

**NYC Department of Transportation Testimony**  
**Before the City Council Committees on Transportation and Infrastructure**  
**March 14, 2024**

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 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 Preliminary Budget, and Fiscal Years 2024-2033 Capital Plan.

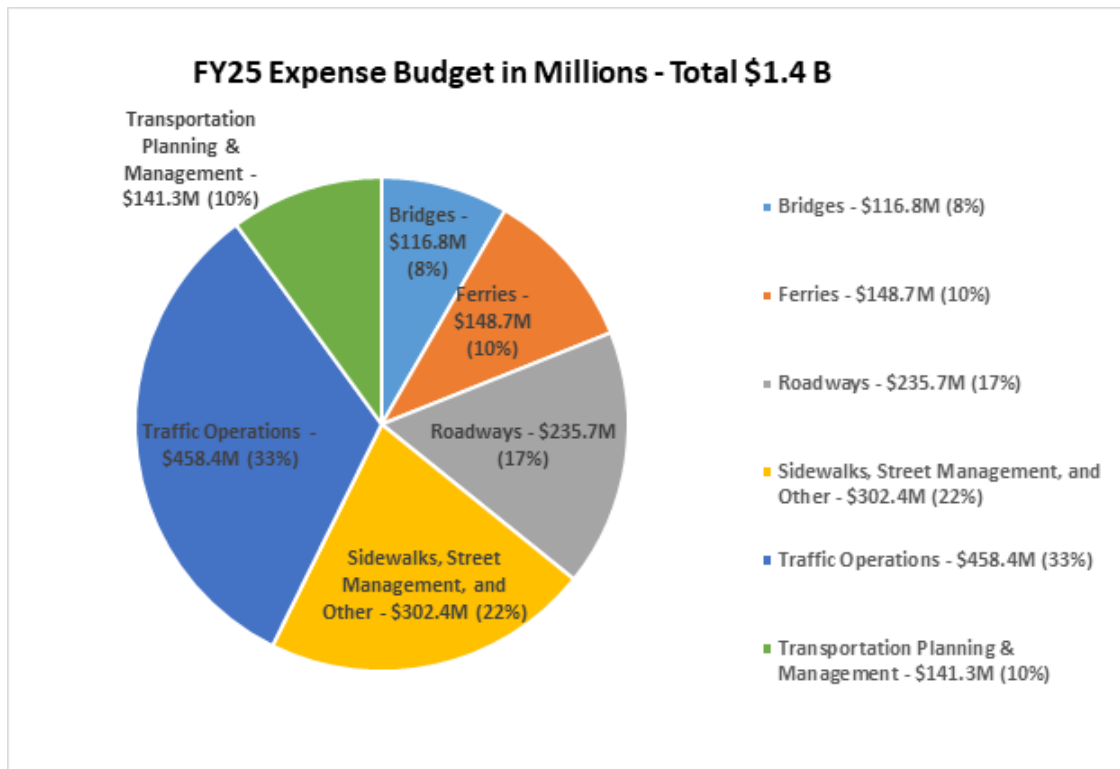
This budget builds on Mayor Adams's proven track record of responsible fiscal management, while prioritizing the needs of working-class New Yorkers and investing in public spaces. We appreciate the Mayor's continued investment in DOT during difficult financial times.

This budget will allow DOT to continue our work to make New York City the safest city for pedestrians and cyclists in the nation, reimagine the use of public space, invest in working class and middle-class communities and communities of color, make the city more accessible for all New Yorkers including people with disabilities, maintain our infrastructure—including nearly 800 bridges and tunnels, and continue to operate the Staten Island Ferry, while also being fiscally responsible with our spending.

## Expense Budget

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

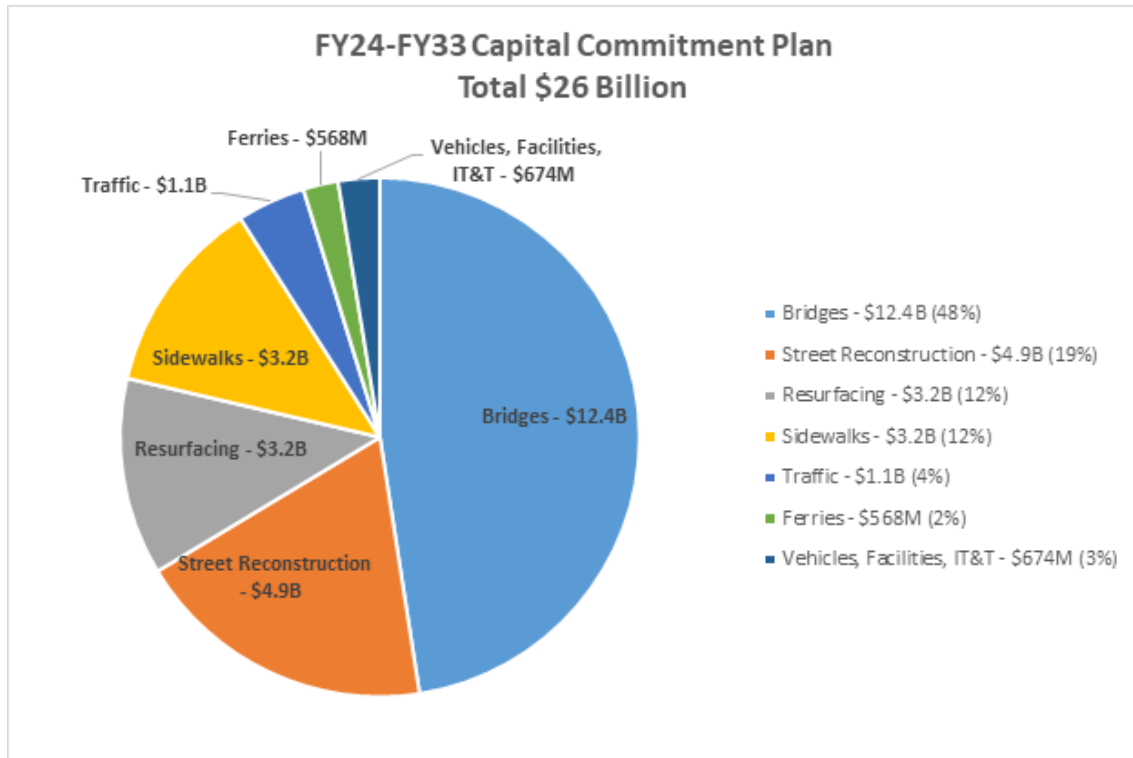
- \$117 million for bridge maintenance and inspection;
- \$149 million for ferry operations and maintenance;
- \$236 million for roadway maintenance;
- \$302 million for other DOT operations and administration, including sidewalk management and inspection;
- \$458 million for traffic operations, including signals, streetlights, automated enforcement, and parking; and
- \$141 million for transportation planning and management, including installation of street signs and roadway markings.



## Capital Plan

DOT's proposed \$26 billion FY24-FY33 Capital Plan includes the following:

- \$12.4 billion for bridge reconstruction and rehabilitation;
- \$4.9 billion for street reconstruction;
- \$3.2 billion for resurfacing;
- \$3.2 billion for sidewalk and pedestrian ramp repair and reconstruction;
- \$1.1 billion for streetlights, signals, and automated enforcement;
- \$568 million for the Staten Island Ferry; and
- \$674 million for the facilities and equipment needed to support DOT's operations.



## Vision Zero

Turning to Vision Zero. Last month, the City marked the 10-year anniversary of Vision Zero. While pedestrian fatalities across the country reached the highest number since 1987, New York City had the lowest year of pedestrian fatalities since we started collecting data 113 years ago, other than 2020's year of pandemic lockdowns. Through engineering, education, and enforcement, Vision Zero is working, but we have much more to do.

Equity has long been a cornerstone of NYC DOT's implementation of Vision Zero and is a top priority of this Administration. We are committed to ensuring our safety projects reach all New Yorkers, using data to prioritize interventions where they are most needed and can have the greatest benefit.



Beach 108th St, The Rockaways, Queens

This budget reflects the Adams Administration’s continued commitment to Vision Zero and the safety of all New Yorkers. The FY24-FY33 Ten-Year Capital Plan invests nearly \$4.2 billion in Vision Zero, and our expense budget invests an average of about \$260 million annually.

We will continue our focus on improving intersections, following the Mayor’s announcement that the City will 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.

On Queens Boulevard, we will continue to transform what was formerly known as “The Boulevard of Death.” We are working with the Department of Design and Construction (DDC) to transform existing medians into green pedestrian malls, raise the bike lane, and improve travel times for bus riders by moving bus stops to the median, and the Department of Environmental Protection (DEP) will also make major water and sewer upgrades. This project is supported by our recently awarded Safe Streets for All grant from US DOT.



Queens Boulevard, Rego Park

In Southeast Queens, starting this Spring we will be partnering with DDC and DEP to bring flooding relief to residents of over a dozen streets across Hollis, Saint Albans, and Jamaica. The project will include new curbs, streets, sidewalks, and porous pavement to better manage stormwater events, as well as raised crosswalks to enhance accessibility and safety.

In Brooklyn, at the complex intersection of Flatbush Avenue, Utica Avenue and Avenue S in Marine Park, we will add new and expanded concrete pedestrian space, shorten crossing distances, and add new crosswalks.

And in the Bronx, we will construct new medians and expand sidewalks near several schools and playgrounds in Hunts Point, which will add more than 3,500 square feet of new pedestrian space.

Beyond our critical infrastructure projects, we are working with our partners in Albany to renew and expand our life saving red light camera program, which will expire this year and is currently limited to 150 intersections.



Red Light Camera Event

### Bikes

Turning to bikes. With over a half-million bike trips taken each day and Citi Bike reaching record ridership, cycling has never been more popular in New York City. To meet this demand, New York City has built more protected bike lanes than all other big U.S. cities combined. In 2023, we installed a record-breaking 31.9 new protected bike lane miles—reaching 220 protected bike lane miles in the last 10 years. We met the Administration’s commitment to harden 20 miles of bike lanes by the end of 2023 and are installing wider lanes. And we installed over 3,250 bike racks and distributed nearly 22,000 bike helmets and 9,000 bike lights.





Third Avenue Double-Wide Bike Lane, Manhattan

This year, we will undertake many critical bike projects including:

- Eastchester Road from Pelham Parkway to Hutchinson Greenway in the Bronx;
- Simonson Avenue, Walker Street, Trantor Avenue, connecting to the bike path on the Bayonne Bridge in Staten Island;
- 10<sup>th</sup> Avenue and 2<sup>nd</sup> Avenue in Manhattan; and
- The Washington Bridge.

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. We currently have over 27,000 bikes and over 2,000 stations. Once this year's scheduled expansion is complete, more than half of New York City residents will live within a five-minute walk of a Citi Bike station.

And to promote the safe use of powered mobility devices and reduce fire risks, we recently launched a six-month e-bike charging pilot program to test different battery charging technologies on the street. We will also launch an e-bike buyback program to help delivery workers transition from dangerous, illegal, and uncertified powered mobility devices to UL certified bikes and batteries.



Public E-bike Charging Stations at Cooper Square, Manhattan





E-bike Charging Pilot: On-Boarding Event

### Mobility and Accessibility

DOT continues to make it easier and faster to travel around the city for all New Yorkers. In 2023, we made commuting faster and more reliable for over 300,000 daily bus riders with new or enhanced bus lanes, including projects on:

- Northern Boulevard in Queens;
- Gun Hill Road and University Avenue in the Bronx;
- Livingston Street in Brooklyn;
- Third Avenue in Manhattan; and
- Washington Bridge connecting Manhattan and the Bronx.

We also studied Transit Signal Priority at 754 intersections to reduce the time buses spend stuck at red lights.

This year, we will undertake a number of exciting bus projects, including improving the dedicated bus lane on 2<sup>nd</sup> Avenue in Manhattan, which will make the trip faster for 50,000 daily bus riders. We also began construction on our major bus and safety project along Kings Highway, Flatlands Avenue, and Pennsylvania Avenue in southern Brooklyn.



Ribbon Cutting for East Gun Hill Road Bus Lane, Bronx

To make the city more accessible, DOT continues to install and upgrade pedestrian ramps throughout the city. We also installed Accessible Pedestrian Signals at a record 866 intersections in 2023.

This year, we are beginning an over \$100 million neighborhood reconstruction project in Rosedale, Queens, making long-needed repairs and upgrades to streets that have experienced ongoing flooding problems. In partnership with DEP and DDC, we will be installing sidewalks, accessibility upgrades, and redesigning intersections along with major sewer upgrades.



## Public Realm

This Administration continues to reimagine the use of public space. DOT installed more than 666,000 square feet of new pedestrian space in 2023, an all-time annual record. This includes new pedestrian plazas, curb and sidewalk extensions, pedestrian safety islands, and medians.



New Plaza at Beverley Road, Kensington, Brooklyn

Now in its fifth year, Open Streets continues to be the nation's largest and most successful car-free program, with over 200 locations across the five boroughs. Earlier this month, we announced new rules for the program, formalizing the application process and clarifying eligibility criteria.

This Administration also announced Dining Out NYC, the nation's largest permanent outdoor dining program and one of the most significant efforts of the last decade to reimagine the city's streetscape. Last month, we released the final rules for the program after a robust public outreach campaign, and last week we launched the application portal so restaurants and other food service establishments such as coffee shops and bakeries can apply.



Dining Out NYC in Harlem

We also implemented the most ambitious Summer Streets program, more than doubling its size and bringing the program to all five boroughs for the first time, along with the largest Car-Free Earth Day and second season of the popular Trick-or-Streets program.





Staten Island



Queens



Bronx



Brooklyn



Manhattan

Summer Streets 2023 in all five boroughs



Mayor Eric Adams at Summer Streets in Harlem.

## Curb Management and Freight

DOT is taking action to better manage the curb to reduce congestion, double parking, and vehicle emissions. Last year, we published a Curb Management Action Plan to reimagine how curb lanes are used and launched a Smart Curbs pilot to evaluate regulations, identify community needs, and test new technologies at the curb.

We announced the microhubs program to provide locations for delivery trucks to transfer packages to cargo bikes for final delivery. And we are in the process of finalizing rules to allow larger pedal-assist electric cargo bikes and make package deliveries more efficient.



Informal Delivery microhub in Downtown Manhattan

## Ferries

Turning now to the Staten Island Ferry. After 13 years, I am thrilled to say that the Administration reached an agreement with the Marine Engineer's Beneficial Association, the union representing Staten Island Ferry licensed officers. The new contract raises salaries to competitive rates and establishes a 40-hour workweek, which will allow us to hire and retain our critical workers who keep the Staten Island Ferry running.

## Resurfacing

On resurfacing, this budget protects the baseline funding for 1,100 lane miles and 50 miles of protected bike lanes for resurfacing each year. This amount of resurfacing reduces the number of potholes, and our average pothole response time is now under 2 days—our fastest response time ever.



## Bridges

For our bridges, the City adopted a rule to prohibit vending on bridges. This rule has been instrumental in the City's efforts to ensure the safety and security of our bridges. We have also nearly finished the four-year, \$300 million project to rehabilitate the Brooklyn Bridge, including clean all the bridge's stones, strengthen the bridge's approach spans, and add new energy-efficient lighting.



Newly-illuminated Brooklyn Bridge

## Program to Eliminate the Gap and Capital Stretch

Turning to the difficult fiscal climate. DOT is proud to have done our share to fill the Citywide 5% Program to Eliminate the Gap—or PEG—program. In both the FY25 Preliminary Plan and the November Plan, DOT generated over \$88 million of gap-closing measures for FY25. We did this through a number of savings, from conducting studies in-house, receiving funding from the Federal government for our Traffic Management Center, and through programs that generate revenue such as Citi Bike. I am also proud to say we have applied for over \$1 billion in federal funding and have already secured over \$81 million.



Citi Bike Installation

Following the Mayor's mandate, we reduced the ten-year capital total by nearly \$5.5 billion and stretched the plan by \$1.9 billion to the outer years. We do not believe this will affect current active projects and will work with the Administration to ensure future projects are fully funded as needed.

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 meet the 30 percent MWBE utilization goal for the first time.





Doing Business with NYC DOT Event

Conclusion

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