

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY  
PRELIMINARY BUDGET HEARING BEFORE THE CITY COUNCIL  
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE  
March 16, 2022**

Good morning Chair Brooks-Powers, and members of the Committee on Transportation and Infrastructure. I am Ydanis Rodriguez, Commissioner of the New York City Department of Transportation. With me today are Elisabeth Franklin, Associate Commissioner of Budget and Capital Program Management, Leon Heyward, Deputy Commissioner for Sidewalks and Inspection Management, Eric Beaton, Deputy Commissioner for Transportation Planning and Management, and Rebecca Zack, Assistant Commissioner for Intergovernmental and Community Affairs. As I said last week, it is an honor to be before this Committee where I served for all of my 12 years on the Council—eight as Chair—this time to testify on DOT’s FY23 Preliminary Budget and FY22-31 Capital Plan.

As Mayor Eric Adams said when he introduced the budget, this is a transformative time for our city. The pandemic hit us hard, but we are on the brink of a recovery that offers us a once-in-a-generation opportunity to make real change on a grand scale. We will make decisions that invest in our city and benefit all New Yorkers. With the fiscal discipline in this budget and effective planning, New Yorkers can be confident that we have resources for both the recovery and any uncertainties that may lie ahead.

New York City’s transportation system, from its roads and bridges to subways and buses, is controlled by a number of City, State, and Regional agencies. Linking them all together is NYC DOT. Our agency is responsible for operating and maintaining 6,300 miles of streets, highways, and public plazas, on which all New Yorkers rely for walking, biking, micromobility, and the movement of cars, buses, and goods—as well as for outdoor dining and public space. And we transport 25 million riders a year on the Staten Island Ferry. Through all of this, we aim to maximize safety and mobility.

DOT is responsible for:

- The condition of the roadway, curbs, and pedestrian ramps;
- Nearly 800 bridges and tunnels that carry our streets, including the historic East River Bridges;
- Traffic signals at 13,250 intersections;
- The Joint Traffic Management Center;
- 315,000 street lights;
- 350 million feet of street markings—enough to circle the globe more than eight times;
- Nearly a million street signs;
- 14,500 parking meters;
- Over 2,500 City Benches;
- Over 30,000 bike racks;
- Over 3,550 bus shelters
- Over 140 miles of bus lanes and busways—which we are expanding;
- 1,316 miles of cycling network, including 140 miles of protected bike lanes—which we

- are also growing; and
- Over 2,500 school speed zone, red light, and bus lane enforcement cameras.

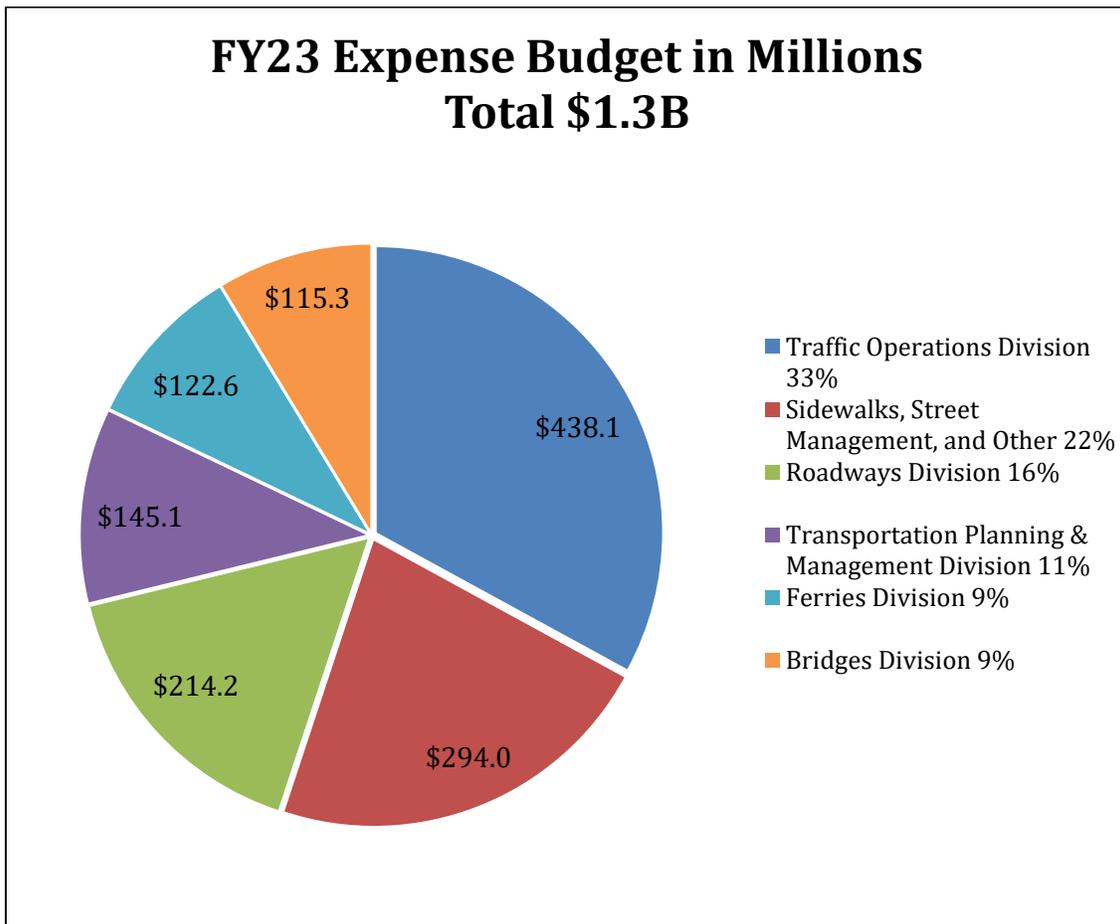
The agency also:

- Establishes the traffic and parking rules that NYPD enforces;
- Inspects our 12,000 miles of sidewalk;
- Oversees the largest bike share system in North America, while exploring and regulating new forms of micro-mobility to serve even more New Yorkers;
- Delivers traffic safety awareness and education;
- Promotes cleaner vehicles through our alternative fuels program;
- And more.

With this budget we will continue to reimagine our streets, tackle the second pandemic of reckless driving, provide more public space in communities across the city, speed up buses for our transit riders, expand and harden our bike network, maintain our infrastructure, and provide safe, reliable, free ferry service between Staten Island and Manhattan, while investing in ferry vessels and facilities for the future.

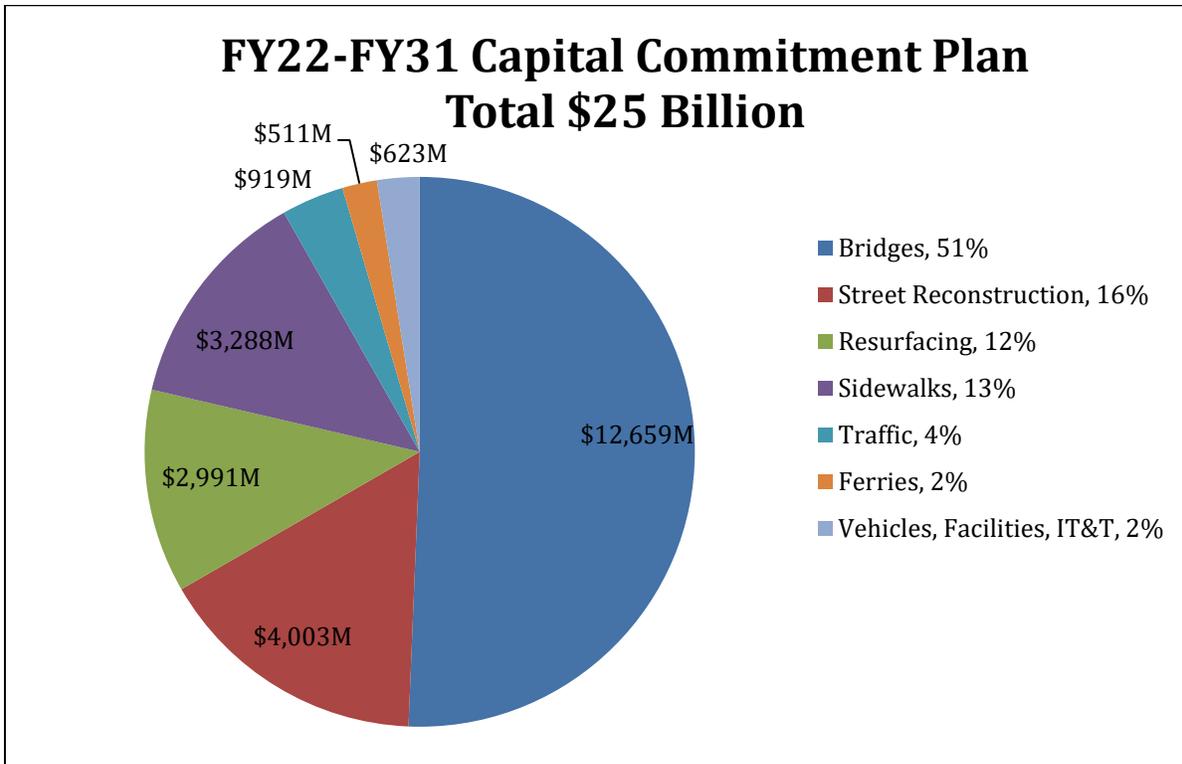
DOT's \$1.3 billion FY23 Expense Budget includes:

- \$438 million for traffic operations, including signals, streetlights, automated enforcement, and parking;
- \$214 million for roadway maintenance;
- \$145 million for transportation planning and management, including installation of street signs and roadway markings;
- \$123 million for ferry operations and maintenance;
- \$115 million for bridge maintenance and inspection; and
- \$294 million for other DOT operations and administration, including sidewalk management and inspection.



DOT's proposed \$25 billion FY22-FY31 Capital Plan includes:

- \$12.7 billion for bridge reconstruction and rehabilitation;
- \$4 billion for street reconstruction;
- \$3 billion for resurfacing;
- \$3.3 billion for sidewalk and pedestrian ramp repair and reconstruction;
- \$511 million for the Staten Island Ferry;
- \$919 million for streetlights, signals, and automated enforcement; and
- \$623 million for the facilities and equipment needed to support DOT's operations.



As you are aware, the Mayor proposed a PEG program saving almost \$2 billion in the City's Preliminary budget. DOT's portion of the FY23 PEG totals \$26.7 million and we met our goal in several ways. To meet our share of the Mayor's PEG to right-size the City's workforce, we are eliminating 159 unfilled positions. We also found savings in the monthly maintenance costs of our enforcement cameras. And our Ferries operations will benefit from funding provided through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and the American Rescue Plan Act of 2021. These funds can be applied to the maintenance and operations of the Staten Island Ferry. As a result, over \$42 million in displaced City funds can be used to close the City budget's gap in the 4-year Financial Plan window.

These federal funds will also help us cover critical new needs. These include increases in our ferry security contracts due to prevailing wages and in our marine electronic and radio repair costs. The stimulus will also fill baseline funding gaps in our ongoing ferry dry-docking contracts, overtime budget, and cleaning contracts as well as the expense funded portion of a capital project to flood-proof our ferry terminals.

The City is also making use of these stimulus funds to fill other critical DOT operational needs through displaced City funds. This includes the intersection safety improvement initiative the Mayor and I announced earlier this year: \$1.6 million in FY22, increasing to \$4.3 million in FY26 and the out years.

And it includes installing and maintaining more Accessible Pedestrian Signals each year: six new positions and \$3.6 million in FY22 increasing to 25 positions and \$10.2 million in FY26 and the baseline. The increase comes on top of funds provided for the program in prior budget cycles. Total expense funding to support Accessible Pedestrian Signals is now up to \$18 million and 43 positions in the baseline, and capital funding to install these signals over the next 10 years totals \$333 million.

For maintaining our infrastructure, this budget includes funding and staff to begin a concrete bridge deck sealing program on critical roadways citywide: 12 positions and \$1.5 million in FY23 and \$1.9 million in FY24 and the out years. It also contains funding to install and maintain weigh-in-motion enforcement technology to protect the triple-cantilever structure on the I-278 Brooklyn-Queens Expressway between Atlantic Avenue and Sands Street: \$400 thousand in FY22, and \$700 thousand in FY23 and the out years, costs which we anticipate we will cover through revenue from violations issued. New York City will be the first in the country to use this well-established technology for enforcement purposes. This will be key to slowing damage to this critical structure—at a location where traditional NYPD overweight truck enforcement is challenging.

On the capital side, this budget includes \$1.2 billion for 13 bridges across the city. This funding will allow us to rehabilitate or reconstruct the bridges projected to reach poor condition through FY30, and you can see a list in my written testimony. This includes:

- Nereid Avenue (\$269 million)
- Rikers Island Bridge (\$190 million)
- I-278/Bruckner Boulevard (\$164 million)
- Bruckner Expressway Northbound/Southbound over Bronx River (\$162 million)
- Riverside Drive (\$154 million)
- East Tremont Avenue (\$58 million)
- Grand Avenue (\$39 million)
- Depot Place (\$36 million)
- Crooke Avenue (\$30 million)
- Cohancy Street (\$29 million)
- Bruckner Expressway over CSX (\$21 million)
- A.C. Powell Boulevard Northbound (\$15 million)

And this Capital Plan rolls \$860 million from FY22-FY23 into the out years of FY24-FY31, including \$450 million from our street reconstruction program and \$300 million from our bridges program. These changes are made to better reflect project schedules for greater accuracy and integrity in our capital plan.

We are looking forward to starting construction on dozens of transformational street projects totaling hundreds of millions of dollars in construction contracts over the next few years. With

our partners at the Department of Design and Construction and the Department of Environmental Protection, we will be making transit more accessible, redesigning intersections to make them safer, building out our bike and greenway network, and making critical drainage and state of good repair improvements. This will support our goal of making New York City the safest city for pedestrians and cyclists in the nation.

In our Great Streets program, construction work continues on the fourth phase of the Grand Concourse in the Bronx, adding landscaping and raised bike lanes, while we are actively designing phase five. Phase six, south of East 138th Street, was funded last year, part of our ongoing commitment to complete the Grand Concourse. We are also pleased to begin breaking ground this month on the second phase of Atlantic Avenue in the boroughs of Brooklyn and Queens, and construction work on the first phase of Brooklyn's 4th Avenue will also begin this year.

Our School Safety program will be kicking off multiple large construction contracts soon, redesigning intersections to make them safer and more accessible near over a nearly two dozen schools across the city.

We are also finishing design of one of our largest bus priority improvements to date, along the B82 Select Bus Service route in Brooklyn. With our partners in New York City Transit, and with the support of New York State and the Federal Transit Administration, we will be bringing major safety and bus accessibility upgrades throughout this corridor, as well as long-needed repairs and beautification to Kings Highway.

When it comes to our bridges we plan to commence a contract for structural steel repairs on the Williamsburg Bridge to extend its service life for up to 60 years. And in the fall we will begin construction to modernize the bridge that carries 5<sup>th</sup> Avenue in Brooklyn over the Long Island Rail and New York City Transit tracks along the border between Sunset Park and Bay Ridge.

In conclusion, I would like to thank the Council for the opportunity to testify before you. I look forward to partnering with you as we work together to make this city safer, more equitable, and accessible for all New Yorkers for generations to come. I will now be happy to answer any questions.