

NYC Department of Transportation Testimony
Before the City Council Committee on Transportation and Infrastructure
June 10, 2025

Good morning, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am Paul Ochoa, Executive Deputy Commissioner of the New York City Department of Transportation, and I am joined by Dawn Harrison, Director of Design and Procurement Planning in our Bridges division. Thank you for the opportunity to testify on behalf of Mayor Adams and Commissioner Rodriguez on DOT's use of Design-Build.

As you heard from DDC, Design-Build is an alternative project delivery method from the traditional design-bid-build method that combines two phases of the contracting process—design and construction—into a single contract. Projects typically well-suited for Design-Build at DOT include those with well-defined scopes, limited third-party coordination, and opportunities for contractor-led innovation. By embedding advanced risk-sharing strategies into our contracts—such as clearly defined risk allocations, early engagement with utility providers, and performance-based incentives—we are establishing mechanisms that support efficient decision-making and reduce the potential for costly delays.

Aside from the projects DDC is delivering for DOT, for Streets, Pedestrian Ramps, and Facilities, the agency is also managing several projects using this innovative delivery tool.

In our Bridges division, the team is currently advancing its first three Design-Build projects. This includes the replacement of four Belt Parkway bridges in Brooklyn and the replacement of two bridges over Metro-North Railroad at East 183rd Street and East 188th Street in the Bronx, which are both federally funded, as well as renovations to the 191st Street pedestrian tunnel in Manhattan. These projects follow a best-value approach to ensure that the City receives the highest quality through an efficient and transparent process. To support these efforts, DOT has engaged an Owner's Representative to provide procurement support and post-award quality assurance for the agency. These projects will be done in close coordination with the New York State Department of Transportation and the Federal Highway Administration, ensuring alignment with oversight requirements and national best practices.

In our Ferries division, we have a Design-Build project to flood-proof several of our facilities and enhance climate resilience at Whitehall Terminal, St. George Terminal, and the Ferry Maintenance Facility by implementing a combination of dry and wet floodproofing measures, including barriers, watertight doors, check valves, and equipment elevation or protection. These measures are designed to safeguard critical infrastructure and assets including electrical, mechanical, and computerized systems vital to the operation and maintenance of the Staten Island Ferry. We're working to wrap up procurement and anticipate beginning work in the first quarter of 2026.

In conclusion, Design-Build has the potential to improve how we deliver major infrastructure in New York City—streamlining processes, encouraging innovation, and delivering projects faster. Thank you again for the opportunity to testify before you today. We now welcome any questions.