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**THE COUNCIL OF THE CITY OF NEW YORK**

**BRIEFING PAPER AND COMMITTEE REPORT OF THE INFRASTRUCTURE DIVISION**

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**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**

Hon. Selvena N. Brooks-Powers, Chair

May 30, 2024

**Oversight**: Future-Proofing the City’s Public Infrastructure

**INT. NO. 272:** By Council Members Joseph, Restler, Won, Feliz, Brewer, Abreu, Louis, Marte, Gutiérrez, Hanif, Salaam, Riley, Farías, De La Rosa, Hudson and Avilés (by request of the Manhattan Borough President)

**TITLE:** A Local Law in relation to a capital plan and timeline for installing public bathrooms

**INT. NO. 574:** By Council Members Brewer, Gutiérrez and Restler

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to expanding the information provided on the open space coordination platform

**ADMINISTRATIVE CODE:** Amends section 23-804

**INTRODUCTION**

On May 30, 2024, the Committee on Transportation and Infrastructure, chaired by Majority Whip Selvena N. Brooks-Powers, will conduct a hearing on future proofing the City’s public infrastructure and spaces within New York City (the City or NYC). In addition, the Committee on Transportation and Infrastructure will hear the following legislation: Int. No. 272, sponsored by Council Member Rita Joseph, in relation to requiring a capital plan and timeline for installing public bathrooms; and Int. No. 574, sponsored by Council Member Gale Brewer, in relation to expanding the information provided on the open space coordination platform. Those invited to testify include representatives from the Department of Transportation (DOT), the Department of Design and Construction (DDC), the Department of Environmental Protection (DEP), transportation and street safety advocates, and other interested stakeholders.

**BACKGROUND**

***New York City Department of Transportation***

DOT’s mission is to provide for safe, efficient, and environmentally responsible movement of people and goods in NYC.[[1]](#footnote-2) The Agency is tasked with improving traffic mobility throughout the City; maintaining the City’s infrastructure; encouraging mass transit use and the use of other modes of transportation other than private vehicles; and providing traffic safety educational programs.[[2]](#footnote-3) DOT manages an annual operating budget of $1.4 billion and a 10-year $33 billion capital program, along with 6,300 miles of streets and highways, over 12,000 miles of sidewalk, and approximately 800 bridges and tunnels.[[3]](#footnote-4)

***New York City Department of Design and Construction***

 DDC is the City’s primary capital construction manager.[[4]](#footnote-5) DDC builds many of the City’s civic facilities, including firehouses, libraries, and police precincts. In addition, DDC designs and improves vital infrastructure throughout the City, delivering roadway, sewer, and water main construction projects in all 5 boroughs.[[5]](#footnote-6) DDC collaborates with more than 20 City agencies on infrastructure and public building projects, and works with nonprofits that receive funding from the City.[[6]](#footnote-7) Ultimately, DDC aims to deliver the City’s capital construction projects in a safe, cost-effective manner while maintaining the highest degree of architectural, engineering, and construction quality.[[7]](#footnote-8)

***New York City Department of Environmental Protection***

 DEP’s mission is “[t]o enrich the environment and protect public health for all New Yorkers by providing high quality drinking water, managing wastewater and stormwater, and reducing air, noise, and hazardous materials pollution.”[[8]](#footnote-9) As such, DEP manages the City’s water supply, distributing more than one billion gallons of drinking water to New Yorkers.[[9]](#footnote-10) In addition, DEP builds and maintains the City’s water distribution networks, as well as its storm and sanitary sewage collection systems.

***Bridges and Tunnels***

 Bridges and tunnels provide New Yorkers and those from out-of-state a way to travel within and outside of NYC, spurring economic activity, as well as providing necessary goods and services. DOT owns, operates, and maintains 807 bridges and tunnels throughout NYC, including the Brooklyn, Ed Koch Queensboro, Manhattan, and Williamsburg Bridges.[[10]](#footnote-11) While there are no tolls on bridges operated by DOT, some roadway bridges and tunnels are under the jurisdiction of the Metropolitan Transportation Authority (MTA) or Port Authority of New York and New Jersey (PANYNJ) and collect tolls.[[11]](#footnote-12) These tolled bridges and tunnels managed by MTA and PANYNJ and outside of DOT’s jurisdiction include the following: Bronx-Whitestone Bridge, Brooklyn-Battery Tunnel, Cross Bay Veterans Memorial Bridge, Henry Hudson Bridge, High Bridge, Marine Parkway-Gil Hodges Memorial Bridge, Queens Midtown Tunnel, Throgs Neck Bridge, Robert F. Kennedy (Triborough) Bridge, Verrazano-Narrows Bridge, Bayonne Bridge, George Washington Bridge, Goethals Bridge, Holland Tunnel, Lincoln Tunnel, and Outerbridge Crossing.[[12]](#footnote-13) In addition, the New York City Department of Parks and Recreation (DPR), DEP, New York State Department of Transportation (NYSDOT), and Amtrak operate bridges and tunnels within the City that are outside the jurisdiction of DOT.[[13]](#footnote-14)

To preserve its portfolio of bridges, DOT executes bridge construction projects that range from preventative maintenance to installing entirely new bridges.[[14]](#footnote-15) Major construction projects currently taking place include the following:

* Reconstruction and replacement of the Belt Parkway Bridges, which began in 2009 after the bridges began to outlive their useful lives;[[15]](#footnote-16)
* Replacement and/or rehabilitation of the Brooklyn-Queens Expressway (BQE), which requires DOT to fix approximately 1.5 miles of the BQE/I-278 in Brooklyn, including the 0.4-mile long triple-cantilever structure;[[16]](#footnote-17)
* Rehabilitation of John Finley Walk, which will have structural repairs to the underside of the deck, repaired walls along the road, replaced concrete girders, upgraded drainage, even surfaces, replaced pedestrian railings, and replaced street lights;[[17]](#footnote-18) and
* Rehabilitation of the Riverside Drive Viaduct over West 158th Street, which would replace the bridge deck, sidewalks, and expansion joints, rehabilitate the steel framing, and remove the superstructure encasement.[[18]](#footnote-19)

DOT’s Division of Bridges has historically given general condition ratings along with the numerical ratings assigned during bridge inspections.[[19]](#footnote-20) Under federal law, bridge structures must be inspected at least once every two years.[[20]](#footnote-21) As such, NYSDOT employs engineering consultants to conduct biennial assessments for all bridge structures within the State, with the exception of pedestrian bridges and bridges less than 20 feet in length.[[21]](#footnote-22) All bridges not inspected by the State are inspected by DOT’s Division of Bridges, with the exception of three structures managed by DPR; the East 63rd Street Pedestrian Bridge over the FDR Drive, which is inspected by Rockefeller University; and the East 71st Street Pedestrian Bridge over the FDR Drive, which is inspected by the Hospital for Special Surgery.[[22]](#footnote-23)

Previously, DOT annually published a Bridges and Tunnels Condition Report that described recent and planned maintenance and capital projects on DOT bridges.[[23]](#footnote-24) The Agency maintains an online archive, available to the public, of all past Bridges and Tunnels Condition Reports published between the years 2000 and 2021. [[24]](#footnote-25) However, DOT did not release a report in 2022, 2023, or 2024.[[25]](#footnote-26) According to Section 2903(b)(6) of the New York City Charter:

“The commissioner shall issue a report to the [M]ayor, [C]ity [C]ouncil and the people of the [C]ity about the condition of all bridges and tunnels operated and maintained by the [D]epartment on March first, as of December thirty-first of the preceding calendar year. The report shall include a description of all capital and revenue budget funds appropriated for rehabilitation and maintenance of bridges and tunnels as well as the program developed by the commission for the maintenance of all bridges and tunnels in the [C]ity of New York.”[[26]](#footnote-27)

 Furthermore, according to the DOT section of the 2024 Preliminary Mayor’s Management Report, in 2016, New York State began to inspect and rate bridges using the American Association of State Highway and Transportation Officials (AASHTO) protocol.[[27]](#footnote-28) However, the State has not committed to an official schedule to adopt the new AASHTO scale in the City. As such, bridge ratings have not been available for NYC bridges since 2021, the last year that DOT released a Bridges and Tunnels Condition Report.[[28]](#footnote-29) To date, a timeline has not been given when a new rating system will be adopted. Based on the previous rating system and most recently published Bridges and Tunnels Annual Condition Report from 2021, over 48 percent of the City’s bridges were rated Very Good and Good and over 51 percent were rated Fair. Less than 0.2 percent were rated Poor.[[29]](#footnote-30)

***Sewers***

 New York City’s sewer system consists of over 7,400 miles of sewer pipes, 152,000 catch basins, and 95 wastewater pump stations.[[30]](#footnote-31) The City’s sewer system includes both combined sewers and storm sewers, most of which rely on gravity to move sewage through pipes.[[31]](#footnote-32) Approximately 60 percent of the City utilizes combined sewer systems (CSS), which uses a single pipe to transport wastewater and stormwater to a wastewater treatment plant.[[32]](#footnote-33) The remaining 40 percent of the City is serviced a Municipal Separate Storm Sewer System (MS4), which uses separate pipes to carry wastewater to treatment plants and stormwater directly to local waterways. DDC installs, replaces, and repairs sewers in partnership with DEP, which oversees the citywide effort to manage stormwater to prevent flooding and manages the City’s 14 wastewater treatment plants, which treat 1.3 billion gallons of wastewater daily.[[33]](#footnote-34) According to DDC, some of the City’s sewer pipes are over 100 years old. As such, the Agency regularly installs new infrastructure to replace these old sewers. [[34]](#footnote-35) Moreover, they upgrade the system to reflect increases in local capacity when a neighborhood grows or its usage is anticipated to increase.[[35]](#footnote-36) Finally, DDC installs storm sewers to alleviate street flooding.[[36]](#footnote-37)

Overall, both types of sewers servicing the City face challenges. Combined Sewer Systems are subject to Combined Sewer Overflows, which occur when the system receives higher than average amounts of stormwater and a mix of stormwater and untreated sewage flows directly into local waterways.[[37]](#footnote-38) For MS4 systems, stormwater discharges are not mixed with untreated sewage; however, stormwater can pick up a variety of pollutants, such as oil, refuse, and fertilizers, which are then carried directly into local waterways, untreated.[[38]](#footnote-39) As such, it is imperative that DEP, in partnership with DDC, maintains its stormwater systems to prevent widespread flooding during storms.

 In order to inspect existing sewers for defects, DDC utilizes remote-controlled cameras. Engineers also review City records and examine areas to determine where to install new sewers, while also identifying existing utility lines or infrastructure that may already be installed in the area. Generally, once an area is identified for the replacement or installation of a sewer, workers will cut the road and dig trenches between 10 to 25 feet underground where the new lines will be installed.[[39]](#footnote-40) However, some sewers can be more than 50 feet below street level and require additional infrastructure.[[40]](#footnote-41) Once the work is completed, the sewer pipes are covered with sand and the trenches are filled with clean soil.[[41]](#footnote-42) Next, the road will be restored back to driving condition. Overall, newly installed sewers can be as small as 10 inches across and as large as 15 feet wide by 9 feet tall, and usually last for multiple decades.[[42]](#footnote-43)

***Streets and Roads***

 DOT manages thousands of miles of streets and roadways, conducting regular inspections to evaluate pavement conditions.[[43]](#footnote-44) Over time, roadways deteriorate from the wear and tear caused by constant use and the weather, necessitating frequent pavement condition assessments.[[44]](#footnote-45) DOT then assigns ratings based on the overall condition on the streets. Once reviewed, DOT addresses specific problems encountered, either through street resurfacing or street reconstruction.[[45]](#footnote-46)

*Street Resurfacing*

To address problems like potholes, cracking, hummocks (where asphalt is pushed up in a wave-like condition), bumps and patches of streets cuts, DOT utilizes street resurfacing. Overall, this process, which takes less than a month to complete, is less expensive than other measures but is a short-term method of maintaining roads.[[46]](#footnote-47) To conduct street resurfacing, DOT removes the top-layer of asphalt pavements, a process known as milling, and replaces it with a new layer of asphalt.[[47]](#footnote-48) Once a street is resurfaced by DOT, it is classified as a “protected street” for 5 years, which prevents the issuance of street opening permits for non-emergency work.[[48]](#footnote-49)

DOT has implemented sustainable street resurfacing techniques into its resurfacing program and, according to the Agency, is a national leader in the use of recycled asphalt pavement (RAP).[[49]](#footnote-50) RAP utilizes old paving materials removed by the City during the milling process of street resurfacing. Through a reprocessing procedure, this milled material is reconstituted with new material and used to pave City streets.[[50]](#footnote-51) This process is being applied at DOT’s Harper Street Asphalt Plant, which has allowed DOT to increase its RAP usage from 35 percent to 50 percent. Moreover, its use has reduced the number of annual truck trips the Agency would normally need to carry milled asphalt to landfills by 2 million miles.[[51]](#footnote-52)

In addition to RAP as a green technique, DOT utilizes warm mix technology, which only requires heating asphalt to 250 degrees rather than the traditional temperature of 300 degrees.[[52]](#footnote-53)This technology decreases emissions, fumes, and odors from resurfacing work sites and asphalt plants. Furthermore, it reduces the total amount of energy required for asphalt manufacturing and increases DOT’s ability to pave throughout the year.[[53]](#footnote-54)

 DOT has also been piloting the use of recycled tire rubber in asphalt mixes for streets that encounter heavy traffic loads in residential neighborhoods. First launched in 2014, this process increases pavement durability, reduces noise pollution caused by vehicles, and decreases the amount and severity of pothole formations.[[54]](#footnote-55) Overall, this process reduces the amount of rubber, which does not decompose and causes pollution, ending up in landfills.[[55]](#footnote-56)

 Finally, in 2022, DOT implemented recycled plastic waste technology to enhance the performance of conventional hot mix asphalt in Staten Island. Using petroleum-based plastic waste, DOT paved three test strips using 10,395 pounds of recycled plastic waste content and 40 percent RAP. As a result, DOT was able to recycle the equivalent of 214,535 plastic bottles and reduced carbon dioxide emissions by 16,128 pounds.[[56]](#footnote-57)

*Street Reconstruction*

 To address severe issues related to a street’s condition and design, DOT utilizes full street reconstruction, a process that provides long-term upgrades to roadways and their underlying infrastructure.[[57]](#footnote-58) This process replaces the roadway below the street’s surface and generally includes reconstructing the street’s curbs and sidewalks.[[58]](#footnote-59) Reconstruction further includes: realigning the street to improve safety or operations; changing the grading to improve storm water flow; adding, upgrading or relocating underground utilities; relocating traffic signals and streets lights; and adding street trees or pedestrian ramps.[[59]](#footnote-60) This work is implemented by DDC on behalf of DOT; however, broad coordination is necessary between multiple City and State agencies, utility companies, and local communities.[[60]](#footnote-61) Generally, it takes between 3 and 5 years to complete street reconstruction work, and once the project is finished, the street becomes designated a “protected street.”[[61]](#footnote-62)

 Capital street projects are part of street reconstruction.[[62]](#footnote-63) These projects are major, longer-term street reconstruction projects that keep the City’s infrastructure in a state of good repair. Overall, these projects can range from milling and repaving to full reconstruction of the roadbed, sidewalks, sewer and water pipes, and other utilities.[[63]](#footnote-64) Moreover, they may include implementing traffic calming measures, public plazas, school safety measures, greenways, Select Bus Service infrastructure, bulkheads, and retaining walls.[[64]](#footnote-65) The Street Design Manual, NYC’s resource for street design standards, guidelines, and policies, is used as the leading guidebook for the design of these projects. Through community input, demonstrated need, and outside funding opportunities, capital street projects are initiated.[[65]](#footnote-66) To execute their capital program and projects, DOT and DDC partner with other Federal, State, and City agencies.[[66]](#footnote-67)

***Preliminary Mayor’s Management Report Fiscal Year 2024***

As mandated by Section 12 of the New York City Charter, the Mayor is required to report to the public and the City Council twice annually on the performance of City agencies.[[67]](#footnote-68) In January 2024, the Office of the Mayor released the Preliminary Mayor’s Management Report (PMMR), which outlines the performance of City Agencies for the first 4 months of the fiscal year, from July through October 2023.[[68]](#footnote-69) As such, DOT assigns ratings and tracks performance indicators on its infrastructure throughout NYC in the Preliminary Mayor’s Management Report (PMMR).[[69]](#footnote-70) Notable indicators outlined in the PMMR related to the City’s infrastructure include the following for the first four months of Fiscal Year (FY) 2024:

* In the first four months of FY 2024, DOT eliminated 31 percent more yellow bridge flags compared to the same reporting period in Fiscal 2023;[[70]](#footnote-71)
* DOT repaired a total of 35,707 potholes, an increase of four percent when compared to the same period in FY 2023. In addition, pothole repairs on arterial highways increased 50 percent, from 2,909 to 4,368. According to DOT, this increase was due to inclement weather, which increased the number of potholes over the course of the year. Overall, DOT reduced the average time to close a pothole repair work order by 19 percent, to 2.57 days from 3.16 days;[[71]](#footnote-72)
* DOT resurfaced 584.3 lane miles in-house, a decrease of four percent when compared to the same period the previous year. Overall, the City has funded the annual resurfacing of 1,100 lane miles through FY 2031;[[72]](#footnote-73)
* DOT inspectors completed 278,873 inspections (initial and post-audit) of permitted street work, an eight percent increase when compared to FY 2023, the result of DOT hiring 15 new inspectors since January 2024. Overall, DOT issued 12,858 violation summonses, an increase of 73 percent when compared to the same period of time in FY 2023.[[73]](#footnote-74)

**CONCLUSION**

DOT, DDC, and DEP build and manage an expansive portfolio of the City’s critical infrastructure, including primary control of the City’s bridges, tunnels, streets, highways, and sewers. It is imperative that DOT maintains this infrastructure and manages it in a safe manner to prevent catastrophic failures. Moreover, it is similarly necessary for DEP to build out and maintain the City’s stormwater systems to prevent widespread flooding during increasingly common storms. These agencies must be clear and transparent when communicating with the Council and New York City’s residents about repair timelines, progress, and annual reporting, as well as the state of the City’s infrastructure. Overall, the Committee on Transportation & Infrastructure expects to learn about the work that DOT, DDC, and DEP are undertaking to maintain the City’s critical infrastructure and upgrade the systems to reflect the changing environment.

**LEGISLATIVE ANALYSIS**

*Int. No. 0272-2024 – A Local Law in relation to a capital plan and timeline for installing public bathrooms*

Int. No. 0272-2024 is an unconsolidated law that follows up on Local Law 114 for the year 2022, which required the City to identify at least one location in each zip code, subject to certain exceptions, where it would be feasible and appropriate to install a public bathroom facility. Int. No. 0272-2024 would require an agency or office designated by the mayor, in coordination with the department of parks and recreation and the department of transportation, to prepare a report that proposes a capital project plan and implementation timeline for the installation and maintenance of public bathroom facilities at each of the locations identified by Local Law 114.

The report would be required to contain information about: (1) the proposed scope of each project; (2) cash flow requirements and sources of funding; (3) the factors that led to the determination of the site and type of facility; (4) a proposed schedule with no fewer than 12 facilities installed annually and all facilities completed by June 1, 2035; (5) the period of probable usefulness for each facility; (6) the maintenance schedule and estimated associated costs; and (7) a description of how an equity evaluation was conducted.

The responsible agency or office would be required to prioritize equitable considerations (prioritizing those based on their estimated potential to improve social, economic, and environmental equity outcomes) when proposing the timeline and allocating funds for each facility.

The bill would take effect when Local Law 114 takes effect, which is immediately.

*Int. No. 0574-2024 – A Local Law to amend the administrative code of the city of New York, in relation to expanding the information provided on the open space coordination platform*

Int. No. 573-2024 would amend section 23-804 of the Administrative Code, governing the open space coordination platform. The bill would transfer default responsibility for the open space coordination platform away from the Mayor’s Office of Citywide Event Coordination and Management to DOT, although the mayor would retain power to designate another agency or office to manage the platform.

The bill would additionally require the open space platform to: (1) contain information about the open hours for each open space, and any rules that apply to the use of such space including any cost to use the space; (2) facilitate the use of open space by vendors, community boards, business improvement districts, and the general public; and (3) provide information on permits or licenses required for the use of open spaces, including links to the application form for each such permit or license.

This bill would take effect 60 days after it becomes law.

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Int. No. 272

By Council Members Joseph, Restler, Won, Feliz, Brewer, Abreu, Louis, Marte, Gutiérrez, Hanif, Salaam, Riley, Farías, De La Rosa, Hudson and Avilés (by request of the Manhattan Borough President)

A Local Law in relation to a capital plan and timeline for installing public bathrooms

Be it enacted by the Council as follows:

Section 1. a. Definitions. For purposes of this section:

1. The terms “capital project,” “scope of project,” “proposed scope of project,” and “cost” have the same meanings as set forth in section 210 of the New York city charter.

2. The term “introduction number 258-A” means a local law for the year 2022 relating to a report on suitable locations for installing public bathrooms, as proposed in introduction number 258-A.

b. Report. No later than May 31, 2024, an agency or office designated by the mayor, in coordination with the department of parks and recreation and the department of transportation, shall submit to the mayor and to the speaker of the council a report that proposes a capital project plan and implementation timeline for the installation and maintenance of public bathroom facilities at each of the sites to be identified pursuant to introduction number 258-A. The report shall contain a detailed estimate of the costs either to acquire and install or to design and construct each public bathroom facility, as well as the costs to maintain each facility. In addition, such report shall include, but need not be limited to, the following information:

1. A proposed scope of project that conforms to the standards and limits set out under section 221 of the New York city charter;

2. The cash flow requirements and proposed sources of funding for each bathroom facility, including estimated expenditures for each fiscal year until its completion;

3. A summary description of the factors that led to the determination of the proposed site, proposed type of facility, proposed safety measures, and other projected costs, including a description of how these determinations address the challenges identified pursuant to paragraphs 4 and 5 of subdivision b of section 1 of introduction number 258-A;

4. A proposed schedule for beginning and completing the installation of each facility, with no fewer than 12 facilities proposed for installation annually and a target completion date for all facilities of no later than June 1, 2035;

5. Each facility’s period of probable usefulness;

6. An appropriate maintenance schedule, including estimated annual costs through the end of fiscal year 2029; and

7. A description of how the equity evaluation required under subdivision d of this section was undertaken, and how the findings are reflected in the proposed installation schedule, funding streams, and maintenance schedules.

c. Coordination. In preparing the report, the designated agency or office, in coordination with the department of parks and recreation and the department of transportation, shall consult with other city agencies, offices, or entities that are qualified to address the challenges identified pursuant to paragraphs 4 and 5 of subdivision b of section 1 of introduction number 258-A. Such city agencies, offices, or entities may include but need not be limited to the department of city planning, the department of small business services, the department of design and construction, the department of environmental protection, the office of management and budget, the mayor’s office of contract services, a contracted entity as defined in section 22-821 of the administrative code of the city of New York, and any other city agency, office, or entity that may aid or influence the siting, planning, construction or maintenance of each facility.

d. Equity considerations. In proposing an installation timeline, allocation of funds, and maintenance resources for each facility pursuant to paragraphs two, four, and six of subdivision b of this section, the designated agency or office, in coordination with the department of parks and recreation and the department of transportation, shall give priority to each facility or group of facilities based on its estimated potential to improve social, economic, and environmental equity outcomes.

§ 2. This local law takes effect on the same date as a local law in relation to a report on suitable locations for installing public bathrooms, as proposed in introduction number 258-A for the year 2022, takes effect.

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LS #10294

1/24/2024

Session 12

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11/14/2022

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Int. No. 574

By Council Members Brewer, Gutiérrez and Restler

A Local Law to amend the administrative code of the city of New York, in relation to expanding the information provided on the open space coordination platform

Be it enacted by the Council as follows:

Section 1. Section 23-804 of the administrative code of the city of New York, as added by local law number 7 for the year 2021, is amended to read as follows:

§ 23-804 Open space coordination platform. a. Definitions. For purposes of this section, the following terms have the following meanings:

Art and cultural institutions. The term “art and cultural institutions” means not-for-profit art and cultural groups, organizations, venues or institutions within the city of New York.

[Office. The term “office” means the mayor’s office of citywide event coordination and management established pursuant to executive order number 105, dated September 17, 2007, or another office or agency designated by the mayor.]

Department. The term “department” means the department of transportation or another agency or office designated by the mayor,

Open space. The term “open space” means a roadway space, park space, or another public outdoor location, including but not limited to a pedestrian plaza, playground, open street or public parking lot[, that is made available by the office for use by art and cultural institutions for outdoor performances or as a rehearsal space].

b. Website for coordinating the use of open space [for art and cultural programming]. The [office] department shall, in consultation with any other relevant agency or office, including but not limited to the department of cultural affairs, the department of parks and recreation, the mayor’s office of citywide event coordination and management and the department of information technology and telecommunications, create a website that:

1. Provides information about open space, including open hours for each open space, any rules that apply to the use of each open space, and any cost associated with any use of an open space;

2. Facilitates the use of open space by art and cultural institutions, vendors, community boards, business improvement districts and the general public;

3. Allows users to search for open space, by location and on a map; [and]

4. Provides information on permits or licenses needed for the use of open spaces for various purposes and provides links to the application for each such permit or license; and

[4] 5. Allows users to search for information about outdoor programs offered by art and cultural institutions [that are coordinated by the office]. Such website may also provide information about other events hosted by art and cultural institutions and outdoor events held on private property, to the extent such information is provided to the [office] mayor’s office of citywide event coordination and management or another agency or office for inclusion on such website.

§ 2. This local law takes effect 60 days after it becomes law.

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LS #8132/10272

1/18/24

Session 12

NAB

LS #8132/10272

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16. *Id.* [↑](#footnote-ref-17)
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19. NYC DOT, *Bridges and Tunnels Annual Condition Report 2021,* available at https://www.nyc.gov/html/dot/downloads/pdf/dot\_bridgereport21.pdf [↑](#footnote-ref-20)
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