those plans. We're now engaging with the community  
5 boards and the electives. Let's continue to talk.  
6 If there is something else, we think we all need to  
7 be doing, we still have a month and a half to figure  
8 it out.

9 COUNCIL MEMBER ?: HOV 3 is off the table?

10 POLLY TROTTERBERG: Well, you know, I think  
11 without the MTA running a lot of those buses, it was  
12 not proving an easy lift up in Albany frankly before  
13 the change in the L-Train plans and I think now it  
14 just doesn't seem to be a lot of appetite for it but  
15 again, something we're happy to continue the  
16 conversation.

17 COUNCIL MEMBER ?: Okay, thanks.

18 CHAIRPERSON RODRIGUEZ: What is the on the  
19 information related to the 300 lane on projection for  
20 the resurfacing in the street, which is allowing this  
21 projection for the 2019 budget there was like a 13-  
22 mile lanes?

23 POLLY TROTTERBERG: 1,300 lane miles, yes.  
24  
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CHAIRPERSON RODRIGUEZ: 1,300 miles, but in this budget for the 2020 there's a reduction on budget that City Hall is presenting to us?

POLLY TROTTERBERG: So, it has I guess been typically the way that the city has presented the budgets that we – in the Preliminary Budget we don't usually sort of reflect what the final resurfacing number is going to be. I don't know, Elizabeth, maybe you have more to say on that. I think the number will go up but I'm not sure I can say exactly what it's going to be. I think that's going to be a negotiation with the Council.

CHAIRPERSON RODRIGUEZ: Okay, we just hope that we plan for future knowing that with climate changes, we should not be expecting anything more than weather has been tougher year after year so therefore, with pot holing the need to resurfacing the street will continue to be a challenge for team, so we just want to be sure that by the time when the handshake is done with this budget, that you know they all decide and understand that the dollar amount there for us it doesn't make sense, I think it should be increased in order to not only to maintain to the same, but to

increase if we expect that weather will be worse in the future.

POLLY TROTTERBERG: Again, a discussion we look forward to having with you all and thanks for your partnership on it.

CHAIRPERSON RODRIGUEZ: On the buses, as we know, we're working together to be sure that new technology installed with the new buses coming so that MTA do their part but also DOT will do their part to be sure that there is a signal priority for drivers. How much does it cost? Do you already have the projection on how much it will cost for the city to install the technology in the signal and the new buses will be able to give priority to drivers?

POLLY TROTTERBERG: Right, so I think you know in terms of TSP, it has been for our agency something of a learning curve and I'm proud to say we're greatly picking up our pace and not only are we picking up our pace, but we're lowering our cost. It used to cost us in terms of the engineering around \$23,000 in intersection. We've dropped that price down to \$6,500. So, luckily for us so far, we've spent around \$13 million on TSP. It's not a high cost item. The challenge is really that getting the

engineering right to ensure good bus movement, good traffic flow, and pedestrian safety. It has taken time, but again, we've picked up the pace, we're now doing TSP at about three times the rate that we were a couple years ago, and our commitment is to – some one will remind me what the commitment is. Get up to 300 intersections per year and how many, we hit a number we committed to. By the end of 2020 get up to 1,200 that's right.

CHAIRPERSON RODRIGUEZ: What about if you can share with us the dollars also when it comes to camera enforcement for the buses? Dollars wise, what is your projection of how much it will cost to have those bus lanes – how many mile bus lanes do you anticipate will have the technology and how much it will cost?

POLLY TROTTERBERG: Maybe Elizabeth can dig up the number. And I will just say it had certainly been, as you know we have authority now from Albany to do camera enforcement in 16 bus lanes. We certainly – another area where I think the city would like a lot more ability of home rule and to greatly expand the number of bus corridors where we can do enforcement, very key part of keeping the buses



moving. Well, sorry Mr. Chairman. We'll dig up those numbers for you.

CHAIRPERSON RODRIGUEZ: Okay, that's fine. On intersections like do we still continue seeing that crashes happen in the streets in higher percentage when drivers make a left turn?

POLLY TROTTERBERG: Yeah, we see that left turns are three times more likely to produce crashes and actually the place where we see that and sort of it's the most dangerous turning move and it's not entirely intuitive is when you're coming off a smaller street, maybe a more local street onto a big two way arterial, where you have to pass over a lane of traffic and find your opening. We find that that's challenging for drivers. One thing we've been piloting all around the city are these new left turn calming treatments we call them, and we've done them in every borough. You might see them, sometimes it's sort of a wedge or bollards or paint at the intersection that when cars are turning, it slows them down, it encourages them to look up at pedestrians. In places where we've put these devices and we've seen speeding drop quite a bit, but I think there is a lot more we want to do there. It still

remains tragically a place where we're seeing too many fatalities for pedestrians and particularly cyclists.

CHAIRPERSON RODRIGUEZ: Do we have besides the 25 mile per hour which is a big victory for all of us advocated to get to Albany. Can the city also install our own speed mile when driver turn into intersection. Can we establish a speed mile limit for drivers when they turn into an intersection?

POLLY TROTTERBERG: You know, there is a general rule. I don't know if its law or not, but I say this to people all the time, when you are making a turn, you should take the turn at 5 miles an hour.

CHAIRPERSON RODRIGUEZ: But that's not something that -

POLLY TROTTERBERG: I don't think it's something that's enforceable though but that is I think the excepted in particularly in a density like New York with so many pedestrians and cyclists, you take a turn at 5 miles an hour, even if there is some kind of collision, it's not going to have a tragic outcome.

CHAIRPERSON RODRIGUEZ: Because I know that in the past I have put language, hoping again lawyer

1 would do their work and see if we can do it or  
2 establishing a 5 mile per hour when drivers are  
3 turning into intersection and I think that I  
4 understand all the tools and everything they are  
5 trying to do but unless if we can you know, from both  
6 sides to look if we can definitely, if we had the  
7 authority to do it, I think that would be a huge  
8 progress that we would make when it comes to Vision  
9 Zero. Like, I can tell you like, I live [Inaudible  
10 3:44:08] and whatever law I have been able to produce  
11 to the Council has come from my everyday experience.  
12 Like, I look there. I don't bring it here because I  
13 am a Council Member, I want to highlight this  
14 situation. In the same thing you will see York  
15 Avenue and 91<sup>st</sup> street on 92<sup>nd</sup> street when they are  
16 helping cross and people being already killed. So,  
17 when I stand there crossing the intersection with my  
18 two daughters, and I see drivers you know at like 15  
19 miles per hour, 20 miles per hour, so let's see how  
20 we can look at it.

21  
22 POLLY TROTTERBERG: No, happy to explore. It's a  
23 focus for our in terms of driver behavior and doing  
24 safe bike intersection designs as well. So, happy to  
25 talk to you more about that.

CHAIRPERSON RODRIGUEZ: Okay, so I would like to acknowledge that we are also joined by Council Member Rosenthal and with that we come to this end with DOT. Thank you for your leadership to you and thank you to all your staff. Sorry, WMB, Women and Minority Contracts Opportunity. Whats going on. How can we do better there?

POLLY TROTTERBERG: Okay, I'm going to give you a couple thoughts and Elizabeth will give you some of the details and you know, I'm proud to say this past year, we were one of the top five cities for MWB awards in city government. We are doing a lot to try and improve our efforts. While also acknowledging for the big capital agencies like DOT and DEP, it's a big challenge because a lot of the big construction firms in this region unfortunately are not minority or women owned but we have made a particular focus on increasing purchases and I'll have Elizabeth talk about that but also in particularly trying to mentor with MWB's connect them to the big contractors, making sure that they get the subcontracting opportunities which are where they really tie into the big city contracts. And you know, we've been working very closely with Jonnel Doris and the

1 Mayor's Office. This is an area obviously the Mayor  
2 feels strongly about. We at DOT do as well. I mean  
3 we are an agency within an enormous budget and we  
4 very much want to make sure those opportunities are  
5 available to women and minority owned firms. I'm  
6 going to have Elizabeth just go through some of the  
7 specifics.  
8

9 ELIZABETH FRANKLIN: I have the stats. In Fiscal  
10 Year 2019, our goal is 45 percent for micro-purchases  
11 and currently we're at 56 percent, so we're exceeding  
12 our goal. Small purchases between 20 and 100,000.  
13 Our goal is 50 percent and we're currently at 52 and  
14 for our formal, our regular normal contracts, we have  
15 committed 19 percent so far and our goal is 23.

16 CHAIRPERSON RODRIGUEZ: I feel that those numbers  
17 that we have as a city are still behind where we  
18 should be, and I think that still we have to do  
19 better on providing more support to the women and  
20 minority when it comes to opportunity of contracts  
21 and many projects. I feel that it still is the same  
22 culture where we have the typical saying, larger  
23 institution bringing their own partner and yes,  
24 everyone can go online, everyone can apply but we  
25 still live in a city where there are so many great

entrepreneurs in our city and I think that pipeline to providing to take those great entrepreneur from the training process to really providing a percentage to the new one who are ready to compete in following all that transparency that we should have as a city. But I think that based on what I have seen around, and I've seen so many great entrepreneurs in the city, I think that we live in a city where there is a lot of information on line and information that we put on there, but it doesn't match with the large numbers. So, a new entrepreneur and whatever you can look at on your team and again, I believe that it is in this administration where many of you guys that we can make a big difference because we don't know who is coming after 2021. But I feel that it is more easy to go after the big one nationwide that's here in the city, there is so many areas and one of those is again, like creating new opportunity. Take the more entrepreneur in the pipeline for the training to us having access on how to navigate and be helpful with insurance with a cause in the machine. Because it's the same four or five big construction group that we see in the City of New York. Just look at those names and the opportunity will always be for

1 everyone as equal. But when it comes to navigate and  
2 to be able to comply with all requirement, it's like  
3 one of those areas where I hope again that we push  
4 the envelope and it's not only about the data. Here  
5 we are but what about the new one, the same group.  
6 Like, are those individuals who are the large  
7 contractors, the ones that are bringing the same  
8 friends and family members. Is it women and minority  
9 or are we really opening opportunity for a new one.

11 POLLY TROTTERBERG: It's a good question and I  
12 think you know; you all have talked to Jonnel and I  
13 think the city has tried to tackle some of those  
14 things you are talking about Mr. Chairman. Helping  
15 small businesses navigate the complexity of the city,  
16 contracting process, help with their insurance, their  
17 bonding, doing what we would sort of call match  
18 making which is to take those big contractors and  
19 making sure we're helping to facilitate working with  
20 them. So, they're not always working with the same  
21 group of subcontractors.

22 I will say another thing though that I think we  
23 on the city side also need to tackle that is a big  
24 factor for small businesses is our change order  
25 process, our payment process, the way we sort of

1  
2 treat contractors. It's particularly hard on small  
3 firms because it can often take a while, so that's  
4 something I think we can also all collectively work  
5 on that will help small firms of all kind but  
6 particularly I hear it a lot from M/WBE's. That one  
7 of the difficulties they have doing business with the  
8 city.

9 CHAIRPERSON RODRIGUEZ: Great, and on protective  
10 bike lane, which is a question that I brought to your  
11 attention when went to get on the press conference  
12 with some of the advocate group which is about plan  
13 to increase the mile of protective bike lane. What  
14 do you define us of protective bike lane, and we have  
15 talked in the past, how much does it cost? What is  
16 our plan? And as we are seeing more by share, city  
17 bike expansion, if scooter is legalized in New York  
18 City, there will be more need of protective bike  
19 lane. So, how are we planning on increasing  
20 protective bike lane and how much it costs?

21 POLLY TROTTERBERG: Alright, there's a bunch of  
22 questions there, I'll try and answer them and look,  
23 again, I want to point to this map to show, the city  
24 has been building out the bike network very  
25 aggressively in the current administration. We've



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I know Mr. Chairman you have challenges us to greatly pick up the pace of protected bike lane construction and we certainly enjoy a good challenge. On that, I think we very much need to start working with Council Member because you know, we want to do it right when we design protective bike lanes, there's a lot of engineering work. Working with local businesses and residents and making sure that we get a design which works well for cyclists, make the street safer and has some you know, best where we can some community consensus. But happy this year to sit down and talk about parts of the city where we

can be a lot more aggressive. I think obviously, we would want to work with Council Members on that as well.

CHAIRPERSON RODRIGUEZ: Great, thank you Commissioner. So, thank you and in a few minutes, we are going to be joined, like in 15 minutes by TLC in the last section on the budget on transportation. Thank you.

Thank you everyone for continuing our hearing on the Transportation Committee where we have discussing not only with the MTA and DOT but also now with TLC on matters related to our transportation industry. In this part we're going to be getting into the TLC and all questions are related to our budget for our 2020 Budget. We will hear testimony from the Taxi and Limousine Commission TLC Proposed Fiscal 2020 Expense Budget total of \$57.4 million. The Committee hopes to hear from the Commissioner on his outlook for the Yellow medallion values.

The Committee also looks forward to hearing about wheelchair accessibility for yellow medallion taxi, green taxi, and for hire vehicle. I also would like to here where are we up today when it comes to Access-A-Ride and the level of collaboration between

the MTA and ways in this case TLC related to pilot project. I got to say all we have working with this Commission is great experience and I know that she is moving to a new chapter in her life. Whatever she will be doing she will have a great future. She has been a leader, been a voice for this industry and especially after she inherit a moment where unfortunately we as a city not only necessarily in this administration or from the previous administration make some changes that unfortunately it brought new players without following the same rule and regulations. So, I know that we've been working very hard the last couple of years trying to level the playing field, trying to work on universal license, working to bring some incentive to the medallion owners so that we can be able to support them, as also working the drivers. There's a lot more that we have to do and as we know I personally feel that the surcharge that we impose on the yellow taxi [inaudible 4:03:21]. This is something that at the end of the day the surcharge doesn't go to the riders, they effect the drivers to because the riders will get into those vehicles that add the surcharge. So, someone that believes the congestion price is

1 something that we should be open to. That we should  
2 do it to everyone but the way how we did it to the  
3 drivers, it wasn't fair. As a chairman of this  
4 Committee on Transportation that now brought back the  
5 Committee on Taxi and Limousine under my  
6 responsibility. I will dedicate my year that I have  
7 in government to be a voice for everyone. To be fair  
8 to all the stakeholders but that also includes  
9 drivers, medallion owners and taxi drivers. So, we  
10 will be doing the best we can in our responsibility.

11  
12 **[SPEAKING IN SPANISH 4:04:53 - 4:05:43]**

13 Since the TLC issued its first for hire license  
14 to over in 2011 out based companies had dramatically  
15 increasing popularity. The Committee is interested  
16 in hearing about changing terrains in the taxi cab  
17 industry including the high volume for hire vehicles  
18 and TLC's outlook on the future of this thriving  
19 industry and its impact on medallion taxi, but also  
20 how many block car driver and owners have been  
21 effected by old policy that we have been working on  
22 in this city in the last two decades. So, this is  
23 only about one particular commission, and this is  
24 about one particular chairman. This is about we as a  
25 city we are today and where are we going to the

future. We need to level the plain field. We need to safe this industry and we need to be working together to be sure that everyone in the city follows the same rules and regulation. So, with that, I pass it to our lawyer.

CLERK: Please raise your right hand. Do you affirm to tell the truth, the whole truth and nothing but the truth in your testimony before this Committee and to respond honestly to Council Member questions.

MEERA JOSHI: I do.

CLERK: Thank you.

MEERA JOSHI: Thank you Chair Rodriguez and as you mentioned earlier, we have worked very well together over the past several years and I appreciate your support and partnership on the many initiatives that we worked on together and successfully got past. So, good morning. I am Meera Joshi, Commissioner of the Chair of the New York City Taxi and Limousine Commission and today I will preview for your TLC's Fiscal Year 2020 Preliminary Budget. With me are Deputy Commissioners for Finance and Administration Jennifer Tavis and Assistant Commissioner for Finance and Administration Vincent Chin.

The TLC is a small agency with a big mission, to ensure that every day, approximately one million passengers receive safe, reliable for hire transportation and to set and enforce the ground rules for licensed drivers and vehicle owners and thousands of business owners that provide this transportation.

In the last five years, the number of TLC licensed vehicles had grown from 70,000 to over 136,000, and the number of licensed drivers from about 70,000 to over 200,000. Of all the vehicles we license, the largest and fastest growing sector is that those dispatched by app.

New York City is the only city in the nation where from the outset we have required app service to meet all preexisting requirements. Unlike any other city, in New York your Uber and Lyft driver has been fingerprinted. His or her DMV record is continuously monitored and the car you are being transported in has commercial insurance and is inspected three times a year.

In response to their rapid growth, the TLC has gone beyond exiting for hire regulation and enacted groundbreaking and historic mandates requiring these

services to better meet the needs of the public, to protect drivers, and to ensure they work within our larger city structure including our shared streets.

The key to TLC's ability to make these historic regulations has been data collection and analysis.

It allows the city to identify problems, develop solutions and measure compliance. In 2014, after collecting detailed trip records from taxis for five years, we began the process of increasing transparency in the FHV sector through collecting trip records. Today, we collect detailed trip records including log on, log off, whether the trip is shared, pick up and drop off locations, breadcrumb data on the exact route. We also include information about driver pay, passenger fare and wait times. This information empowers us to make informed and balanced public policy.

Last year, concerned about reports of low earnings after costs, many drivers working for the largest app-based companies, the TLC commissioned to study and brought the issue of low pay in app-based drivers to light. Through trip data, we determined that 96 percent of the approximately 80,000 app drivers make less than the equivalent of the New York

1 minimum wage. To combat this, as a sign of City  
2 Council Administration partnership, the Council  
3 passed Local Law 890-B. New York City made history by  
4 becoming the first city in the world to enact pay  
5 protection for this large group of professional  
6 drivers, larger than the population of New Rochelle,  
7 or Scranton. This regulation takes into the account  
8 the drivers are independent contractors and are  
9 generally not paid by the hour but by trip. It sets  
10 a minute mile minimum of per trip pay standard. The  
11 minimum is raised if the company cannot keep the  
12 driver busy and uses their drivers time efficiently  
13 and this prevents dilution of the raise from new  
14 drivers entering the pool.

16 The new rules were effective on February 1, 2019.  
17 Lyft and Juno immediately went to court to stop these  
18 rules from going into effect. The Judge denied their  
19 motion for an injunction and ordered that pay or put  
20 into escrow the entire amounts due drivers under the  
21 rules while we defend these important driver  
22 protections. Drivers will now earn on average of  
23 \$17.22 an hour, or \$10,000 more per year. We will  
24 monitor compliance of these new rules to ensure that  
25 drives are not underpaid, and drivers can come



1 directly to us to file complaints. In addition, we  
2 will monitor and will report regularly on metrics  
3 that include wait times, passenger fares, drive pay  
4 trends and restitution in order for the public to  
5 also know the effects of the new pay standard. To  
6 quote Streetsblog NYC, the rules are a smart and  
7 powerful mechanism to move away from cowboy  
8 capitalism and toward a more equitable and rational  
9 governance of city streets.  
10

11 Another example of data enabled historic  
12 legislation is the pause on new vehicle licensing the  
13 Council passed, sponsored by Council Members Levin,  
14 and Mayor de Blasio signed into law August 2018.  
15 Data showed that a significant portion of app  
16 dispatched vehicles were vacant a considerable  
17 portion of every hour and in the most congested area  
18 of our city. This translates into less money for  
19 drivers and more traffic.

20 TLC is currently monitoring the effects of the  
21 pause and posts quarterly reports, the first of which  
22 is available on our website. I note that Uber has  
23 recently filed a lawsuit challenging the pause  
24 legislation and the city is vigorously fighting this  
25 lawsuit in court as well. As we have first hand

witnesses to the negative effects of uncontrolled growth on drivers, other TLC regulated industries and congestion throughout our City.

Through data driven administrative enforcement, New York City is the first city to require real meaningful wheelchair service. Beyond requiring yellow and green accessible service, TLC now requires bases to either send a specific percentage of their trips to wheelchair accessible vehicles or provide service in a wheelchair accessible vehicle within set times. Bases must also provide additional records of passenger wait times for both accessible and non-accessible trips, complaint data, trip cost, as well as fulfillment and cancellation rates. With the data at hand to make these precise assessments, the TLC and the public will have full transparency into whether or not the industry is meeting the accessibility mandate.

This mandate was also challenged in the courts by app companies Uber, Lyft, and Via sued to stop the rules from going into effect. Nonetheless, it withstood the challenge and is already making a difference. When I began my tenure as Chair of the TLC, there were about 50 accessible for hire vehicles

1 in the fleet of tens of thousands. Today, there are  
2 over 350 and this number is growing. Their numbers  
3 are still much lower than the over 2,600 accessible  
4 taxis, which remain an important lifeline for  
5 passengers, whether via street hail, accessible  
6 dispatch, or through the MTA's Access-A-Ride service.  
7 Starting this spring, TLC will release quarterly  
8 reports on compliance and our first comprehensive  
9 review will be released in the summer of 2019. These  
10 reports will be available for public review on the  
11 city's open data portal.  
12

13 The hallmark of our work at the TLC is data-  
14 driven approach to policy making, which aims to  
15 ensure effectiveness while minimizing regulatory  
16 burdens, and also providing the flexibility to adapt  
17 to changing conditions. The technology, information,  
18 and know how exists, so it's prudent to incorporate  
19 all of it.

20 In addition to great strides made in regulating  
21 the new forms of for hire transportation, we continue  
22 to strengthen performance of our core functions,  
23 including safety, licensing and enforcement.

24 TLC plays a central role in the Vision Zero  
25 Initiative. The agency's personnel support the

Vision Zero goal through outreach on key safety initiatives like preventing fatigued driving, holding drivers to a higher licensing standard, and training standards, and to ensure that they drive safety and increasing enforcement against dangerous driver behaviors.

In 2018, over 27,000 TLC licensed drivers received training in Vision Zero through our pre-licensure course, an average about 2,300 drivers a month. TLC also released Safety First Vision Zero training for professional drivers, a new training video that outlines the serious crash risk of five dangerous driving behaviors and the recommended steps for keeping all New Yorkers safe. We honored 410 exemplary drivers at our Safety Honor Roll who had no crashes involving a fatality or injury, no traffic violations, and no violations of TLC safety related rules for at least four years. In 2018, while experiencing growth in the number of vehicles and licenses, we saw a 50 percent decline in TLC licensed vehicles being involved in fatal crashes compared to 2017. A clear sign that our efforts are having an impact.

1                   In New York City, all drivers and vehicles that  
2                   operate in for hire in New York, must be vetted and  
3                   licensed by the TLC. This means the drivers have  
4                   passed a review of their driving record, criminal  
5                   record, have been finger printed and drug tested,  
6                   which the vehicles they operate have been inspected  
7                   or emissions and roadworthiness and carry necessary  
8                   for hire insurance. These are fundamental public  
9                   safety standards that cannot be sacrificed. With the  
10                  increased volume of applicants, we focused on  
11                  identifying efficiencies in the licensing process to  
12                  decrease the time needed to review applications while  
13                  also improving customer service and not sacrificing  
14                  standards.  
15

16                In 2016, we developed and released an online  
17                platform for both driver and vehicle license  
18                applicants that allows them to complete almost all  
19                application requirements from their smart phones.  
20                Last year, we created a new portal to provide our  
21                licensees a real time view of their license status,  
22                drug test, or vehicle inspection requirements, base  
23                affiliation, insurance information and expiration  
24                date of license. These changes have made a real  
25                impact. When I began as Chair, the time to process

for a new license ran over 73 days. Today, TLC's review of a new applicant is regularly completed in less than 50. Truly a testament to the hard work of the staff of the TLC's licensing division. Less time at TLC's office means more time for drivers to be on the road and earning a living or spending time with their families.

Consumer protection and safety standards cannot be effective unless paired with enforcement. The goal of our enforcement action is to stop dangerous and unsafe behavior. We prioritize our enforcement effort on violations relating to traffic safety, such as speeding and distracted driving, and unlicensed activity. We are committed to meeting the expectations of the public and for hire industry, demonstrating discipline, taking enforcement action fairly, efficiently and effectively and most importantly to strive to ensure safety for the for-hire riding public. An example of this is a 9.8 percent increase in Vision Zero summonses throughout the city compared to last year while decreasing the total number of summonses written by six percent.

I'd like to now preview TLC's Preliminary Budget for Fiscal 2020, which is \$57.35 million, broken down

into \$39.2 million in personal services, and \$18.1 million in OTPS.

Our Preliminary Budget for Fiscal Year 2020 represents a \$5.2 million increase from the current modified budget from Fiscal Year 2019. The difference reflects higher projected demand for grants from owners of wheelchair accessible Green Boro Taxis. Although total Fiscal Year 2020 amount was adjusted down from previous projections, the preliminary estimate is still higher than Fiscal Year 2019 to account for recently enacted FHV accessibility mandate, which allows FHV bases to use accessible Boro Taxis to achieve compliance. The overall budget increase also reflects funding for collective bargaining changes and the restoration of funds from hiring delays that were adjusted down in Fiscal Year 2019 to meet citywide savings targets.

The agency authorized headcount in 2020 is 618. In recent years, we have experienced delays in recruiting staff to conduct safety and emissions inspections. As noted in the PMMR, I am happy to report that the hiring delays have ended. In this past fall, we onboarded new group of S&E inspectors. This has allowed us to expand our hours of service

for vehicle inspections, and we continue to work hard to recruit staff to ensure we improve wait times. The budget reflects a decrease in headcount for enforcement to account for the vacancies resulting from the long-standing recruitment and retention challenges. We are still working hard to deploy new officers in the field to enforce traffic safety rules and regulations. We will continue to work closely with OMB in the new fiscal year if adjustments are needed to ensure we provide adequate and sustainable enforcement coverage to the riding public.

Another major area focus as we head into fiscal year is recruiting and training the teams responsible for implementing new legislation passed by the Council. Our new office of inclusion will ensure all passengers receive the service they deserve. We also have new staff to support our efforts to regulate the companies applying for new for hire service licensure, to study options for regulating growth of the for-hire sector, and to implement our new driver income standard.

Overall, TLC's projected Fiscal Year 2020 revenue budget is \$61.5 million which is \$4.2 higher than the current modified budget for Fiscal Year 2019. The



1 difference reflects an expected uptick in revenue  
2 from driver license renewals. We extended the  
3 license cycle from two to three years after a  
4 temporary pause in processing license renewals this  
5 fiscal year due to this extension, we expect to  
6 receive revenue from driver license renewals for all  
7 of Fiscal 2020. Licenses will continue to be our  
8 largest source of revenue at \$40.4 million, which  
9 accounts for nearly two-thirds of the total. The  
10 next largest source of revenue is related to fines,  
11 which is projected at \$11.6 million, the same as the  
12 estimate for Fiscal 2019. While actual revenue  
13 collected has exceeded budget projections in the  
14 past, there has been a decline in fine revenue  
15 collected over the past three years, despite a steady  
16 rise in the number of drivers and vehicles licensed  
17 by the TLC. The last category of revenue is from  
18 vehicle inspections, which is projected as \$9.5  
19 similar to Fiscal Year 2019. During the course of  
20 the year, we will monitor collection of all  
21 categories of revenue, and work with OMB to make any  
22 adjustment needed.  
23

24 In the midst of a greatly transformed for hire  
25 vehicle industry, the TLC continues to advance our

key goals: safety; consumer protection; driver welfare; and accessibility.

I would like to thank you for the opportunity to testify today about the ways that TLC is working to benefit passengers, drivers, and business owners throughout our regulated for hire vehicle industries.

CHAIRPERSON RODRIGUEZ: Thank you, Commissioner.

So, can we say that a time where we have in our budget the projection of revenue that we were able to get in the past by the selling of medallions is over or that it will take time to bring back a created market for selling of medallions and to be able to get some revenue from those transactions?

MEERA JOSHI: The medallions on the secondary market are actually selling quite frequently. Just this past three months, we've sold on the secondary market, that means people outside of the TLC exchanging medallions 279 have been exchanged over the three months and if you compare that to years prior, in 2016 the comparison would be one, because there was no lending going on and there was no liquidity in the market. Some of the actions that you and I took together really changed that landscape. So, getting rid of the independent

1 corporate distinction allowed independent owners to  
2 sell to a larger market and it allowed corporate  
3 owners to buy the independent medallions as well as  
4 lowering the transfer tax which meant selling a  
5 medallion in 2016, had an additional \$30,000 often  
6 price tag because that's how much the transfer tax  
7 would be and now it's under \$1,000 often. So, the  
8 sale of medallions is actually on an uptick. What's  
9 down is the price that they are selling for and the  
10 decision for the city to sell new medallions is one  
11 that I think you know, in our conversations with OMB,  
12 it's not one that we think is in the near future  
13 because the more prudent thing now is to watch how  
14 the secondary market is reacting to this increased  
15 liquidity because the change in the volume of  
16 medallions changing hands is quite marked and I think  
17 it will be telling to see how this plays out before  
18 the city would make any decisions on whether or not  
19 to sell medallions in the future.

21 CHAIRPERSON RODRIGUEZ: And what is the average  
22 of those transactions?

23 MEERA JOSHI: Well, there's a lot of transaction,  
24 like 279 is a lot of transactions and they range from  
25

the high of 600 to probably around 140,000, but I'd say most of them are around the 200,000 range.

CHAIRPERSON RODRIGUEZ: Okay, what about — how much of those drivers owe to TLC because of fine that they have received?

MEERA JOSHI: You know it depends on the driver and it depends on the fine.

CHAIRPERSON RODRIGUEZ: But do we have a total?

MEERA JOSHI: Do we have the total? I don't have the total on hand but I'm happy to get that for you. I'd like to go through a few of the measures that we've taken to really mitigate against financial penalties because the whole point of a rule is, we've identified a dangerous behavior or an unsafe behavior. When somebody violates it, we want to make sure that they understand that they violated it, but we also want to make sure they don't do it again. So, there's a deterrent part to that. So, we've gone through a lot of our safety related, especially our safety related rules and provided drivers with alternatives to monetary penalties such as a behind the wheel training course and additional ways they can get training instead of paying a fine, and we've lowered our fines considerably over the last few

1 years and we've taken away I think about 38 points  
2 from violations that used to bear points and would  
3 result in a suspension or revocation. We also added  
4 to the time period, the amount of time that a driver  
5 can use to take a defensive driving course which  
6 again, can lower their overall points and make a  
7 summons dismissible that previously wasn't. So as a  
8 result of all of those and that we're targeting our  
9 enforcement really on the most severe safety  
10 violations are actual issuance of summonses has gone  
11 down considerably at the same time, the number of  
12 drivers has grown. So, we're happy to get you the  
13 exact number but I think that it's good to see the  
14 context. That one, it's in the context of overall  
15 summonsing going down and it's also in the context of  
16 the agency taking considerable steps to make sure  
17 that there are alternatives other than financial  
18 penalties for violations of TLC rules.

19 CHAIRPERSON RODRIGUEZ: How much is the revenue  
20 that TLC projected to have in the 2020 Budget? First  
21 of all, how much of the revenue that TLC raised on  
22 revenue on this budget of 2019 for a hail license and  
23 what is your projection for 2020?  
24  
25

MEERA JOSHI: I'm going to have Jennifer, Deputy Commissioner Tavis answer that question on what we actually received and what our projection is for the out years.

CHAIRPERSON RODRIGUEZ: Okay.

JENNIFER TAVIS: And just to clarify specifically on street hail licenses?

CHAIRPERSON RODRIGUEZ: Yes, if you have a larger universe that you can share the total and then like you know, break down. But that particular on the hail license.

JENNIFER TAVIS: Alright, for 2019 we are projecting 2.2 million in revenue and for 2020, I believe the number is 2.5 million.

CHAIRPERSON RODRIGUEZ: So, you projected to see an increasing?

JENNIFER TAVIS: Yes, and that's related to the renewal cycle for short hail livery. We anticipate a larger number of licensees will be up for renewal in Fiscal Year 2020. We are also hoping that the ability of the FHV sector to work with short hail livery drivers and vehicles that are accessible to fulfill the new FHV accessibility requirement will also encourage additional activity in that area.

CHAIRPERSON RODRIGUEZ: Okay. How do you feel like and that was one area that we were able to be helpful to the drivers and of course our responsibility to be there for all the stakeholders so the taxi industry that include you know whoever from the traditional black car to deliveries to the app, to the drivers, to everyone there. How do you feel that when it comes to in the past, we were able to increase the numbers of – we passed a law that we got from City Hall that allow drivers that when they take the defensive classes to not only reduce the two point, but that reduction went to four point. How will you feel if we can bring the reduction or point to six or seven points?

MEERA JOSHI: Yeah, and we supported that, and we did that in conjunction with allowing drivers to take the defensive course all the way up until the time of the hearing. Previously, as soon as they got the summons, then they were not allowed to take the defensive course to try to lower their total points. They were stuck with it but now that they can take it all the way up to the time of the hearing, a lot of times they never get to the hearing because they take the course and it takes them out of that. So, you

1 know our primary concern is, is it having a good  
2 effect on drivers? What ever the mechanism is, what  
3 ever the penalty structure is, is it having a good  
4 effect and the good effect meaning your not getting  
5 repeat offenders. You not getting drivers that are  
6 continuously engaging in dangerous moving violations  
7 and that's what the points are given for. So, if you  
8 got six points, that means you did six points worth  
9 of dangerous moving violations.  
10

11 What we're looking at now and we're in the midst  
12 of studying and as soon as it's finished, I'm sure  
13 the staff would love to meet with your staff, is  
14 tracking drivers and giving them an opportunity if  
15 they get too many points, to as part of their  
16 penalty, reduce the monetary fines and the point  
17 fines but make sure that they have more comprehensive  
18 remedial instruction and more intensive remedial  
19 instruction about how to be safer on the road. If in  
20 tracking those cases we find that it's successful,  
21 that those drivers don't go back and commit moving  
22 violations again, that's the way I think we would  
23 like to address the problem. Which is we study it,  
24 we see that it actually works, and then rather than  
25 go through probably point reductions, we actually



1  
2 give drivers more opportunity to get better training  
3 and that results in better drivers. Because at the  
4 end of the day, it's not so much about the points,  
5 it's about making sure we have good drivers on the  
6 road. So, that study should be done relatively soon  
7 and we'd be happy to update your staff on it and work  
8 together because I think we have the same goal, which  
9 is we don't want to penalize drivers for the sake of  
10 penalizing them, we want to make sure that there is  
11 some good that comes out of it in terms of changing  
12 road behavior.

13 CHAIRPERSON RODRIGUEZ: Okay, on Access-A-Ride,  
14 you know in the past you as an agency have been  
15 working with DOE, MTA, in collaboration with some  
16 pilot project. How do you describe how the pilot  
17 project been working and what opportunity do you see  
18 for drivers affiliated with different parts of the  
19 industry to be able to take advantage of those around  
20 \$500 million that is on the MTA budget for Access-A-  
21 Ride?

22 MEERA JOSHI: The partnership started a few years  
23 ago and I think its gone very well. What we came to  
24 the MTA with was the prospect of using yellow and  
25 green taxis as Access-A-Ride vehicles and its grown

1 since then. There's now about 7,000 trips a day that  
2 are done in a green or yellow taxi through the  
3 Access-A-Ride program. And for many green taxi  
4 drivers it has become their lifeline. They depend on  
5 Access-A-Ride trips to make ends meet and those trips  
6 tend to be longer, so they are worthwhile for them.  
7 Going forward, the MTA has just engaged in expanding  
8 their brokerage program and under that program they  
9 will take more trips that were part of sort of call  
10 ahead program and give them to brokerage services and  
11 among those brokerage services are TLC licensees that  
12 work with green, yellow, black car and livery. So, I  
13 expect that there will more distribution among the  
14 entire industry of those Access-A-Ride trips.

16 CHAIRPERSON RODRIGUEZ: How can you describe  
17 based on information or experience that you have with  
18 some stakeholder, the industry from drivers to  
19 medallion owner or any based black or whoever can  
20 describe the taxi congestion surcharge so far?

21 MEERA JOSHI: We would look at trip records to  
22 see if there has been a decline in trips or a  
23 variation in when they are taken or a variation in  
24 their distribution and to date, we don't have enough  
25 information. I expect we will in the next couple of

1 weeks because there is a lag from when we get some of  
2 the FHV trip records in. Once we have that complete  
3 information, we're happy to follow up with you to go  
4 through in more detail where we've seen changes in  
5 trip volume from previous years. And it's always  
6 hard to pick out exactly what the changes are due to  
7 because a lot of other things are going on at the  
8 same time, but I think inspect in about two weeks, we  
9 will have the comprehensive picture that we're happy  
10 to meet with you and provide.

12 CHAIRPERSON RODRIGUEZ: Great, so do you believe  
13 that the city can put together some type of bailout  
14 program for the individual medallion owners?

15 MEERA JOSHI: I'm heartened by your Local Law  
16 that passed last year which really addresses this  
17 through establishing an advisory committee with  
18 people from all parts of the industry and I think  
19 what the focus is whether its city or whether it's  
20 the Council, we all have the same goal which is we  
21 don't want to provide relief for banks. We want to  
22 provide relief for borrowers and the individual  
23 borrowers and I'm curious to find out what you  
24 describe as a bail out. It means a lot of different  
25 things to different people. You know, banks think

1 that means they're going to get paid off. I'm not  
2 sure that's what you mean but that is a definition  
3 that's often associated with the word. The part that  
4 I would like to stress is that there needs to be  
5 restructuring of the loans. That is the banks need  
6 to recognize and some of them already have, they've  
7 written off millions of dollars. They need to  
8 recognize they are not going to see these loans paid  
9 in full by the borrowers. The principal is too high.  
10 It doesn't make sense with the revenue stream that's  
11 coming in.  
12

13 Yet, if they restructure the loans and they write  
14 off some of that principle and they right size it to  
15 what the revenue stream really produces, they're  
16 going to maintain good borrowers and the borrowers,  
17 the drivers who have been driving for decades can  
18 continue earning a living the way they earn a living  
19 today. So, you know alone, that's \$700,000. If it's  
20 written off to \$200,000 then becomes a viable loan  
21 that a driver can afford, and they can still make a  
22 living. What we see today is that the medallions  
23 that are being bought for say, \$200,000 many of them  
24 are being bought by drivers who are paying cash and  
25 they're buying them because it's cheaper for them to



1 of getting rid of fines and considerably reducing  
2 them when they didn't relate to safety concerns and  
3 when they relate to safety concerns, we looked at how  
4 much drivers earn during a day and we  
5 proportionalized those fines to a drivers earning  
6 ability. So, I feel comfortable, we're at a point  
7 where our fines accurately reflect the severity of  
8 conduct and we can't you know on one hand talk about  
9 street safety and Vision Zero and on the other hand,  
10 ignore dangerous conduct and so, it's very difficult  
11 for us to say we would dismiss or totally disregard  
12 when there's excessive speeding, running red lights,  
13 moving violations but we are actively pursuing  
14 alternatives to financial penalties which required  
15 drivers to go through things like, behind the wheel  
16 training and other kinds of road safety training and  
17 that we're happy to enhance and we're actively  
18 working on enhancing that now.

19 CHAIRPERSON RODRIGUEZ: Yeah, I feel that you  
20 know, we will never live in a perfect city but we can  
21 try to you know, bring justice as much as we can and  
22 I feel that I have seen first hand let's say there is  
23 a poor authority police officer that is supposed to  
24 be around 179, 178, and for Washington and I will get  
25

1 the job of the person to see any vehicle that when  
2 they come out from the George Washington Bridge and  
3 they make a left turn where drivers are not allowed,  
4 whoever that driver is, is going to get the ticket.  
5 It can be me or whoever it is, but when I see that  
6 vehicle, the car, going to 175<sup>th</sup> and Broadway, he is  
7 going after drivers livery drivers and giving a  
8 ticket because for whatever way that being already an  
9 agreement between the poor authority and the city  
10 that's also a TLC ticket. So, those are the types of  
11 fines that for me this is about you know, if anyone  
12 passes a stop sign, pass a red light, this is about  
13 safety. But when I see let's say that particular  
14 practice and I can describe that happening everyday  
15 there in Washington Heights, which isn't even a TLC  
16 agent. This is about poor authority police officers,  
17 that in the ticket that he give, he for whatever  
18 agreement he has made, that's a TLC ticket that he  
19 also carry, and he is going after this taxi driver  
20 and it's not only about safety at 179 and for  
21 Washington, it's about going to 175<sup>th</sup>. I was a  
22 witness where there was a driver that stopped at  
23 [inaudible 4:57:06] restaurant and because he had a  
24 dark window, the driver, he, that particular person  
25

1  
2 got out from his poor authority car, went to the taxi  
3 driver, who went to get a coffee and gave a ticket to  
4 that person. So, I think that whatever happened in  
5 there I'm not surprised that's happening around the  
6 JFK, that's happening close to 42<sup>nd</sup> Street. So, I  
7 think that at some point, and I know that we are  
8 proud to work with you for the last couple of years,  
9 again, addressing entrapment and dealing with getting  
10 rid of many of those old ticket fines that drivers  
11 were getting when they were stopped by the TLC. But  
12 I feel that still there is a window and I know as you  
13 are moving to a new leadership, I believe, I hope,  
14 that it is our responsibility as a city also to look  
15 in areas on how we should bring some relief to the  
16 drivers. So, in order to make their life also easy  
17 as they work moving our city.

18 So, you know, I want to bring it to your  
19 attention that during the time that you will be still  
20 in this agency or whatever you can leave there to be  
21 sure that we can keep looking at potential areas  
22 where we should bring some plan for drivers that they  
23 don't have fines related to safety. By all the type  
24 of fine, trying to see how it can be helpful today.



MEERA JOSHI: Okay, well, I'll be here until March 22<sup>nd</sup>. I'm happy to pass on the information you have given me to enforcement and after the 22<sup>nd</sup> our Deputy Commissioner for Policy Bill Hinzman will be the Acting Commissioner; he is here today. So, Bill will also be the person to follow up with you on the 23<sup>rd</sup> and going forward.

CHAIRPERSON RODRIGUEZ: Great. So, with that, thank you.

MEERA JOSHI: Thank you.

CHAIRPERSON RODRIGUEZ: Good luck in your future and thank you for your service.

MEERA JOSHI: Thank you very much. Take care.

CLERK: Jack Davies, Glen Bolofsky, Tom Gogan.

CHAIRPERSON RODRIGUEZ: We are calling those individuals who already let her know that they want to testify and now we are calling the individuals and after this testimony this hearing will be adjourned.

You may begin.

JACK DAVIES: Good afternoon. Thank you for convening the hearing and for the chance to testify. My name is Jack Davies. I am the Policy and Research Director for Transportation Alternatives. For 45 years, we have advocated on behalf of New Yorkers for

safer and more livable streets, fighting to improve biking, walking, and public transportation for all New Yorkers.

To that end, we believe that New York City's transportation policy agenda for the coming fiscal year should be built upon four essential, popular, and viable pillars; The Vision Zero Design Standard, an Automated Enforcement Camera Pilot program, an electric bike conversion or exchange program, and finally, an aggressive Winter Streets Program.

The Vision Zero Design Standard Intro 322 would dedicate modest new funding for New York City DOT to create and support the procedures for the Vision Zero Design Standard checklist, including making the checklist available online for the general public in a user-friendly way, as well as in machine readable format. This bill has broad, citywide support, with 44 Council co-sponsors. It would require NYCDOT to check a list of street safety and accessibility design measures, all of which are in their own Street Design Manual, to indicate whether a planned major street redesign includes each design measure and if does not, they must provide a detailed explanation as to why.

The Electric Bike conversion or exchange program Intro 1265 would dedicate funding for a buyback program or conversion program for e-bikes primarily used by New York City's 30,000 food delivery workers. For decades, we've failed to create a regulatory framework for e-bikes. Only in 2018 were pedal assist e bikes legalized throughout but left out of the legalization process were the types of e bikes used primarily by the city's food delivery workers who are subject to draconian police enforcement with dark similarities to the City's stop and frisk broken windows policing legacy. The City Council can help address both this inequality and the real concern many New Yorkers have about working cyclists on e bikes that go upwards of 28 miles an hour. This program could help get tens of thousands of those higher speed e bikes off the street and replaced with lower speed Class 1 pedal assist and Class 2 throttle-based e bikes capable of going no faster than 20 miles an hour. Private companies have expressed interest in helping fund such programs and could be administered either through DOT or DCA.

An automated enforcement camera pilot program would dedicate funding for DOT to test new automated

camera enforcement technology in several geographic locations, particularly of intersection cameras block the box and failure to yield cameras and bike lane cameras and direct DOT to explore and report back on the options available for issuing warnings and fines to vehicle owners using existing City authority, as well as potential DMV State collaboration.

The City's speed camera enforcement program has proven the tremendous life saving value of automated enforcement. Where speed safety cameras have been operated, fatalities are down 55 percent and speeding violations are down more than 60 percent. Armed police officers are not needed to conduct routing traffic enforcement. Moreover, police officers alone cannot address the scale of dangerous traffic violations. In 2016, tens of thousands of police officers issued 137,000 speeding tickets compared to 1.37 million by the City's mere 140 speed cameras that year. Other forms of automated enforcement hold tremendous potential and must be explored.

Finally, the City should make a meaningful investment in winter streets, which would create a car free zone in midtown Manhattan, centered around Rockefeller Center, for the 2019 winter holiday

season. This area of midtown Manhattan is swarming with people on foot every winter holiday season in November and December. It is a perfect opportunity to test a livable, breathable area of midtown, free from traffic.

We're expected to think collectively, to be a leader in the environmental and sustainability movements, especially in the current political climate. We're ready to make these changes now, and New Yorkers will reward local and state elected officials who lead, boldly and aggressively, on real transportation reform. Thank you.

CHAIRPERSON RODRIGUEZ: Thank you. We come today on this hearing. We'd like to invite the public and everyone to come to our March 27<sup>th</sup> hearing on black cars in the City of New York. That's going to be a very important hearing.

Also, before we end, I would like to acknowledge and to recognize even though it's not related to transportation, the letters received of students at Fieldston School. A group of students of color who did a sit in at the Administration building fighting for the recognition of more programs for a student of color and not only in Fieldston but also in all

private schools. They have specific demands on how Fieldston provide more support and provide more instructions to a student of color especially Black and Latino. And someone that lead **[inaudible 5:09:12]** take over a city college in 1989 fighting for a student of color opportunities, I believe it is important also to support the students at Feildston school in Riverdale that they also have been showing one more time that even though they are in high school, they are showing what progressive education is all about and they live in moment not only in their school but in the City of New York where young people are standing up for their right. And with that, this hearing is adjourned. [GAVEL]

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 April 1, 2018