

**Testimony of William Heinzen, Acting Commissioner
New York City Taxi & Limousine Commission
EXECUTIVE BUDGET for FISCAL YEAR 2020
New York City Council Committees on Finance and Transportation
May 10, 2019**

Good afternoon Chair Dromm, Chair Rodriguez, and members of the Finance and Transportation Committees. I am Bill Heinzen, Acting Commissioner of the New York City Taxi & Limousine Commission (TLC), and I'm here today to present the TLC's proposed Executive Budget for Fiscal Year 2020. With me today are Deputy Commissioner for Finance and Administration Jennifer Tavis and Assistant Commissioner for Finance and Administration Vincent Chin.

TLC's budget for Fiscal Year 2020 is \$51.6 million dollars. We are confident that this amount will help us meet the agency's goals of promoting safe, reliable and accessible for-hire transportation while providing excellent service to our licensees and ensuring that TLC-licensed drivers are paid and treated fairly by the companies they work with.

The TLC now licenses over 205,000 drivers and over 135,000 vehicles who, on a typical day, transport over one million passengers safely and reliably across our city. Given the large number of licensees we regulate and the tremendous number of passengers they transport, the work of the TLC is vital to the wellbeing of New York City, and I want to update you on a few important initiatives at the TLC that I know are of particular interest to the City Council. These initiatives concern our efforts to expand driver pay protections beyond those for yellow taxi drivers to the largest for-hire vehicle (FHV) companies, the unprecedented growth of the FHV industry and the impacts that growth has had on our drivers and the city, as well as the TLC's efforts to ensure access for all passengers, regardless of race, destination or whether or not the person uses a

wheelchair. You have supported the important work of the TLC in these areas and given us the necessary tools to address them.

Driver Income

In July 2018, the TLC released a report on the economics of the app-dispatching companies prompted by concerns with how these corporations were compensating drivers. The report found that app drivers, like many TLC drivers, have high expenses because they take on most of the business costs and risks – particularly the cost of purchasing or leasing a vehicle, maintaining it and insuring it. When these expenses were factored into determining net pay, the study concluded that 85% of drivers earned less than the equivalent of New York City's minimum wage.

Based on the report and following Local Law 150 of 2018, TLC adopted rules in December 2018 to expand pay protections to drivers working for the four largest FHV companies, specifically Uber, Lyft, Via and Juno, each of which dispatches over 10,000 trips every day. These companies are now categorized as High Volume For-Hire Services under Local Law 149, which was enacted last year, and which requires the companies to apply for a separate license to do business in New York City. The rules TLC passed require these High Volume Service providers pay drivers a minimum amount for each trip based on the trip's actual time and distance. The rates are set to ensure that, after expenses, drivers earn at least the equivalent of \$17.22 an hour.

These rules went into effect on February 1, 2019, and the results have been a significant victory for workers in New York City. As of April 28th, drivers have earned over 150 million dollars in additional income. Monitoring and enforcement are obviously critical to the success of the driver pay rules, and we will continue running administrative data analysis to ensure all drivers receive the pay they are owed. Our analysis identified trips, most of them just after the rules took effect, where drivers were underpaid. TLC has sent directives to the companies to ensure drivers

are paid any additional money owed. In addition to restitution for underpayment, TLC can seek monetary and non-monetary penalties for non-compliance.

In addition to our administrative enforcement, any drivers who believe that they may have not received proper payment can use the Driver Pay Calculator located on the TLC's homepage to determine the minimum pay due. Drivers that receive payment less than that required by our rules should contact the TLC's Driver Protection Unit via 311, the Driver Protection Hotline at (718) 391-5539, by e-mail at driverprotection@tlc.nyc.gov or by meeting with TLC staff in person. The Driver Protection Unit protects drivers rights by investigating complaints filed by drivers of underpayment, lease overcharges and fraud. As a result of all driver complaints received todate, the Driver Protection Unit has to date helped taxi and for-hire vehicle drivers get back more than 3.2 million dollars.

Vehicle License Pause

All New Yorkers are aware of the consequences of the unprecedented growth we have experienced in the High Volume For Hire Vehicles sector over the last several years. To address these issues and develop long-term solutions, Mayor de Blasio and the Council enacted Local Law 147 last year to establish a year-long moratorium on the issuance of new TLC for-hire vehicle licenses while providing the TLC the critical tools necessary to develop, with our partners at the Department of Transportation, approaches to managing long-term growth and congestion, including establishing the number of for-hire vehicle licenses and setting vehicle utilization rates for for-hire vehicles operating in the City. This study continues, and the City will release findings this summer and take appropriate actions.

Accessibility

Wheelchair accessible for-hire transportation is vital for our city's residents and visitors, helping passengers meet friends or family, travel to work, see a movie or visit a doctor. The TLC and the taxi industries have taken great steps to increase access to for-hire service for passengers who use wheelchairs. Today, there are over 2,500 accessible taxis, and passengers can now hail an accessible taxi or order one through the TLC's Accessible Dispatch program. Taxis also play a vital role in the MTA's Access-a-Ride program.

Although significant progress has been made with taxis, the City faced years of delay from the For Hire Vehicle sector, despite the significant growth in vehicles affiliated with the app companies. As a result of new rules that went into effect in January of this year, TLC now requires that all for-hire vehicle bases, including the app companies, provide meaningful accessible service. To comply with the City's new accessibility rules, for-hire vehicle bases may either send a specific percentage of their trips to wheelchair-accessible vehicles, which ensure such vehicles remain in regular circulation and available for passengers who need them, or they may work with a TLC-approved Accessible Vehicle Dispatcher to provide wheelchair-accessible vehicles upon request within specified and monitored response times.

We should all be proud that New York City is the first city in the United States to successfully require the High Volume For Hire companies to provide accessible service, and these new accessibility requirements in the for-hire sector are already beginning to have impacts. Today, there are over 564 accessible for-hire vehicles, up from only 50 vehicles in 2014. I know that the Council's response to the Preliminary Budget identified that the Mayor's Management Report reports on the number of active accessible yellow and green taxis, but not accessible for hire vehicles. TLC will include that separate indicator going forward.

While early data indicates that bases are complying with the response time requirements, TLC will continue to monitor, report and enforce as necessary to ensure compliance.

Service Refusal/Discrimination

I also want to update you on our push to combat illegal service refusals. Too many New Yorkers are refused service when they attempt to use for-hire transportation. Over the years, TLC has enforced against service refusals and thoroughly investigated complaints. Drivers found guilty of these illegal refusals face significant fines and ultimately license suspension and even revocation for repeat offenses. It became clear, however, that more was needed, because this unacceptable situation persisted. On July 31, 2018, Mayor de Blasio & Speaker Johnson announced support for a new Office of Inclusion within the TLC, whose mission is to ensure that all passengers receive the service they expect, and to which they are legally entitled. Legislation creating the new Office of Inclusion was introduced by Council Member Donovan Richards and passed into law later last year.

This new Office, led by Director Malcolm Cain, has assembled an interdisciplinary team working to combat illegal service refusal through driver education, data collection and analysis, community outreach, and continued prosecution. The Office has met with drivers, industry groups, civil rights stakeholders and disability advocates. Additionally, we are developing relationships with other agencies to expand existing programs and resources. The Office began passenger outreach at transportation hubs in every borough and has begun an extensive social marketing campaign to explain how to file complaints that will include PSAs, social media and ads on LinkNYC kiosks. We would be pleased to provide additional updates and briefings on the work of this office, and we look forward to collaborating with the Council to make more passengers and potential passengers aware of their rights.

FY 2020 Budget

I will now turn to the TLC Executive Budget for Fiscal Year 2020. The budget of \$51.6 million is comprised of \$39.2 million in personal services (PS) and \$12.4 million in other than personal services (OTPS). The Executive Budget is \$5.7 million less than the Preliminary Budget that TLC presented to you in March. This revision results from a reduction in the funding for TLC's Green Grant program to reflect the lower level of demand we have experienced. TLC has greatly enhanced the incentives available under the Green Grant program, and we are confident this new level of funding will meet the demand. Funding for the program is now allocated through Fiscal Year 2023 at a level that will meet the adjusted demand for these grants.

TLC's projected revenue of \$61.5 million for Fiscal Year 2020 remains unchanged from our Preliminary Budget. Licensing revenue continues to be our largest source of revenue, followed by revenue from fines and vehicle inspection fees. Several factors may cause actual revenue collected to differ from the initial projection, including changes in demand for driver and vehicle licenses. We will monitor revenue during the year and work closely with OMB on any adjustments to the projection.

Conclusion

Working together, Mayor de Blasio, the Council and the TLC have achieved real benefits for drivers and passengers. But of course, important work remains. We look forward to our ongoing partnership as we continue working for driver pay and equity, ensuring access for all passengers to our regulated industries, and developing long-term solutions to issues resulting from unprecedented growth in the FHV sector.

Thank you for the opportunity to testify.

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY
EXECUTIVE BUDGET HEARING BEFORE THE CITY COUNCIL
COMMITTEES ON TRANSPORTATION AND FINANCE
May 10, 2019**

Good morning Chairmen Rodriguez and Dromm, and members of the Transportation and Finance Committees. I am Polly Trottenberg, Commissioner of the New York City Department of Transportation. With me today are Elisabeth Franklin, Associate Commissioner for Budget and Capital Program Management, and Benjamin Smith, Director of City Legislative Affairs. I am pleased to be here on behalf of Mayor Bill de Blasio to testify on DOT's \$1.1 billion FY20 Executive Expense Budget and Ten-Year, \$17.9 billion, FY19 to FY29, Capital Plan.

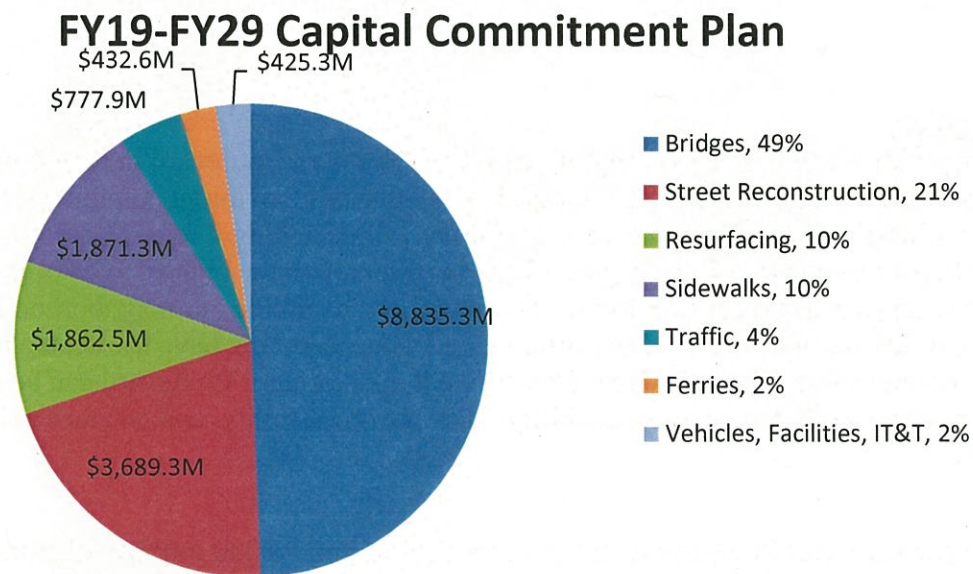
Introduction

As I said when I testified back in March, this budget will support DOT in its mission to provide for the safe, efficient, and environmentally sustainable movement of people and goods in New York City. At that hearing I reviewed many of our 2018 accomplishments and highlighted some of our top priorities for 2019. Today I will provide updates on a few of those priorities and some key additions and changes in our Executive Budget.

Budget Overview

First, an overview. DOT's proposed capital plan for FY19-FY29 is \$17.9 billion and includes:

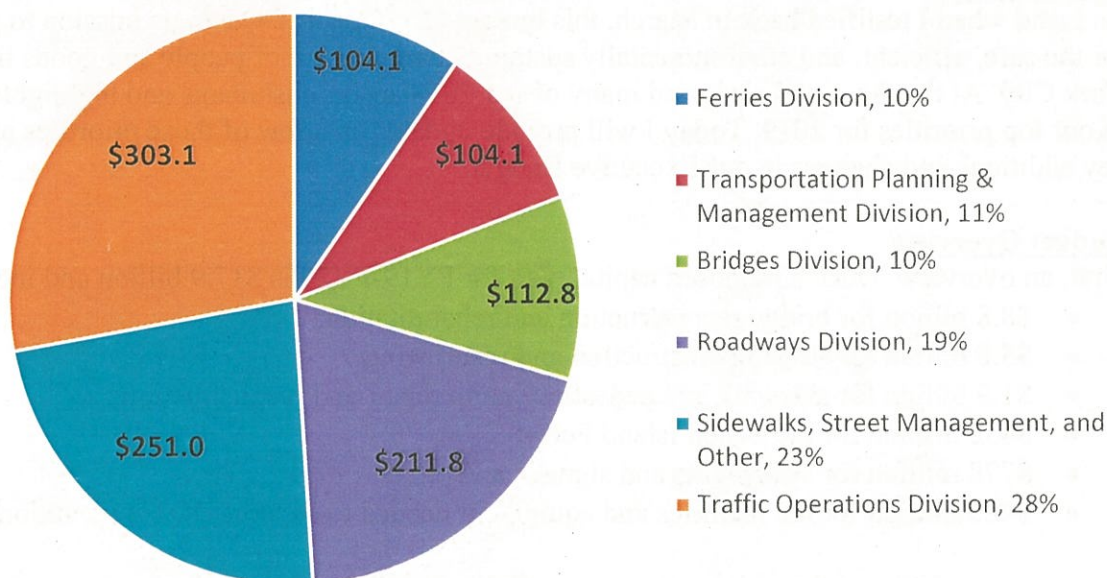
- \$8.8 billion for bridge reconstruction and rehabilitation;
- \$5.6 billion for street reconstruction and resurfacing;
- \$1.9 billion for sidewalk and pedestrian ramp repair and reconstruction;
- \$432 million for the Staten Island Ferry;
- \$778 million for streetlights and signals; and
- \$425 million for the facilities and equipment needed to support DOT's operations.



For DOT's \$1.1 billion FY20 Executive Expense Budget the Mayor proposes:

- \$303 million for traffic operations, including signals, streetlights, and parking;
- \$212 million for roadway maintenance;
- \$113 million for bridge maintenance and inspection;
- \$104 million for transportation planning and management, including installation of street signs and roadway markings;
- \$104 million for ferry operations and maintenance; and
- \$251 million for other DOT operations and administration, including sidewalk management and inspection.

FY20 Expense Budget in Millions - Total \$1.09B



Vision Zero

Starting with Vision Zero, as many of you know, Northern Boulevard in recent years has seen a high number of tragic deaths. So I am glad to say that with an initial commitment by Mayor de Blasio of nearly \$80 million in capital funds, we will be adding it to our Great Streets Program. Great Streets has successfully targeted those corridors with the highest rates of pedestrian traffic fatalities and serious injuries per mile. These wide roads divide our neighborhoods and communities, but with targeted attention in the Vision Zero era, have shown the potential to serve as connectors. Through Great Streets, we think Northern Boulevard can be redesigned to prevent serious crashes, enhance mobility, increase accessibility, and enhance neighborhood vitality.

We began the Great Streets program in 2015 with an initial \$250 million investment that has grown to nearly \$575 million, focused on four corridors: Queens Boulevard, the Grand

Concourse in the Bronx, and 4th Avenue and Atlantic Avenues in Brooklyn. The crash and injury declines along those four streets have been dramatic and encouraging. For the next phase of the program we analyzed crash data and after the recent increase in pedestrian fatalities on Northern Boulevard, DOT held three neighborhood workshops last fall.

As a result of what we heard, we will be putting in safety improvement projects in 2019, 2020, and 2021, followed by a capital project, using everything in our Vision Zero tool kit to reverse the trend of fatalities we have seen on this challenging arterial.

With a combination of existing funding and new funding proposed in this budget we will also begin design this year on a number of other exciting Vision Zero street reconstruction projects including:

- Broadway from W. 38th Street to W. 40th Street in Manhattan
- The area around the Holland Tunnel entrance in Manhattan
- Astoria Boulevard in Queens
- Southern Boulevard in the Bronx
- The intersection of Flatbush Avenue and Atlantic Avenue in Brooklyn
- East 98th Street in Brooklyn
- Liberty Avenue Plaza in Ozone Park, Queens
- And multi-site projects in South Brooklyn, Harlem, and the South Bronx where we will build on and make permanent existing improvements.

And we will use additional funding proposed in this budget to enhance or advance some existing Vision Zero projects:

- Travis Avenue in Staten Island: With additional funding we will add new safety improvements at Travis Avenue and Richmond Avenue, and improvements to the New Springville Greenway.
- Thomson Avenue in Queens: With additional funding we will implement more transformational changes at Thomson and Van Dam, as well as the streetscape improvements already planned for Thomson Avenue.
- Multi-site pedestrian safety enhancements: With additional funding we will advance this project into construction, building safety improvements across four boroughs.

Turning to speed cameras, I am glad to say that we succeeded in achieving reauthorization and expansion of our vital, lifesaving program in Albany this year and we are looking forward to the Governor signing this very important legislation. We were able to accomplish this victory with the Council's strong support and working together with the brave families of those who have lost loved ones to traffic crashes, safe streets advocates, and our state elected partners.

New York City is now authorized through 2022 to operate speed cameras in up to 750 school zones, during the expanded hours of 6 a.m. to 10 p.m. on weekdays, and with greater flexibility on camera placement. In this budget, DOT would have the funding and headcount to install and operate 300 additional cameras based on where the speeding and crash data tells us the safety need is greatest. We are currently working on what the full roll out will look like and we plan to have more to share soon and will welcome Council Member input.

Finally, when it comes to Vision Zero, fatalities are now up about 15 percent compared to this time last year and recent tragedies underscore the urgency of our work. Expanding our speed camera program will be a key piece. And we will continue our exponentially increased output of safety projects—up over 5000 percent for LPs last year compared to pre-Vision Zero averages, over 800 percent for corridor re-timings, more than double for Safety Improvement Projects and protected bike lanes, and nearly double for speed reducers. We will be guided by our new Borough Pedestrian Safety Action Plans in which we used the freshest available data, showing that just seven percent of the city's streets are responsible for nearly half of all pedestrian fatalities.

Placards

Next, in this budget the Mayor proposes to fund his commitment to strengthen placard enforcement and take the first steps towards a digital parking management system that replaces physical placards by 2021, as DOT COO Margaret Forgone testified about back in March.

First, we will use \$850,000 a year proposed in this budget to hire a new ten-person DOT placard fraud and abuse enforcement team to supplement NYPD's ongoing efforts. With this new team, we will initially focus on Lower Manhattan, given the prevalence of agencies and placard use in the area and long-standing community complaints. As we undertake this initiative, we will evaluate its effectiveness and look into potential next steps, including focusing on other hot spots for placard abuse.

Second, we will use funds proposed in this budget, including \$39.7 million in new capital funding, and \$3.7 million in the expense budget, to upgrade our 14,500 existing meters with pay-by-license-plate technology. We will implement this conversion in order to roll out a state-of-the-art parking management system with NYPD that will allow more effective enforcement and will be less susceptible to abuse.

Through this integrated system we will link parking meters, ParkNYC payments, and placard information with license plates and make the information available to NYPD hand-held enforcement devices in real time. Once the system is fully implemented, enforcement agents will use this information to automatically verify vehicles as legally or illegally parked, without referring to what may or may not be displayed on a vehicle's dashboard. This can eliminate confusion in enforcement and thwart attempts to falsify or misuse muni meter receipts and placards.

Mobility

Let me now turn to mobility, starting first with the biggest news on this front. As you know, the State recently authorized congestion pricing for the Manhattan Central Business District—in line with the Mayor and the Governor’s 10-point plan to transform and fund the MTA. DOT is working closely with MTA Bridges and Tunnels, which will build and manage the congesting pricing system.

As part of this partnership, the City is negotiating a memorandum of understanding with MTA Bridges and Tunnels that will govern its use of our streets, bridges, and other infrastructure, as well as reimbursement of the City’s costs related to congestion pricing. DOT will review the designs for the system and we are asking the MTA to abide by our permit rules so that all work is done safely and in a coordinated manner with sensitivity to community concerns. So far the collaboration between the City and the MTA is going very well and I want to thank MTA Chair and CEO Pat Foye and his team for fully engaging the City in the planning for this historic project.

The City will also have a role in the discussions around tolling policy. The Mayor will propose one member of the six-person Traffic Mobility Review Board, the new entity that will recommend toll rates and policies in the fall of 2020. To support the work of this new board, DOT and MTA Bridges and Tunnels will conduct a joint traffic study to evaluate the impact of different toll scenarios.

We also plan to collaborate with the MTA on the evaluation of congestion pricing, looking at the program’s impact on congestion, transit use, air quality, and demand for the curb. DOT will also be evaluating parking impacts. Finally, as part of our partnership with New York City Transit, we will be looking at ways to improve transit options from the boroughs into the CBD so that all New Yorkers have alternatives to driving.

Next, as you know, the Mayor recently announced our Better Buses plan to improve bus speeds by 25 percent. On 14th Street in particular, we were excited back in January to announce that DOT and New York City Transit would implement Select Bus Service this year, the 17th route to get the service. The M14 currently carries 27,000 daily riders and provides a critical connection from the Lower East Side to Union Square and the Meatpacking District. And last month, the Mayor announced that we would implement faster, more reliable service for the new M14 SBS through a Transit and Truck Priority (or “TTP”) pilot on this corridor.

As the Mayor said, we have an opportunity to try something new and better serve bus riders on one of Manhattan’s busiest crosstown streets. In case you have not heard how it will work, a quick primer on how TTP will complement SBS service: Starting later this spring, only buses, trucks, and emergency vehicles will be able to use 14th Street between 3rd and 9th Avenues as a through route. Local traffic will still be permitted to make pickups and drop-offs along the corridor and access garages, but cars will always need to turn right at the next possible location and left turns will not be allowed.

DOT will implement new curbside regulations that prioritize short-term loading and passenger pickup activity. We will redesign intersections along 14th Street with new turn lanes where appropriate to ensure that bus lanes will remain clear. We will also enhance Vision Zero

treatments at those intersections, including painted curb extensions that increase pedestrian safety.

Our team had closely studied international best practices for busy transit corridors, and discovered that King Street in Toronto, a major streetcar route, had faced similar traffic challenges. Just two years ago, Toronto piloted new regulations that prioritized transit and pedestrian uses along the street. The city found that under the pilot, mass transit travel times were dramatically reduced and ridership increased. Just a month ago, Toronto's City Council voted overwhelmingly (by a vote of 22-3) to make the once controversial changes to King Street permanent.

The new TTP pilot design builds on this model as well as proposals we had made during the original L train planning process, but also incorporates key feedback from local residents and businesses to ensure that curb access remains available, and that through truck traffic will not be diverted to adjacent streets. In the weeks ahead, DOT will conduct further outreach to stakeholders, including the five different community boards served by 14th Street, and educational campaigns for the people who use the corridor. As we continue to address congestion across New York City, we hope this experiment, implemented by June, will provide us with another tool to move buses faster and more reliably.

And we will pursue permanently retaining the nearly three miles of new protected bike lanes we installed last year along 12th and 13th Streets. Since we installed the lanes last fall, cyclist usage has grown dramatically. So we have made the new lanes a part of our crosstown protected bike lane strategy, along with recently installed lanes on 26th and 29th Streets and a planned pair along 52nd and 55th Streets in Midtown. In response to community concerns, we will be adding more delineators and loading zones.

We will also pursue making the bike lanes along Grand Street in Brooklyn permanent while making sure that the design works on the industrial end of the corridor. The project will also include other adjustments made in response to community and business feedback—including additional metered parking and new loading zones around the corners from Grand Street.

Citi Bike expansion is underway with 20 new stations installed in East Williamsburg and Bushwick over the past month, and an additional 90 to be installed along the L train corridor in Brooklyn and Queens this summer. And we hope to have an update for the Council soon about the contours of Lyft's further expansion of Citi Bike to ultimately double the size of the service area and triple the size of the fleet.

And on April 22, we announced a Request for Expressions of Interest, or "RFEI," that could bring borough-wide dockless bike share to Staten Island this summer. In the current pilot that launched last year, we have learned that Staten Islanders love bike share, but we have found that their rides often end outside of the pilot's North Shore boundaries. So now that riders have voted with their feet, we want the entire island available to them by bike.

We hope that multiple vendors will participate but I do want to note that the industry continues to be in a state of flux. The experience from our initial dockless pilot is instructive. Of the 12

companies that initially expressed interest, half could not meet minimum requirements to participate. Of the four serious entrants that made it to launch, only two, Lime and Jump, are still operating robust pilot services today. Companies with multi-billion dollar valuations in late 2017, such as Ofo and Mobike, withdrew completely from North America and are struggling to stay afloat in their original Chinese markets.

As with our current pilot, we would evaluate this larger demonstration by looking at usage, rider satisfaction, safety, sidewalk obstruction and clutter, availability, and durability of the bikes and compliance with data accessibility, privacy, and user protections. And while dockless bike share has the potential to be a great travel option for Staten Island, we also think it helped contribute to Vision Zero, as last year, with hundreds of brightly-colored Lime and JUMP bikes on the street, was also the safest year ever in the borough—for cyclists and everyone else.

Finally, we will be continuing our current pilots in the Rockaways and the Fordham section of the Bronx through Labor Day. I am also happy to say that Lime will be adding about 200 additional bikes in the Rockaways and we are exploring possibilities in the Bronx.

State of good repair

Turning to maintaining our vital transportation infrastructure, in the FY19-FY29 capital budget, the Mayor commits to historic investments with a focus on both Vision Zero and maintaining a state of good repair. This budget adds an additional \$309 million for street reconstruction, which includes Northern Boulevard and other Vision Zero projects I mentioned earlier as well as South Bronx SBS, an additional \$191 million for vital bridge repair projects, and an additional \$125 million for resurfacing.

As I said in my Preliminary Budget testimony, in FY18, DOT committed a record \$2.2 billion worth of bridge, street, and ferry capital projects, and with improved planning and scoping I am proud to say we achieved a capital commitment rate of 81 percent, up from 42 percent at the start of this Administration. We remain laser-focused on project delivery and are happy to continue working with the Council to explore ways that the Administration and the City can improve the capital process.

Of course, when it comes to state of good repair and project delivery, no DOT project is bigger or more complex than the BQE. Last month, the City announced an expert panel chaired by New York Building Congress President Carlo Scissura that is taking a comprehensive look at the project, including underlying assumptions and the various proposals put forward. Further, the panel will look at policy considerations, including governance models and how we can best ensure all necessary stakeholders are at the table for this critical effort.

The panel has held five meetings so far, beginning with a deep dive on the project background, followed by a tour of the structure and surrounding area. This tour included representatives from a number of agencies that spoke about their adjacent facilities, including multiple New York City Transit substations and fan plants that are critical to the four subway lines that run underneath and DEP's 10-foot sewer main under Furman Street, as well as some of Brooklyn Bridge Park's engineering. The panel will also be taking a significant look at the economic impacts of the BQE as a freight corridor and traffic assumptions and modeling, particularly in light of the progress on

congestion pricing and recent momentum behind re-instating two-way tolling on the Verrazzano-Narrows Bridge.

Community and elected official engagement is also a critical part of the panel's process. The Chair has met with a number of elected officials and community stakeholders personally, and the panel as a whole recently held a large meeting with many of the civic and community organizations in the project area, along with elected officials. We were joined by the City Council Land Use Director, staff from the office of Councilmember Levin, State Senator Brian Kavanaugh, and Assemblymember Jo Ann Simon, and staff from Borough President Adams' office.

We are aware that the Council has issued an RFP to retain an independent consultant to take a look at the project as well. We look forward to working with this consultant team and continuing our work with the Council and state elected officials.

Efficiencies

Finally, we heard in the Mayor's budget address that the City continues to face tough choices as a result of state cost shifts for social service, education and health programs, in addition to continued uncertainty in Washington. While making the vital investments I have discussed, this budget also includes savings of \$16 million in FY19 and \$14.1 million in FY20. We were able to accomplish this through initiatives that reduced our city funded costs and recognized increased revenues, without impacting important public services.

This budget includes savings from the expanded hiring freeze announced by the mayor in the Preliminary Budget, from limiting paid overtime for our skilled trades staff, and from further right-sizing our fleet. And the modified L Train rehabilitation plan will require fewer City resources to manage traffic, cyclists, and pedestrians, allowing us to save a total of \$4.9 million in FY19 and FY20. Additionally, we have found that parking meter revenues are outperforming expectations, in part due to the convenience of a new second hour rate for passenger meters in parts of the City. The Executive budget recognizes \$16.8 million in additional parking meter revenue in FY19 and FY20 combined, with an increase of \$5.6 million per year on the baseline. And we will continue to scour our operating budget for future savings.

Conclusion

In conclusion, in the sixth year of the de Blasio Administration, I am proud of the world-class work DOT has done on Vision Zero, improving our transportation infrastructure, and embracing emerging technologies. Looking ahead we will be tackling ambitious new initiatives from 14th Street Truck and Transit Priority pilot to expansion of our speed camera program, while implementing our Better Buses plan, dramatically expanding Citibike, continuing our aggressive pace of bike lane installation, and tackling a new set of Vision Zero priority locations. And cities all around the country will be looking to see how we and the MTA together implement congestion pricing here in New York City. I want to thank the Council for its continued partnership and I will now be happy to answer questions.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Elizabeth F. Frank, Commissioner

Address: Associated Commissioner for

I represent: budget and capital

Address: _____

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THE CITY OF NEW YORK**

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Name: Benjamin Smith

Address: Director, City Legislative Affairs

I represent: budget + DOT

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Name: Robert J. Taylor, Commissioner

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☐ in favor ☐ in opposition

Date: 5/10/19

(PLEASE PRINT)

Name: Bill Heinzen, Acting Commissioner of

Address: The NYC Taxi & Limousine Commission

I represent:

Address:

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Appearance Card

I intend to appear and speak on Int. No. Executive Budget Res. No.

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Date: 5/10/19

(PLEASE PRINT)

Name: Jennifer TAVIS

Address: Deputy Commissioner for Finance & Administration

I represent: NYC Taxi & Limousine Commission

Address:

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I intend to appear and speak on Int. No. Executive Budget Res. No.

☐ in favor ☐ in opposition

Date: 5/10/19

(PLEASE PRINT)

Name: Vincent Chin

Address: Assistant Commissioner for Finance & Administration

I represent: NYC Taxi & Limousine Commission

Address:

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