

**NYC Department of Transportation Testimony  
Before the Committee on Transportation and Infrastructure  
March 17, 2026**

Good afternoon, Chair Abreu, and members of the Committee on Transportation and Infrastructure. I am Mike Flynn, Commissioner of the New York City Department of Transportation. With me today are First Deputy Commissioner Margaret Forgiione, 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 Zohran Mamdani on DOT's Fiscal Year 2027 Preliminary Budget and Fiscal Year 2026-2035 Capital Plan.

**The Scope of DOT's Operations**

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



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 Mamdani announced, this Preliminary Budget confronts the fiscal crisis head-on while preserving the core services New Yorkers rely on every day. Within that context, the New York City Department of Transportation remains focused on our Charter-mandated mission to provide for the safe, equitable, and sustainable movement of people and goods and create public spaces that strengthen our communities. DOT manages 26 percent of the city's land area, including 6,300 miles of streets and highways, over 12,000 miles of sidewalk, 44,000 intersections, and more than 800 bridges and tunnels, and this budget enables us to sustain those essential operations while advancing savings, improving operational efficiencies, and maintaining critical infrastructure. We appreciate the Mayor's continued investment in DOT, enabling us to maintain our programs to help all New Yorkers and millions of visitors get around our city.

But, we are also going to think big and be bold. We are laying the groundwork and will marshal our resources to go beyond the status quo, because the status quo isn't good enough. We will:

- Implement transformative street redesigns that improve safety
- Build busways and other bus infrastructure that speed up service
- Scale up the production of protected bike lanes and pedestrian space
- Take a hard look at parking policy in our city
- Usher in a new era for Vision Zero that builds upon past success and utilizes new tools and tactics
- Streamline bureaucracy to accelerate important work that must be done with urgency, and so much more.

All of this work will take resources, and Mayor Mamdani already gave an initial downpayment on the important work that's ahead.

But, resources go beyond just money.

There is a national shortage of engineers, which makes hiring for these essential roles difficult. That's why we are leading outreach and events to attract engineers to work at this agency.

There is also a shortage of contractors who do the work that is needed for our projects, including painting the markings on roadways and repairing traffic lights. And, we are working with contractors to encourage them to expand their operations because we have work that needs doing.

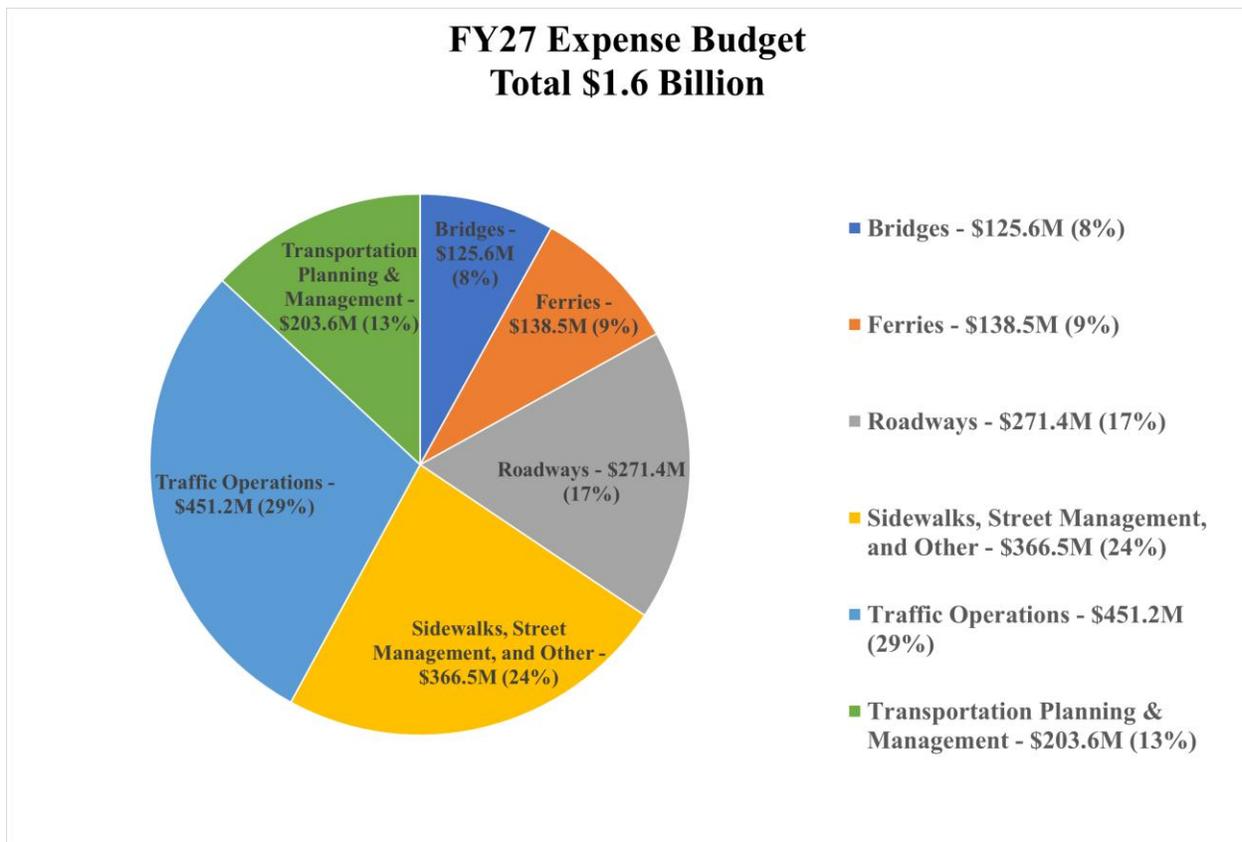
With climate change and affordability as two of the defining challenges of our time, we understand our critical role in transitioning our roadways, infrastructure, and assets to a safer, greener, and more accessible transportation network to benefit New Yorkers for generations to come. This is going to be a forward-looking, problem-solving DOT. Not the DOT of 'no,' but turning a ship as big as DOT will take time if we want to get it right. So, we are acting with haste on the things we can deliver now – like restarting shelved bus and bike lane projects and announcing 800 15MPH slow zones at all eligible NYC schools this year and all 3,200 schools citywide by the end of Mayor Mamdani's first term – and building a rock-solid foundation to deliver on the grander ambitions that we have for this agency moving forward. And it's only March.

Let's start with where things stand today with the fiscal year 2027 budget.

## Expense Budget

DOT's FY27 Expense Budget is \$1.6 billion, and you can see the breakdown and in the chart in my testimony.

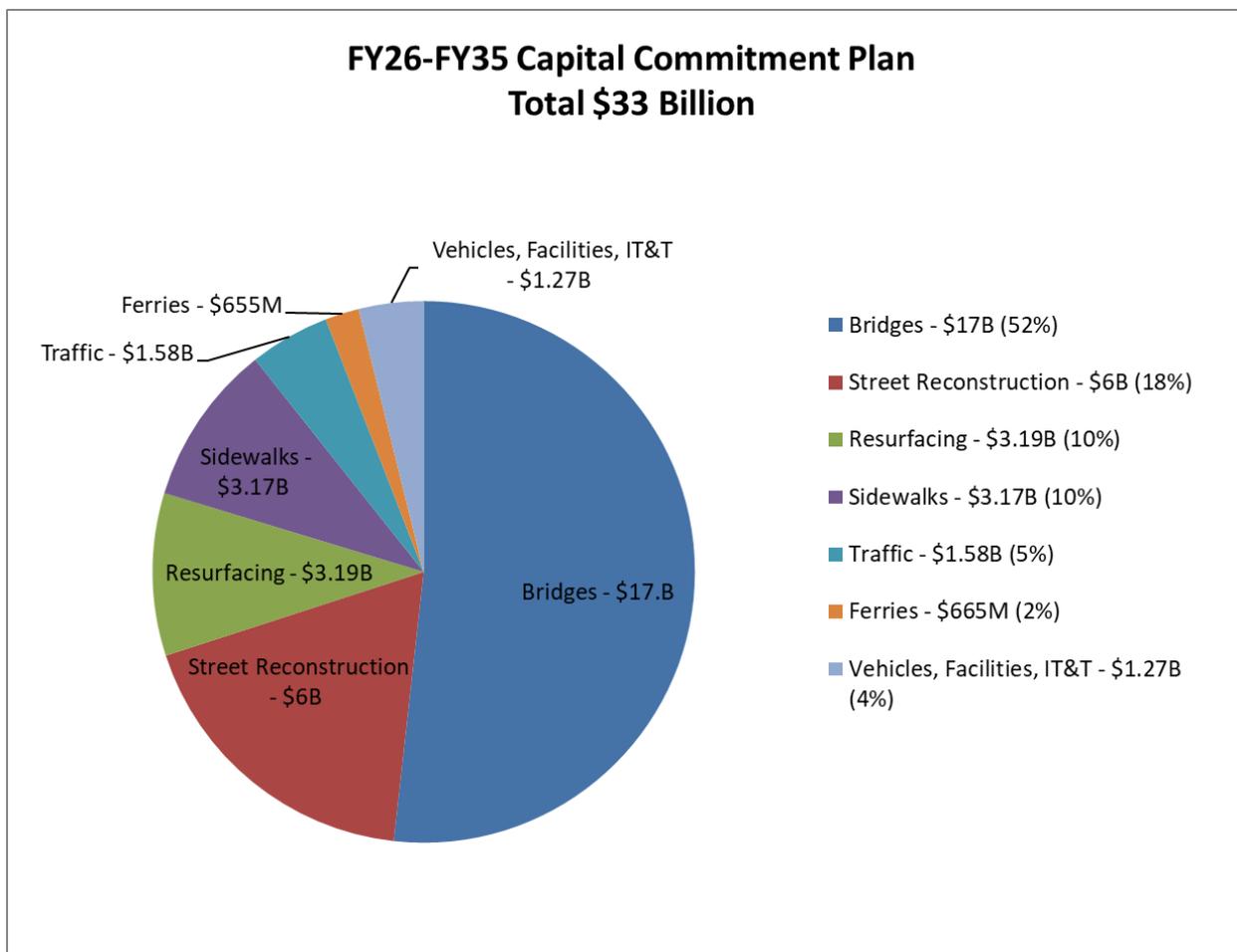
- \$126 million for bridge maintenance and inspection;
- \$139 million for ferry operations and maintenance;
- \$271 million for roadway maintenance;
- \$367 million for other DOT operations and administration, including sidewalk management and inspection;
- \$451 million for traffic operations, including signals, streetlights, automated enforcement, and parking; and
- \$204 million for transportation planning and management, including installation of street signs and roadway markings.



## Capital Plan

DOT's FY26-FY35 Capital Plan is \$33 billion, and you can see the breakdown on the screen and in my testimony.

- \$17 billion for bridge reconstruction and rehabilitation;
- \$6 billion for street reconstruction;
- \$3.2 billion for resurfacing;
- \$3.2 billion for sidewalk and pedestrian ramp repair and reconstruction;
- \$1.6 billion for streetlights, signals, and automated enforcement;
- \$665 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 and innovative DOT operations that make New York safer and more livable. It is clear that the Mamdani Administration shares this vision with the investments in bus riders, cyclists, and pedestrians in this budget, given the funding for a Secure Bike Parking Pilot, Summer Streets, Open Streets, and a down payment on bus and bike

lane projects we're actively planning now. These investments strengthen our vision to create a transportation system that provides equitable mobility for all residents and visitors.

### Faster and More Reliable Bus Service

We are thrilled with the Mayor's proven commitment to make it easier and faster to travel around the city with his announcement of the revitalization of four previously halted street redesign projects across the Bronx and Brooklyn. These projects will build upon our creative and collaborative work with the MTA to improve the bus rider experience citywide, ensuring that New Yorkers have fast and reliable bus service. The addition of \$5 million per year starting in FY27 as a down payment for bus and bike lane projects is not just a line in the budget, it is a clear commitment to faster and safer mobility methods that move New Yorkers efficiently and equitably. This investment makes a bold statement about our priorities by accelerating projects that will decrease commute times, protect vulnerable road users, and support our climate goals, all while strengthening the reliability of the city's transportation network. This is how we deliver safer, greener, faster streets and we are just getting started.

### Strengthening Bike Infrastructure

With more than 600,000 cycling trips taken in the city each day, we know we need to think holistically to meet rapidly growing cycling trends, so we are working with our vendor on launching a secure bike parking and charging program. As many New Yorkers lack in-home bike storage space or cannot carry heavier e-bikes or cargo bikes upstairs, providing safe and secure bike parking options at transit stations and major destinations will reduce barriers to bike ownership and encourage transit ridership and last-mile trips by bicycle. The addition of secure, covered, long-term parking options in residential neighborhoods will enable people without storage options at home to start biking, which is essential to our goal of promoting mode shift.

In addition, the use of electric mobility devices has dramatically increased with nearly six percent of New York adults reporting that they ride an electric mobility device once a week or more. When used safely, these new modes of transportation offer affordable, sustainable, and convenient options for a range of New Yorkers, from families to delivery workers. Delivery cyclists have a particular need for secure bike parking, particularly with e-bike battery charging, given the high rate of bike theft and safety challenges of indoor battery charging. Secure bike parking is a new opportunity for DOT to meet the moment during this time of rapid change on our streets, resulting in an intervention that supports evolving mobility trends and makes our streets safer.

### Expanding Public Space

While overseeing one of the most complex urban transportation networks in the world – we remain proud of our creative work to reimagine the use of public space. To continue making a vibrant and people-centered city, this budget includes an additional \$2 million baselined investment starting in FY27 in Summer Streets and Open Streets that transforms asphalt into opportunity. This funding expands car-free corridors, energizes commercial districts, supports

small businesses, and gives families safe, joyful spaces to gather and move. It's about reclaiming our streets for people and delivering more welcoming streets – for kids learning to bike, seniors taking a morning stroll, and communities hosting arts, culture, environmental, fitness, and educational programming right outside their doors. Summer Streets and Open Streets are powerful demonstrations of what our shared public spaces can be at their best. This investment keeps that momentum alive and solidifies our commitment to a more open, active, and vibrant city for all New Yorkers.

### Rezoning Commitments

As part of this budget, DOT will implement the projects outlined in the Downtown Jamaica and Long Island City rezonings.

Over \$190 million of new funding was added to DOT's budget to carry out a variety of projects in Long Island City and Downtown Jamaica, including Archer Avenue Sidewalk & Bus Layover Improvements (\$18 million), Merrick Boulevard Median and Busway Improvements (\$33 million), and 44th Drive Pedestrian Improvements (\$39 million). Thanks to the Council's partnership, we are able to not only build housing, but all the other elements needed in a dense neighborhood.

Finally, DOT continues to make significant progress in expanding contracting opportunities for Minority and Women-Owned Business Enterprises (MWBEs). In Fiscal Year 2026, we are on track to achieve record-breaking results, with \$375 million already committed toward MWBE participation—representing 32% of our contracted spending as a department. This milestone reflects more than a numeric achievement; it demonstrates our intentional effort to ensure that economic opportunity reaches the diverse businesses that strengthen our communities. By expanding access to contracting opportunities, DOT is helping to build a more inclusive and resilient business ecosystem while advancing our broader vision of fairness, opportunity, and shared prosperity.

### 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 Mamdani Administration for investing in DOT – strengthening the steadfast work of the 6,000 people at DOT to keep this city moving. We now welcome any questions.