

**NYC Department of Transportation Testimony
Before the City Council Committees on Transportation and Infrastructure
March 19, 2025**

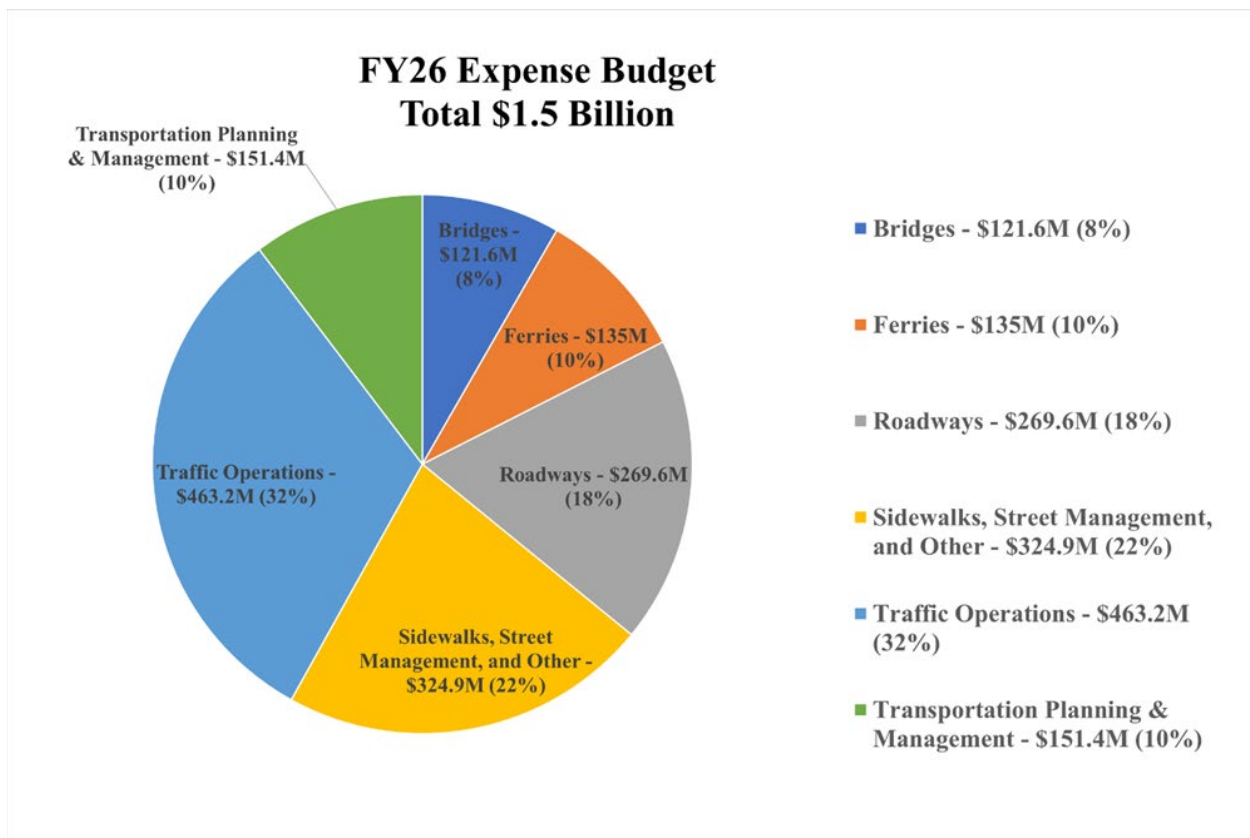
Good afternoon, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am Ydanis Rodriguez, Commissioner of the New York City Department of Transportation. With me today are First Deputy Commissioner Margaret Forgone, Executive Deputy Commissioner Paul Ochoa, and Deputy Commissioner of Transportation Planning and Management Eric Beaton. Thank you for the opportunity to testify on behalf of Mayor Eric Adams on DOT's Fiscal Year 2026 Preliminary Budget, and Fiscal Years 2025-2035 Capital Plan.

DOT has a charter mandate to manage 25 percent of all land in New York City, including 6,300 miles of streets and highways, 12,000 miles of sidewalk, 44,000 intersections, and over 800 bridges and tunnels. DOT's charge is to ensure that all New Yorkers can get from point A to point B safely, efficiently, and in an environmentally responsible way. Thanks to continued investments by Mayor Adams and the City Council, New York City has the largest and most complex department of transportation in the country, and we are leading the nation in reimagining the use of public space and making streets safer for pedestrians, cyclists, and all road users. This budget will allow DOT to continue this important work, and today I will share some highlights of the agency's recent and upcoming projects.

Expense Budget

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

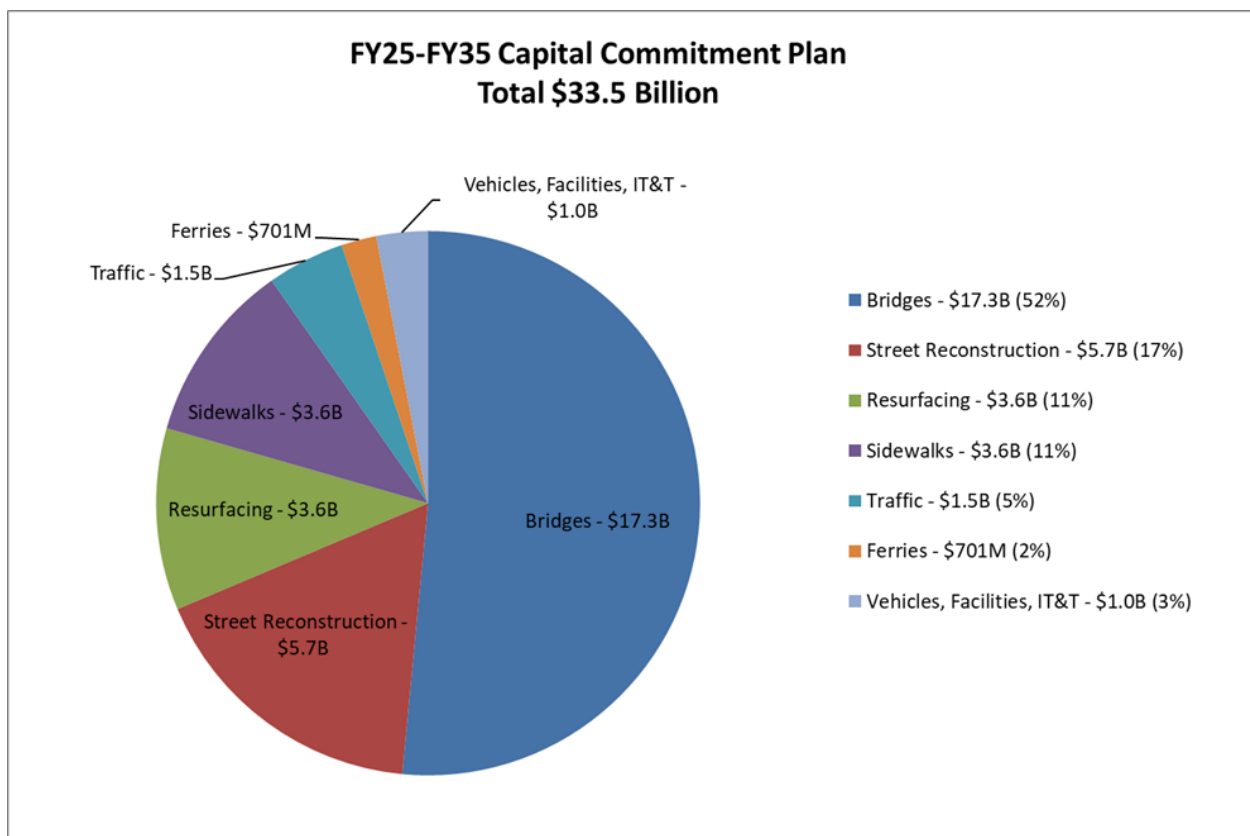
- \$122 million for bridge maintenance and inspection;
- \$135 million for ferry operations and maintenance;
- \$270 million for roadway maintenance;
- \$325 million for other DOT operations and administration, including sidewalk management and inspection;
- \$463 million for traffic operations, including signals, streetlights, automated enforcement, and parking; and
- \$151 million for transportation planning and management, including installation of street signs and roadway markings.



Capital Plan

DOT's approved FY25-FY35 Capital Plan is \$33.5 billion, and you can see a breakdown of this funding in the chart displayed on the screen and in my testimony.

- \$17.3 billion for bridge reconstruction and rehabilitation;
- \$5.7 billion for street reconstruction;
- \$3.6 billion for resurfacing;
- \$3.6 billion for sidewalk and pedestrian ramp repair and reconstruction;
- \$1.5 billion for streetlights, signals, and automated enforcement;
- \$701 million for the Staten Island Ferry; and
- \$1 billion for the facilities and equipment needed to support DOT's operations.



Vision Zero

Let's talk Vision Zero. Last year marked the 10-year anniversary since the start of Vision Zero. Traffic fatalities were at their lowest level since 2020 – down five percent since the start of the Adams administration. Senior pedestrian fatalities were at the lowest in recorded history, down 17 percent from 2023. Since the program began in 2014, the agency has been committed to bringing road safety to every corner of the five boroughs and distributing our street improvement projects equitably, and that commitment is having results. As shown in our recently released *Equity and Street Safety* report, traffic deaths have declined most significantly in lower-income neighborhoods and neighborhoods of color, and these neighborhoods have received a higher share of street redesigns since Vision Zero began. Of course, one death is too many, and we will continue to work to deliver high-impact projects across the city that enhance road safety and bring us closer to the goal of zero fatalities on our streets.



Grand Concourse and East 180th Street, Bronx

In the spring, we will begin construction for the fifth phase of the Vision Zero Great Streets Reconstruction of the Grand Concourse, between East Fordham Road and East 198th Street. This \$55M project will include grade separate bicycle facilities, pedestrian safety improvements, and landscaped medians.



Daylighting at Banker Street & N 15th Street in Brooklyn

On daylighting, DOT recently released a groundbreaking study of daylighting pursuant to Local Law 66 of 2023 sponsored by Chair Brooks-Powers. The study found that while daylighting is a useful tool in certain locations, it is not a one-size-fits-all solution. The study also found that hardened daylighting with infrastructure installed to prevent vehicles from occupying that space enhances safety. This budget increases funding for additional hardened daylighting, allowing us to focus on delivering the treatments with real safety benefits for all New Yorkers.

This morning, we announced regional slow zones in each of the outer boroughs as the latest part of our Sammy's Law rollout. Last fall, we implemented the Lower Manhattan Regional Slow Zone below Canal Street. With this rollout, each borough will have a regional slow zone: City Island in the Bronx, DUMBO and Vinegar Hill in Brooklyn, Broad Channel in Queens, and St. George in Staten Island.



Speed limit change at Prospect Park West, Brooklyn

Beyond our continued street designs and infrastructure projects, we are working with state legislators in Albany to reauthorize New York City's life saving speed camera program. Speeding remains one of the most dangerous driving behaviors, contributing to about a quarter of the city's traffic deaths each year. The cameras are working: the average number of daily violations issued by each camera dropped 94 percent since the start of the program. Additionally, corridors with speed cameras installed in 2022 experienced 14 percent fewer injuries and fatalities than locations with no cameras. We look forward to working with the Council to renew this program, including by passing a Home Rule message. Let's get ready to pass it!

Streets Plan

Now, on our recently released annual Streets Plan Update, which looks back over the past year of record-breaking hard work to improve intersection safety, expand the protected bike lane network, reimagine our streets for pedestrians, and so much more.

On intersections, I'm happy to say that in 2024, DOT redesigned 2,688 intersections — over five times the 400 intersection Streets Plan benchmark. We installed 885 Accessible Pedestrian Signals, exceeding the 500 intersections benchmark. And DOT's pedestrian ramp program oversaw the upgrade or installation of pedestrian ramps at over 9,300 corners. These improvements make intersections safer for cyclists, pedestrians, and drivers alike while helping New Yorkers with disabilities cross the street.



Broadway Vision Public Space, Manhattan

DOT continues to create new pedestrian space. Last year alone, DOT added 350,000 square feet of new pedestrian space throughout the city.

DOT also continues to reimagine the use of public space, though this work is often not measured by the Streets Plan. The agency launched a permanent outdoor dining program—already more than two times the size of the city’s pre-pandemic program. We have supported over 200 Open Street locations every year. And we expanded Summer Streets to all five boroughs and north to Harlem.

DOT is also improving cycling in the city. Last year, the agency added 29.3 miles of protected bike lanes, the third highest number built in the City’s history following a record 31.9 miles in 2023. This includes critical new bike connections on Queens Boulevard and Manhattan’s Second, Sixth, Seventh and Tenth avenues. The agency also upgraded an additional 4.4 miles of bike lanes through ‘hardening’ with physical infrastructure to better protect cyclists from other vehicles.

As we continue to build cycling infrastructure, we will continue to educate New Yorkers about the benefits of cycling. Biking is not a privilege, but a safe, green, and healthy way to travel around the city.



Bus Lane at 96th Street, Manhattan

We are also delivering better bus lanes for New Yorkers. Through transformative bus lane projects on Manhattan’s 96th Street, Second Avenue, and along Allen, Pike, and Madison streets through the expansion of bus-mounted camera enforcement, last year NYC DOT delivered 17.9 miles of new, upgraded, or newly-protected bus lanes—the highest annual mileage for protected bus lanes, improving commutes for 269,000 average daily riders.

Despite these record accomplishments, some of the most ambitious Streets Plan benchmarks have proven unattainable due to various logistical and resource constraints. Prior to the bill’s passage, the agency cautioned that the benchmarks would require significantly more funding and logistical support to achieve. This gap was only made worse by the COVID-19 pandemic hitting soon after the bill passed, leading to hiring and spending freezes. With this in mind, the Adams administration has been aggressively rebuilding agency capacity to meet the intent of the Street Plan, even on a COVID-delayed schedule.

On staffing: the Transportation Planning and Management division largely responsible for Streets Plan implementation has increased staffing over 12 percent, from a COVID low of 466 staff members to 525 staff members currently.



Sidewalks and Inspection Management (SIM) Yard in South-Bronx

On space: more staff and more operational output require more facility space, and DOT and DCAS have been working together to secure more space through the complex city process. This includes new space for concrete crews in Brooklyn in 2024, a new dedicated facility for in-house markings crews that will allow that program to expand, and ongoing work to upgrade the Maspeth Central shop that houses significant operational responsibilities, including DOT's sign shop, our in-house markings crews, and our parking meter maintenance unit.

Also included as part of this year's preliminary budget is \$319 million for the reconstruction of our Flatlands Yard facility in Brooklyn. This yard is a critical 24/7 site for DOT operations as it houses the team responsible for Brooklyn's roadway repair and snow plowing, as well as Fleet Services, which performs maintenance on DOT's heavy-duty vehicles.



Street Ambassadors in Jamaica, Queens

On public engagement: the Adams administration has shown a deep commitment to local engagement, including with the Commissioner in Your Borough initiative where I spend one day a month in a different borough, meeting with elected officials, community boards, business improvement districts, and more. DOT has expanded how we do outreach, including through on-street engagement with Street Ambassadors, door to door surveys of residents and businesses, and online workshops. Last year alone, DOT received feedback from local community members at nearly 2,600 events. In addition, the Council has enacted a number of local laws around notification that affect the timelines of project delivery. Together, these can cause projects to take longer but are important for helping deliver projects in line with local community needs.

On funding: the Adams administration has committed significant capital and expense funding towards the Streets Plan effort, including the initial down payment of over \$900 million, as well as funding other needs.

On operations: the agency has stated from the first Streets Plan that its ambitious targets go beyond the agency's existing capacity and that of our in-house crews and contracting partners. Achieving the Streets Plan in its entirety would, for example, require roughly doubling the number of markings used for new bus and bike lanes. DOT has been increasing its in-house construction capacity, including opening a new yard for additional concrete crews, and purchasing our first "stripe hog", which is a specialized piece of markings equipment that uses high powered water to prepare a surface for markings.

DOT will continue to strive to achieve the Streets Plan benchmarks and to develop projects that advance safe and sustainable transportation, including delivering critical safety, infrastructure, and quality of life improvements that are not measured by the Streets Plan.

Recent and Upcoming Project Highlights

Turning now to highlight a number of exciting projects that are ongoing or in the pipeline.

Earlier this year, we announced that we would establish micro-hub zones to provide safe, dedicated spaces for truck operators to transfer deliveries onto smaller and more sustainable modes of transportation for the last mile of delivery to address the negative environmental and public safety effects of truck deliveries. This budget includes funding for installation of chargers and maintenance to support this program.



Delivery Cyclist on 6th Avenue, Manhattan

Also related to deliveries, the Adams Administration recently transmitted legislation to the City Council to hold the third-party delivery apps responsible for mitigating the negative consequences of their business models. This legislation would curb unsafe speeding and risky riding behavior by delivery workers, enhance delivery worker safety, reestablish order on our streets, and decrease the risk of deadly battery fires. We look forward to continuing to work with the Council on legislation to regulate this industry.

On shared micromobility, last year, the agency expanded the e-scooter share program to eastern Queens, providing critical connections to major transportation and commercial hubs for roughly 600,000 residents. The program now serves 1.2 million New Yorkers across the East Bronx and Eastern Queens, and this budget provides additional headcount to support the program's expansion.

NYC DOT continues our critical work to maintain the city's infrastructure in a state of good repair. Thanks to the recent passage of the City of Yes, the City has allocated \$218 million in this budget for various street reconstruction projects including roadway improvements and stormwater management and resiliency upgrades throughout the city.



Commissioner Rodriguez fills the 500,000th pothole in Brooklyn.

In January, we celebrated filling the 500,000th pothole in the Adams administration. During the past three years, we have responded to potholes in 1.8 days, faster than in previous administrations. And potholes have been forming at a much slower rate thanks to this administration's commitment to better and more regular paving, and the nearly 700,000 tons of asphalt that the agency produces each year.

This budget also provides critical funding to maintain the City's over 800 bridges and tunnels. It increases funding and adds headcount to allow us to address structural flags faster, better protecting our infrastructure. It also advances \$870 million for the Bridges' Hazard Mitigation program, which will allow us to bring security upgrades to our East River Bridges.

And in Albany this session, we are seeking reauthorization of the City's automated weigh-in-motion (WIM) program on the Brooklyn Queens Expressway and supporting further expansion of WIM enforcement statewide. The system is working, reducing the number of overweight vehicles on the structure by 60 percent. We look forward to working with the Council to pass a Home Rule message to renew the program and continue to protect this aging piece of infrastructure.



Doing Business with NYC DOT Event

Finally, 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.

With an over **\$1.5B** operating budget and **\$33.5B** capital program, DOT's almost **6,000** employees safely and efficiently manage:



6,000 miles of streets



12,000 miles of sidewalk



794 bridges



24/7 S.I. Ferry Service



1,375 mile bike route network



13,000 signals



300,000 streetlights



200M linear ft of markings

Conclusion

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