

**NYC Department of Transportation Testimony Before the City Council Committees on  
Transportation and Infrastructure and Finance**

**May 8, 2024**

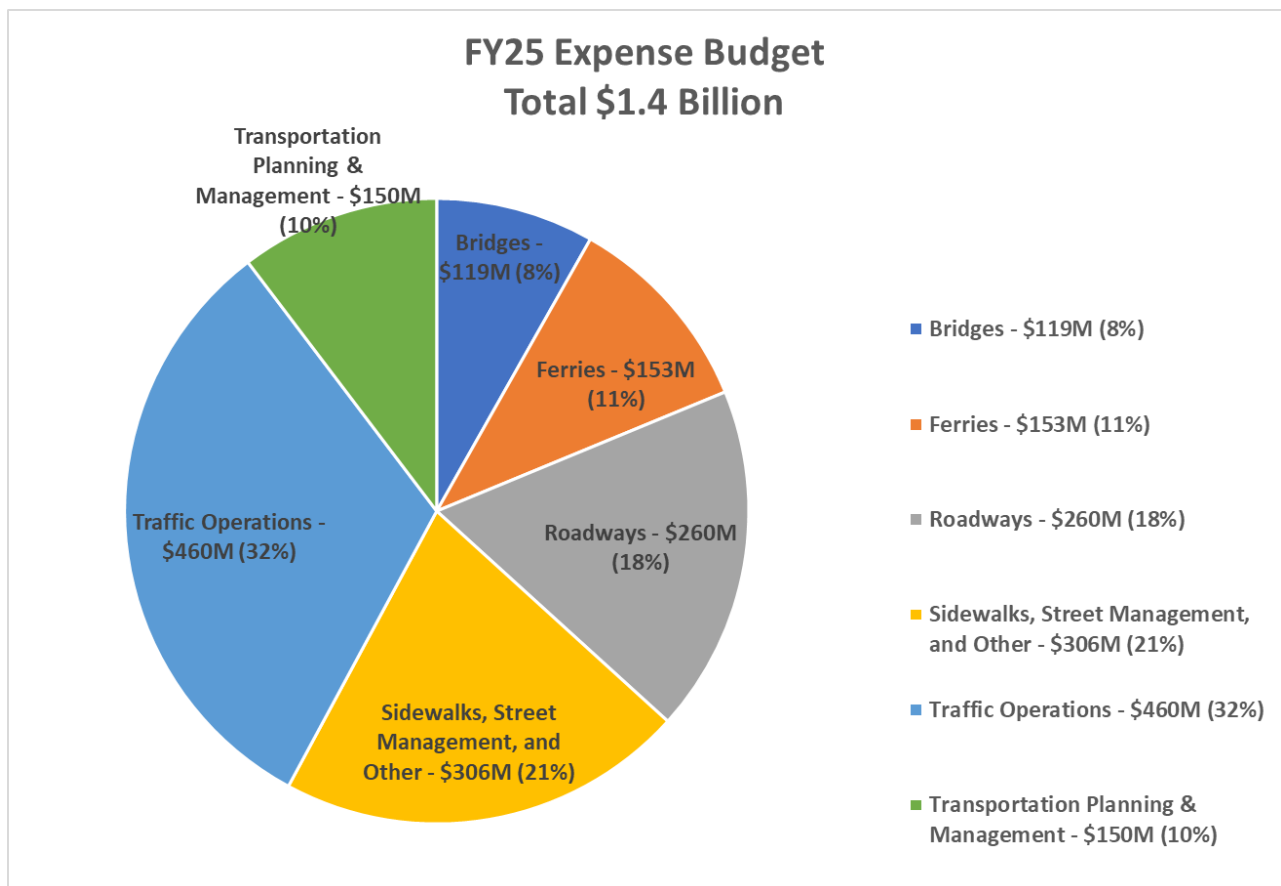
Good morning, Chair Brooks-Powers and Chair Brannan and members of the Committees on Transportation and Infrastructure and Finance. I am Ydanis Rodriguez, Commissioner of the New York City Department of Transportation. With me today are First Deputy Commissioner Margaret Forgione, Executive Deputy Commissioner Paul Ochoa, Deputy Commissioner of Transportation Planning and Management Eric Beaton, and Assistant Commissioner for Intergovernmental and Community Affairs Rick Rodriguez. Thank you for the opportunity to testify on behalf of Mayor Eric Adams on DOT's Fiscal Year 2025 Executive Budget, and Fiscal Years 2024-2033 Capital Plan.

This budget will allow DOT to continue to provide for the safe, efficient, and environmentally responsible movement of people and goods around New York City, while also being fiscally responsible with our spending. We appreciate the Mayor's continued investment in DOT during difficult financial times.

## Expense Budget

DOT's \$1.4 billion FY25 Expense Budget includes the following:

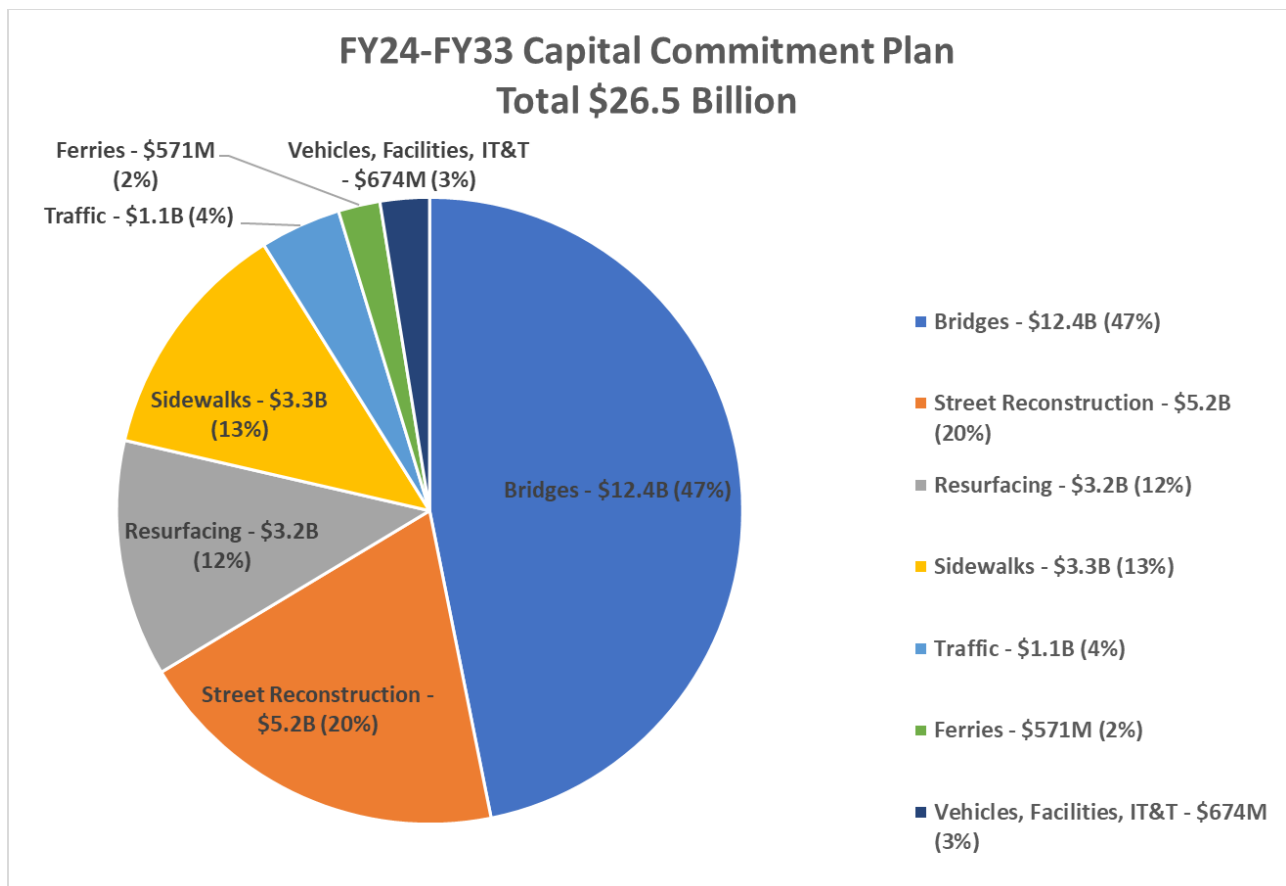
- \$119 million for bridge maintenance and inspection;
- \$153 million for ferry operations and maintenance;
- \$260 million for roadway maintenance;
- \$306 million for other DOT operations and administration, including sidewalk management and inspection;
- \$460 million for traffic operations, including signals, streetlights, automated enforcement, and parking; and
- \$150 million for transportation planning and management, including installation of street signs and roadway markings.



## Capital Plan

DOT's approved \$26.5 billion FY24-FY33 Capital Plan includes the following:

- \$12.4 billion for bridge reconstruction and rehabilitation;
- \$5.2 billion for street reconstruction;
- \$3.2 billion for resurfacing;
- \$3.3 billion for sidewalk and pedestrian ramp repair and reconstruction;
- \$1.1 billion for streetlights, signals, and automated enforcement;
- \$571 million for the Staten Island Ferry; and
- \$674 million for the facilities and equipment needed to support DOT's operations.



## Improving How New Yorkers Get Around

DOT continues to make traveling around the city more efficient for all New Yorkers. With congestion pricing scheduled to begin this summer, the agency has placed particular focus on providing New Yorkers with convenient, safe, and reliable travel options to get into and around the Manhattan Central Business District (CBD). Doing so is critical to the lives and livelihoods of New Yorkers from every community across the five boroughs.

Last week, we released “Connecting to the Core,” a plan highlighting existing and upcoming projects to support multi-modal transportation to the Manhattan CBD. The report highlights 47 bus, bike, and public realm projects that have been implemented since the authorizing state law for congestion pricing passed in 2019, and 37 new projects for which the agency plans to begin public engagement in the months ahead.



May 2024



*Connecting to the Core Action Plan*

These projects include major safety and transit enhancements on Second, Third, and Tenth Avenues, including extending dedicated bike and bus lanes, expanding pedestrian space, and shortening crossing distances, as well as a new effort to look at crosstown bus priority, including a busway or other improvements to 34<sup>th</sup> Street. They also include projects to allow safe access to and across the East River Bridges, public realm and pedestrian improvements around the City's major transit hubs, and bus priority projects far from the CBD to improve the journeys to subway and commuter rail that take many New Yorkers into the zone. Together, these projects will make it easier for New Yorkers and visitors to access everything the Manhattan CBD has to offer while leaving their cars at home.



*New double-wide Bike Lanes along Third and Tenth Avenues, Manhattan*

The agency also improves travel around the city through so many of our other programs. We are working to expand Citi Bike and incorporate previously unserved parts of the city while adding more capacity to the parts of the system with the highest demand. At present, more than half of New York City residents live within a five-minute walk of a Citi Bike station. And we have started work on the next generation of greenway planning around the city, including ongoing community engagement for a new Harlem River Greenway in the Bronx to better connect Bronxites to their waterfront and connect Van Cortlandt Park to Randall’s Island.

To enhance accessibility throughout the city, DOT continues to install and upgrade pedestrian ramps to create an accessible transition between the sidewalk and the crosswalk, install Accessible Pedestrian Signals to provide information in non-visual formats, and enhance accessibility at bus stops.



*Accessible Pedestrian Signal and Pedestrian Ramp Installations*

In order to keep the Mayor's commitment to resurface 1,150 lane miles annually, including 50 bike lane miles, the Administration added \$8 million this fiscal year and \$14 million to the baseline to keep up with costs in our resurfacing operation.

We also continue many critical bridge projects to maintain the City's over 800 bridges in a state of good repair. This includes a project wrapping up later this year that rehabilitated the Westchester Avenue Bridge over the Hutchinson River Parkway, which carries the #6 subway line. This project, which required extensive coordination with the MTA, increased the clearance over the highway to reduce the number of bridge hits significantly and added a new protection beam to protect the bridge from any future strikes, enhancing safety on both the bridge and the parkway.

And on the Staten Island Ferry, DOT continues to provide free service between the St. George Ferry Terminal on Staten Island's North Shore and the Whitehall Ferry Terminal in Lower Manhattan for over 45,000 passengers on an average weekday. Since 2022, DOT has launched three new Ollis-class ferries, featuring popular passenger experience upgrades like phone-charging outlets, comfortable seating, and an outdoor walking track as well as enhanced safety features for extreme weather.



*Above: the Dorothy Day, the newest Ollis-class ferry; Below: Staten Island Ferry Labor Agreement Announced by NYC Mayor Adams*



## Curb Management and Freight

DOT is also taking bold action to better manage the curb to reduce congestion, double parking, and vehicle emissions.

In March, we officially authorized the use of more types of e-cargo bikes on New York City streets and established key safety standards. These new rules will make deliveries safer and more sustainable by increasing low or no-emission options for freight deliveries, thereby reducing the number of large delivery trucks on our streets.

Last month, DOT along with Mayor Eric Adams launched *LockerNYC*, a free pilot program that will allow New Yorkers to receive packages securely in lockers installed on sidewalks while consolidating deliveries at central locations to reduce delivery truck traffic. We also announced \$6 million in new financial incentives in our Off Hour Delivery Program to encourage businesses to shift truck deliveries to the off-peak hours.

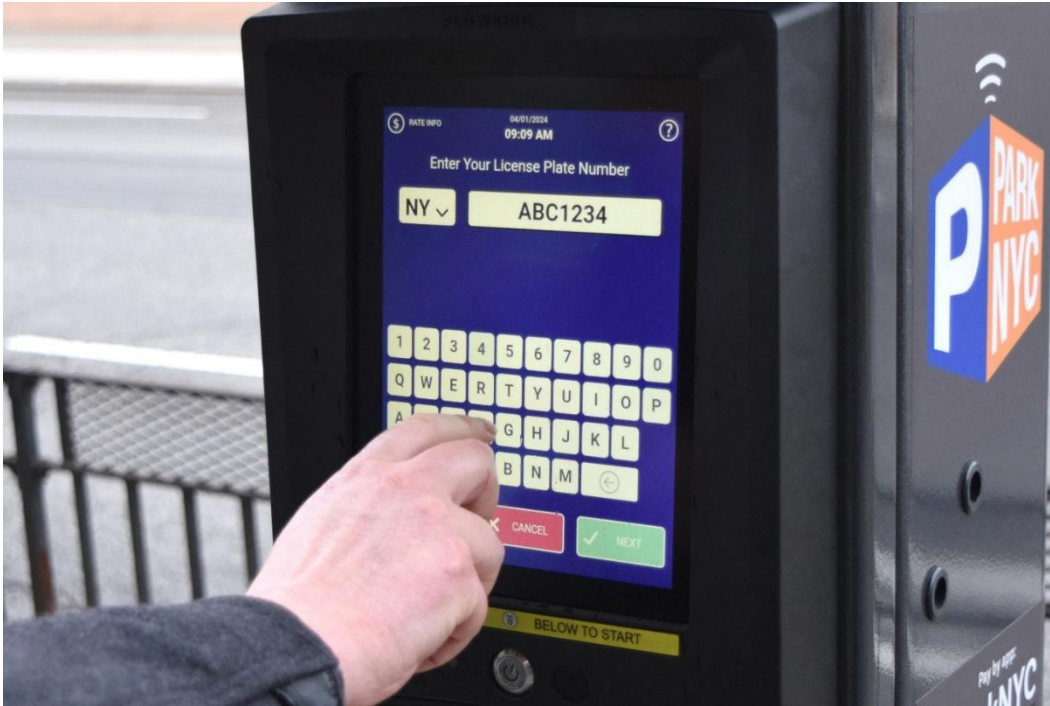


Mayor Eric Adams launches *LockerNYC* in *Bed-Stuy, Brooklyn*

As required by Local Law 171 of 2023, DOT is working to redesign the city's truck route network to enhance safety, increase visibility, reduce traffic congestion, and improve the overall freight network. Last week, we launched a Public Feedback Portal for the public to learn about the city's truck route network and provide feedback.

I'm also happy to say that DOT, in partnership with the Economic Development Corporation, recently won a \$15 million grant from US DOT to build a first-in-the-nation freight-focused electric truck and vehicle charging depot at the Hunts Point Food Distribution Center in the Bronx, the busiest heavy trucking destination in the state.

And to take an important step in transforming the city’s parking management system, today we are beginning to upgrade the City’s 14,500 parking meters to the new Pay-by-Plate technology. This transition to a license plate-based system will improve parking enforcement and end the need to display a paper receipt on the vehicle dashboard.



*New Pay-by-Plate Parking Meter in Long Island City, Queens*

### Vision Zero

Turning to Vision Zero, I want to acknowledge the difficult year we are having in our work to reach zero traffic fatalities in New York City. So far this year, we have seen far too many people lose their lives on the city's streets. The loss of our family members, friends, and neighbors underscores how important our work is and the urgency it requires.

The Adams Administration is committed to getting critical safety projects in the ground. The FY24-FY33 Ten-Year Capital Plan invests \$4.7 billion in Vision Zero, and our expense budget invests an average of about \$260 million annually. We are undertaking a number of critical street safety projects throughout the city, including breaking ground on the fifth phase of our Grand Concourse Great Streets reconstruction project this fall. This project will deliver grade-separated bike facilities, pedestrian safety improvements, and new street trees and plantings to historically underserved communities in Fordham and Bedford Park.

The majority of recent fatalities have occurred at intersections. This underscores our commitment to make safety improvements at 2,000 intersections each year with design improvements like raised crosswalks, leading pedestrian intervals, and sidewalk extensions, as well as daylighting to improve visibility between pedestrians and drivers in 1,000 of those locations, which we know is of particular importance to the Council.

These troubling trends also show just how important it is to reauthorize and expand the City's Red Light Camera program. Last year, we saw the highest number of deaths related to red light running ever recorded—29—and all those fatalities were at intersections with no red-light camera. The current program, limited to just one percent of intersections with signals, is too small to have a wider effect on deterring dangerous driving behaviors. We need the Council's help to enhance safety on our streets by passing a Home Rule for S2812 sponsored by State Senator Andrew Gounardes and A5259 sponsored by Assemblymember Jeffrey Dinowitz.



*Commissioner Rodriguez at a Red Light Camera Press Event in Inwood, Manhattan, joined by the families of David Fernandez and Joel Adames, who were killed by a red-light running crash*

Beyond the focus on intersections, the Adams Administration is responding to these troubling trends in targeted ways. For example, to address rising e-bike fatalities and deadly single-bicycle crashes, we launched “Get Smart Before You Start,” a new public education campaign to inform e-bike riders on how to properly accelerate, brake, and operate at an appropriate speed.



*Get Smart Before You Start* e-bike public education campaign

Lastly on Vision Zero, I would like to take a moment to celebrate the recent passage of Sammy's Law in the State Budget. This important measure gives DOT further flexibility to set speed limits in thoughtful, targeted ways to keep New Yorkers safe. We are extremely grateful for the years of advocacy from Amy Cohen and Families for Safe Streets that got this over the finish line and look forward to working with communities and local elected officials on any future speed limit changes, as well as on comprehensive projects to make our streets safer.



*Commissioner Rodriguez joins advocates at Sammy's Law Press Event, City Hall.*

## Public Realm

Turning to the public realm, this Administration continues to reimagine the use of public space. Last month, DOT celebrated the largest Open Streets: Car Free Earth Day to date with 53 car-free streets and plazas throughout the five boroughs. This event, along with our Summer Streets Program, gives New Yorkers a taste of what an Open Street feels like and motivates them to work with our agency and community partners to create more Open Streets in their neighborhoods. The event also kicked off the start of the Open Streets season with 132 initial locations, including two dozen new locations, with more to come.



*Open Street at 34<sup>th</sup> Avenue in Queens*

DOT also recently announced that we are expanding the variety of resources available to public spaces in under-resourced neighborhoods. Through the Public Space Equity Program, DOT will distribute new tools and services to Open Streets, plazas, and other public spaces that will be selected based on partner capacity, site context, and DOT's equity goals.

We are also accepting applications from restaurants for the Dining Out NYC program, the nation's largest outdoor dining program. Earlier this week, we announced the Dining Out NYC Marketplace, an online marketplace for restaurants to find vendors offering a range of services including installation, storage, and design of outdoor dining materials and furniture.

## MWBE

Under the Adams Administration, DOT has been a leader in Minority and Women-Owned Business Enterprise, or MWBE, contracting investment. I am proud to say that DOT has increased our MWBE participation rate from 11 percent in FY22 to 24 percent in FY23. And in FY24, we hope to be close to the 30 percent MWBE utilization goal for the first time. To do this, we are advertising our procurements in Community and Ethnic media outlets, using our social media platforms, and going to local communities across the city to show how to do business with DOT.



*Doing Business with NYC DOT event in 2023*

## Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify before you today. We are so proud of the work that the almost 6,000 people at DOT do every day to keep this city moving. We thank the Council for your partnership in ensuring we have the resources we need and look forward to continuing to work with you to make this city safer, more equitable, and more accessible for generations to come. We would now be happy to answer any questions.