

**NYC Department of Transportation Testimony
Before the Committees on Transportation and Infrastructure and Finance
May 13, 2025**

Good morning, Chair Brooks Powers, 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, 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 2026 Executive Budget and Fiscal Year 2025-2035 Capital Plan.

The Scope of DOT's Operations

With an over **\$1.5B** operating budget and **\$33.9B** capital program, DOT's almost **6,000** employees safely and efficiently manage:



6,000 miles of streets



12,000 miles of sidewalk



809 bridges



24/7 S.I. Ferry Service



1,570 mile bike route network



13,900 signals



350,000 streetlights



200M linear ft of markings

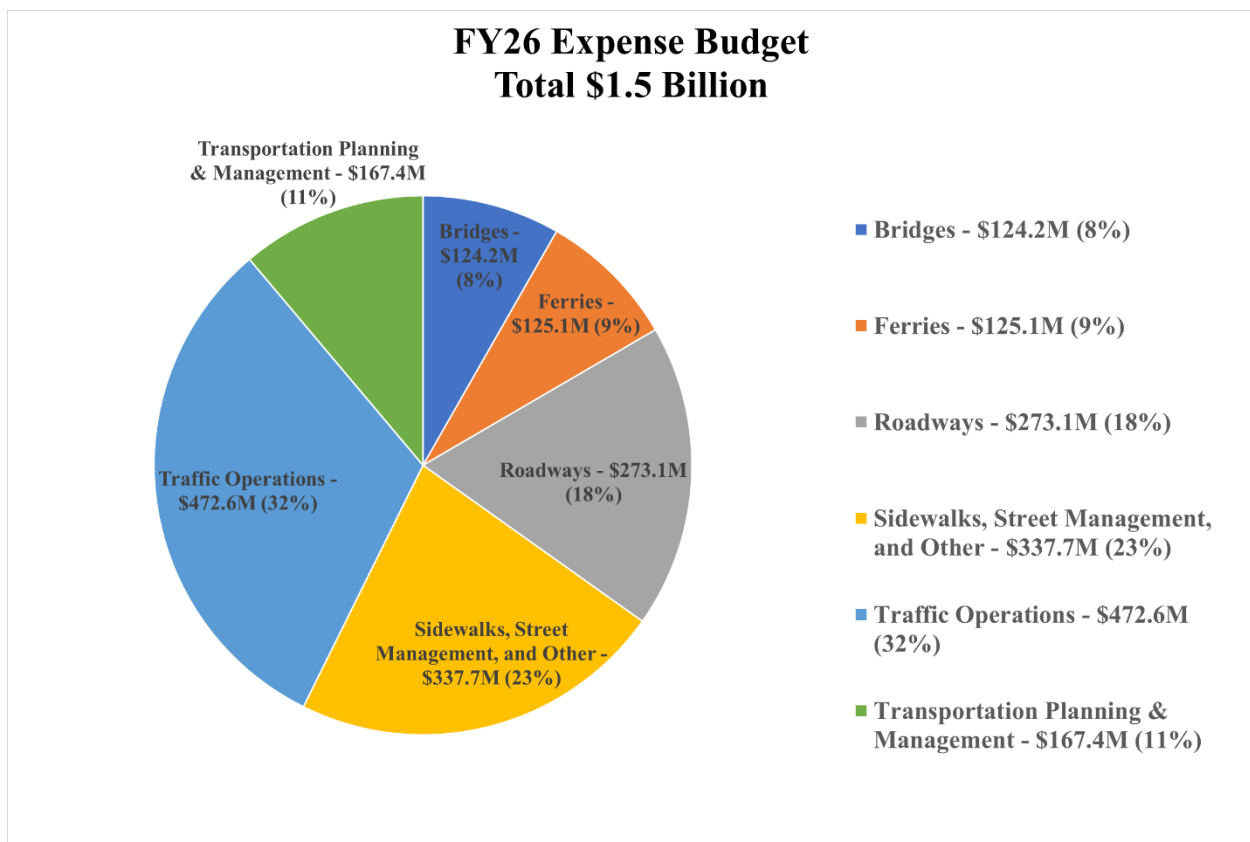


As Mayor Adams announced, this is truly our best budget ever. DOT's charge in the NYC Charter is to provide for the safe, efficient, and environmentally responsible movement of people and goods around our city while managing 26% of the city's land, including 6,300 miles of streets and highways, 12,000 miles of sidewalk, 44,000 intersections, and over 800 bridges and tunnels. With both baselined funding and the approval of new needs for nearly every one of our six divisions, this budget will help us achieve that mission. We appreciate the Mayor's continued investment in DOT, enabling us to maintain our programs and deliver for New Yorkers.

Expense Budget

DOT's FY26 Expense Budget is \$1.5 billion, and you can see the breakdown on the screen and in the chart in my testimony.

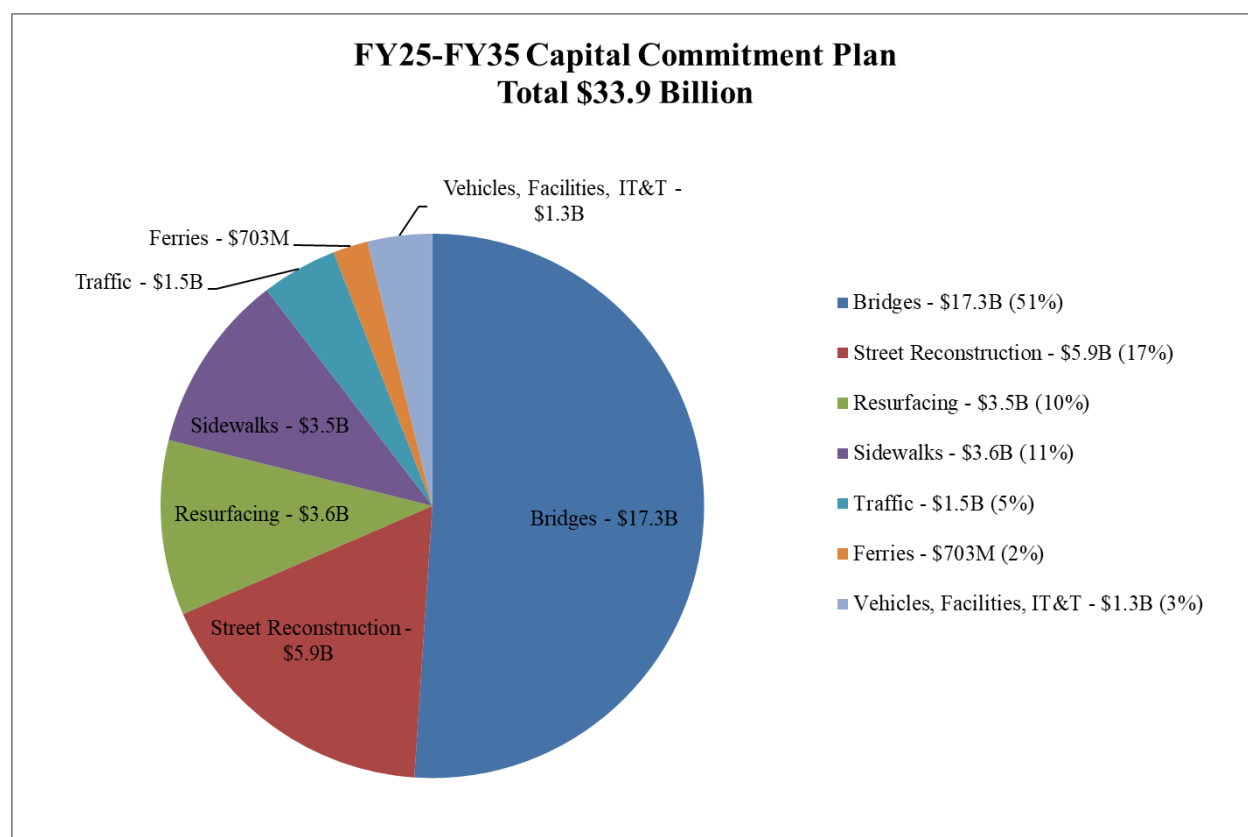
- \$124 million for bridge maintenance and inspection;
- \$125 million for ferry operations and maintenance;
- \$273 million for roadway maintenance;
- \$338 million for other DOT operations and administration, including sidewalk management and inspection;
- \$473 million for traffic operations, including signals, streetlights, automated enforcement, and parking; and
- \$167 million for transportation planning and management, including installation of street signs and roadway markings.



Capital Plan

DOT's FY25-FY35 Capital Plan is \$33.9 billion, and you can see the breakdown on the screen and in my testimony.

- \$17.3 billion for bridge reconstruction and rehabilitation;
- \$5.9 billion for street reconstruction;
- \$3.5 billion for resurfacing;
- \$3.6 billion for sidewalk and pedestrian ramp repair and reconstruction;
- \$1.5 billion for streetlights, signals, and automated enforcement;
- \$703 million for the Staten Island Ferry; and
- \$1.3 billion for the facilities and equipment needed to support DOT's operations.



This budget provides funding to support critical DOT operations that keep the city moving.

The Adams Administration included \$253 million over the span of the Ten-Year Capital Plan for replacement of DOT's aging fleet of medium- and heavy-duty vehicles, which will allow us to establish a regular schedule for replacing these vehicles as they reach the end of their useful life. This will allow DOT to continue providing core services for all New Yorkers, such as roadway resurfacing, curb and median construction, pedestrian ramp upgrades and installations, and bridge repair, just to name a few.



NYC DOT Roadways and Sidewalks Crews at work in Brooklyn

For our Sidewalks Division, which oversees 12,000 miles of sidewalk, this budget includes \$4.7 million to keep up with rising costs of steel, concrete, and other materials needed for pedestrian ramp upgrades and installations. Last year, DOT oversaw the upgrade or installation of pedestrian ramps at over 9,300 corners, and this new funding will allow us to continue this important work that helps New Yorkers of all abilities cross the street.

For our Roadways Division, this budget continues the important \$280 million in baselined funding annually to allow us to resurface 1,100 lane miles and 50 bike lane miles each year. Also, this budget adds an additional \$7.9 million to ensure we're fully funded for our resurfacing operation this year.



Bike Light Giveaway on the Hudson River Greenway, Manhattan

This month, we're celebrating bike month with month-long programming and community events designed to encourage cycling, promote safety, and celebrate the city's growing bike culture. There is so much to celebrate: under the Adams Administration, DOT has built a record 87.5 miles of new protected bike lanes and upgraded an additional 20 miles to support the over 226 million annual bike trips across the city. Our celebration includes dozens of events across all five boroughs, including free helmet fittings, bike light giveaways, educational outreach for delivery workers, and more.

For our Traffic Operations division, we also have good news to share. We have identified our top vendor for our new automated enforcement contract and are working with them on a schedule to install new red light cameras thanks to the expansion we secured in Albany last year. We are also working with our partners in the state legislature to reauthorize our life-saving speed camera program, set to expire in July. We look forward to working with the Council to pass the Home Rule message.



NYC DOT's Bridge Unit Doing work in Brooklyn

On Bridges, we continue our critical bridge projects to maintain 809 bridges and 4 tunnels in a state of good repair. This budget provides an additional \$42 million for the East 25th Pedestrian Bridge over the FDR tied to the Science Park and Research Campus in Kips Bay, which will be a first-of-its-kind job and education center in the heart of New York City.

In this budget, the Adams Administration also baselined \$3.2 million and 10 headcount between our Bridges and Planning divisions to support the inspection and repair of overhead sign structures. With these funds, we are creating a first-ever dedicated program to replace the over fifty-year-old signs on the highways throughout the city, instead of handling them on a case-by-case basis with in-house resources as we had previously.

I am also happy to say that we were granted expanded authority for our first-in-the-nation weigh-in-motion (WIM) program in the recently passed state budget. We are now authorized to use WIM on the BQE as well as eight additional bridges, including the Queensboro, Manhattan, and Williamsburg bridges. This will help keep overweight vehicles off our bridges and help us maintain them in a state of good repair.



Conduit Avenue, Brooklyn – Before and After

For our Transportation Planning and Management Division, this budget includes an increase of \$10 million for our pavement markings contracts next year, on top of the \$30 million we already have baselined. This funding is critical for allowing us to implement Street Improvement Projects, including new bus and bike lanes, pedestrian safety improvements, and so much more, to enhance street safety for all road users. This funding will also allow us to replace faded markings to ensure that our street designs remain in good condition.



Queens Boulevard, Queens – Before and After

And this budget includes \$101 million for street reconstruction projects that build out critical safety improvements in permanent, concrete materials. This includes \$79.6 million for the fourth phase of our Queens Boulevard redesign that will extend the improvements from Yellowstone Boulevard to Union Turnpike, \$13.3 million for our Northern Boulevard Douglaston Connector project to build out the cyclist transition on Northern Boulevard at the Cross Island Parkway, \$4.7 million for the Van Sinderen Avenue Streetscape project that will expand public space and improve pedestrian safety in the Broadway Junction area, and \$3.7 million for the Park Avenue Pedestrian Safety Improvements project that will slow traffic and create a new public space under the BQE.



Dining Out at the Upper West Side, Manhattan

I'm so happy to say that in this budget, the Adams Administration has stepped up with funding to support two hallmark public realm programs: Open Streets and Dining Out NYC. These programs were critical lifelines for the city during the pandemic and recovery periods, largely funded by federal coronavirus stimulus funds. With the stimulus funding expiring this year, the programs could only continue with an injection of City funds. This investment ensures New Yorkers can continue to enjoy these transformative programs that have re-shaped our streets as places to meet, dine, and spend quality time.



Car Free Earth Day in April 2025

For Dining Out NYC, this budget adds \$3.8 million next fiscal year to replace federal funding we once had for this program. For Open Streets, this budget adds \$2.1 million to replace the federal funding, which will allow us to continue supporting Open Streets throughout the city. Last month, we opened this season's Open Streets with Car Free Earth Day, connecting Open Streets and Plazas across the city while providing access to over 1,000 miles of NYC's bike network and showcasing public art and community programming. And looking ahead, for this year's Summer Streets, as the Mayor announced, we are planning to have 400 blocks to celebrate the city's 400th anniversary.

This budget also provides \$50 million for the Gotham Arches project which reconstructs the area by the Brooklyn Bridge with increased community connectivity and public space, and the Administration looks forward to continuing to work with the community on this project.

We are also proud to be part of one of the first rezonings of this Administration with the Bronx Metro North Rezoning, which will bring four new Metro North Stations to the East Bronx and create nearly 7,000 homes—including 1,700 permanently income-restricted affordable housing—and 10,000 jobs all close to public transit. This budget includes \$208 million for new projects to support this rezoning.



Doing Business with NYC DOT Event

Finally, DOT continues to be a leader in Minority and Women-Owned Business Enterprise, or MWBE, contracting investment. When I first stepped into my role as Commissioner, the agency's Minority and Women-Owned Business Enterprises (MWBEs) utilization rate was only 11 percent. It is with great pride that I share the progress we have made; in the most recent fiscal year, our MWBE utilization rate was an impressive 32 percent, and year-to-date our utilization rate is 37 percent. This achievement underscores our commitment to promoting inclusivity and providing meaningful support to diverse businesses within our community, reflecting a broader vision of equity and opportunity for all. In this budget, we were given \$3.7 million in FY26 to continue our MWBE contract for cleaning and vegetation control along highway service roads, which will allow us to continue this important progress.

Conclusion

In conclusion, we are thankful for the opportunity to testify before the Council today and for your continued partnership. We are grateful to the Adams Administration for investing in DOT. Every day the 6,000 people at DOT work to keep this city moving. We now welcome any questions.