

New York City Mayoral 2021 Election



Transportation Policy Primer & Voter Guide Candidates' Positions and Plans



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**University Transportation
Research Center**

**The City College of New York
The City University of New York**



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Acknowledgments¹

The author of this report is **Matthew W. Daus, Esq.**, who previously served as *Distinguished Lecturer* at the City University of New York (CUNY) since 2010, and who now serves as *Transportation Technology Chair* at the **University Transportation Research Center (“UTRC”)** at The City College of New York (CCNY), of CUNY.²

The UTRC at City College is one of the ten original Centers established by Congress in 1987 with the recognition that transportation plays a key role in the nation's economy and the quality of life of its citizens. UTRC conducts research in critical areas related to transit, intermodalism, infrastructure and regional funding and pricing.³

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Last, but certainly not least, the author and the UTRC would like to thank the **NYC Mayoral Election Transportation Policy Advisory Committee**, which was formed to advise and assist in the preparation of the **2021 NYC Mayoral Transportation Policy & Issue Primer**. The Advisory Committee is comprised of experts from every mode in the transportation field, including government policymaking, and representative/leaders of various critical transportation stakeholders and influencers in the NYC area. The Advisory Committee was instrumental in providing guidance on the format, content and organization of the report, as well as helping to craft and prioritize questions for the candidates that were included in the transportation policy surveys sent to each campaign. The biographies of each of the below Advisory Committee members and information about their organizations, are included in **Appendix C**.⁶

- **Christopher Boylan**, *Director for Transportation and Infrastructure, Harris Rand Lusk; Director, Governmental & Strategic Partnerships, General Contractors Association of New York*⁷
- **Robert M. Brill, Esq.**, *Law Offices of Robert M. Brill, LLC*
- **Patrick W. Condren**, *President, Bus4NYC*
- **Marco Conner DiAquoi**, *Deputy Director, Transportation Alternatives*
- **Alex Elegudin**, *President and Co-founder, Wheeling Forward*
- **Glenn R. Every**, *President + Director of BUS4NYC Coalition, Inc.*

- **Ira J. Goldstein**, *Executive Director, New York Black Car Fund*
- **Betsy Plum**, *Executive Director, Riders Alliance*
- **Kenneth J. Podziba**, *President and Chief Executive Officer, Bike New York*
- **Rena Reynolds**, *Executive Director, Tri-State Transportation Campaign*
- **Elliot Sander**, *Board Member, Regional Plan Association*
- **Samuel I. Schwartz, P.E.**, *President + CEO, Sam Schwartz Transportation Consultants*
- **Tom Wright**, *President + Chief Executive Officer, Regional Plan Association (RPA)*

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I. Introduction ¹

During the 2021 primary election on June 22, New Yorkers will have a say in how the City moves forward from the pandemic. Every citywide office is on the ballot, including Mayor. As usual, the mayoral field is crowded. The leading Democratic contenders currently registering in the polls are **Eric Adams** (Brooklyn Borough President), **Shaun Donovan** (former Secretary of Housing and Urban Development and director of the Office of Management and Budget under President Obama), **Kathryn Garcia** (former Sanitation Commissioner under Mayor de Blasio), **Ray McGuire** (former Vice-chair of Citigroup), **Dianne Morales** (former Executive Director and CEO of social-services nonprofit Phipps Neighborhoods), **Scott Stringer** (New York City Comptroller), **Maya Wiley** (civil rights lawyer and activist; former counsel to Mayor de Blasio), and **Andrew Yang** (entrepreneur; former presidential candidate in the 2020 Democratic primary). In addition, there are two Republican candidates: **Fernando Mateo** (President of the New York State Federation of Taxi Drivers and spokesperson for the United Bodegas of America) and **Curtis Sliwa** (founder and CEO of the Guardian Angels and radio-talk-show host). Profiles for all the candidates are included in **Appendix B**. ²

Regardless of who wins, current NYC Mayor Bill de Blasio's successor will need to deal with the pandemic's aftermath, as well the unprecedented economic disruption it has wrought on New Yorkers and the City. Among the many policy decisions the new mayor must make will be those affecting transportation—or, as it has been variously referred to by the candidates, the “central nervous system,” “heartbeat,” and “lifeblood” of the City. From busways, bike lanes, and “Open Streets” to traffic congestion, Vision Zero, aggressive emissions and climate-change goals, the next mayor will shape the way people and goods move around the City for years to come. Budgets will be tighter and tough decisions will need to be made about which transportation policies the City will pursue. ³

For the mayoral election in 2013, *the University Transportation Research Center (“UTRC”)* at The City College of New York (CCNY), of the City University of New York (CUNY), issued a report entitled the *“Mayoral Election Transportation Policy & Issue Primer: Candidates’ Positions and Plans.”*¹ The Center has again compiled this report for the 2021 New York City mayoral primary election summarizing the leading candidates’ positions on key issues impacting transportation. The purpose of this report is to educate voters on important transportation issues and the candidates’ stances on the issues that matter to New Yorkers. ⁴

Like 2013, for the 2021 report, the UTRC again convened a **NYC Mayoral Election Transportation Policy Advisory Committee**, which was formed to advise and assist in the preparation of this report, and which was chaired and led by the author of this report, *UTRC Transportation Technology Chair Matthew W. Daus, Esq.* The Advisory Committee is comprised of experts from every mode in the transportation field, including government ⁵

¹ <https://bit.ly/3vqBw6F>

1 policymaking, and representative/leaders of various critical transportation stakeholders and influencers in the NYC area.

2 This report is a compilation of policies expressed by the candidates in response to a direct survey and taken from their official campaign websites, as well statements that the candidates made regarding the issues in public forums, public appearances, to the press, and on social media from their official accounts. The survey was limited to the top ten questions as selected by the Advisory Committee from a repository of more than 50 questions. Each candidate identified in this report was given an opportunity to respond. Each candidate's positions are summarized in tables within this report and included along with the candidate's profile in **Appendix B**.

3 The author and the Advisory Committee identified the transportation topics addressed in this report. The report covers an array of transportation topics that the next mayor will or could face when governing New York City, from hot topics like busways and bike lanes to more niche issues like commuter vans and taxi stands. While it is important for voters to understand these issues, it is not reasonable to expect candidates to form positions on every issue, and candidates have not taken a position on important issues recognized by experts.

4 The report is not exhaustive and does not attempt to amass each and every utterance, thought, and statement of the candidates throughout their careers. However, this report is a useful tool to help voters understand where candidates stand on many issues and how the candidates may handle similar issues if elected. To further assist voters, the report includes a **Transportation Policy Voter E-Palm Card** in **Appendix A** of that sets forth highlights of the candidates' positions, proposed policies, and plans they have in the transportation realm.

5 Regardless of who wins the election, it is our hope that this report will form the basis for the winning primary candidates – and the next mayor of NYC – to benefit from the ideas of their colleagues in the race. While only two of the primary candidates will win here, NYC and everyone wins if the candidates' ideas, as detailed in this report, can become new and innovative transportation policies ideas that are debated by the Democratic and Republican candidates from now until the General Election in November 2021. We would ask the next mayor of NYC to consider the ideas of his or her former opponents, as well as the suggested transportation policy priorities outlined by the UTRC and its Advisory Committee, as the next administration and our City embark on a path to recovery and resiliency.

II. Transportation Issue Summaries & Related Candidate Positions¹

A. Pandemic Recovery²

1. Taxi and For-Hire Vehicle Industry Relief

During the COVID-19 pandemic, the New York City Taxi and Limousine Commission (“TLC”) and the City took steps to support TLC drivers, vehicle owners, and businesses. The TLC created a Driver Resource Center, which provides financial counseling, legal services and other useful free City resources such as health care insurance, mental health resources, and more.² During this time, the TLC also established a Driver Delivery Program. From March through October 2020, TLC Food Delivery was a key component in the broader GetFoodNYC program to ensure food insecure New Yorkers had access to meals during the COVID-19 crisis. TLC drivers working in their cabs, livery cars, or their family minivans delivered more than 65 million meals and earned more than \$39 million.³

Candidate Positions on Taxi & For-Hire Vehicle Industry Relief⁴

Candidate	Position
Eric Adams	Adams would support a program to provide taxi vouchers for municipal employees to use for work-related travel
Shaun Donovan	N/A
Kathryn Garcia	N/A
Ray McGuire	N/A
Dianne Morales	N/A
Scott Stringer	Stringer believes people must feel safe to get into taxis and for-hire vehicles.
Maya Wiley	N/A
Andrew Yang	N/A
Fernando Mateo	N/A
Curtis Sliwa	N/A

2. Taxi Medallion Owner Debt⁶

The taxi medallion industry in our City is in a state of crisis and has been for years. According to the New York City Council’s Taxi Medallion Task Force:⁷

Market speculation, risky lending practices, and lack of proper regulatory oversight across various levels of government led medallion owners to take on high levels of debt. Following large-scale disruption in the for-hire transportation industry by app-based companies, medallion values and

² <https://www1.nyc.gov/site/tlc/drivers/coronavirus-information.page>

³ <https://www1.nyc.gov/site/tlc/drivers/tlc-driver-food-delivery.page>

medallion taxi revenues plummeted, and these high levels of debt became ¹ unsustainable for a large number of medallion owners.⁴

There are several medallion relief plans and one active program to address the financial distress ² experienced by medallion owners as a response to taxi medallion values dropping significantly since 2014.

a) **Taxi Medallion Owner Relief Program (this is the only program that currently exists and is funded):** On March 9, 2021, NYC Mayor Bill de Blasio and TLC Chair Aloysee Heredia Jarmoszuk announced a \$65 million Taxi Medallion Owner-Driver Relief Fund to help taxi medallion owners with money from the federal stimulus.⁵ The Fund is offering debt relief to taxi medallion owners whose industry has been hard hit by the COVID-19 pandemic and who have been struggling ever since the arrival of ridesharing apps. The Program is targeted to small medallion owners who are struggling with medallion-related debt.⁶ These are the key details of the program:

- Medallion owners with five medallions or fewer and outstanding medallion loan debt are eligible for the program. Medallion owners are not required to be drivers to participate.
- Long-term, 0% interest loans of up to \$20,000 to use as a down payment to assist in restructuring medallion debt.
- Up to \$9,000 in no-interest loans to make as many as six monthly loan payments of \$1,500.

b) **The City Council Medallion Task Force:** On May 19, 2019, the City Council passed ⁵ legislation to create a Medallion Task Force to address medallion values, which Mayor de Blasio supported and signed into law.⁷ The Task Force was led by Councilmembers Ydanis Rodriguez and Stephen Levin and included lender, owner, and driver representatives. In January 2020, the Task Force issued its report including its recommendations concerning the financial crisis faced by many medallion owners. They made the recommendations that the City:

- Take ownership of the situation as the City was an advocate for, and beneficiary of, ⁶ increasing values.
- Create a debt purchase and modification program where in the City could directly acquire the loans.
- Facilitate the creation of a pool of money from socially conscious, mission-driven investors, such as a retirement fund or bank as a lead lender.

c) **The New York Taxi Workers Alliance Plan for “Debt Forgiveness:”** In July 2020, the New ⁷ York Taxi Workers Alliance (“NYTWA”), the largest organization that represents taxi drivers,

⁴ <https://council.nyc.gov/data/wp-content/uploads/sites/73/2020/01/Taxi-Medallion-Task-Force-Report-Final.pdf>

⁵ <https://www1.nyc.gov/office-of-the-mayor/news/168-21/mayor-de-blasio-taxi-medallion-owner-driver-relief-fund#:~:text=The%20%2465%20million%20Taxi%20Medallion,monthly%20loan%20payments%20of%20%241%2C500.>

⁶ <https://www1.nyc.gov/site/tlc/about/taxi-medallion-owner-relief-program.page>

⁷ Local Law 212 of 2018

announced its Medallion Debt Forgiveness Campaign, which included provisions for structuring medallion loans with certain guarantees from New York City. The key provisions of the plan:

- **Loan Terms:** In the announced proposal from July 2020, medallion lenders are being asked to reduce the medallion loan debt to no more than \$125,000 and forgive all debt in excess of \$125,000 with a refinance that would not exceed \$900 per month (emphasis added). In the update from NYTWA, the debt forgiveness plan was further detailed to ask lenders to set the term of the loans to not exceed 20 years, with a fixed 4% interest rate and a monthly payment of \$757 per month. The plan language makes it clear that lenders are not mandated to restructure loans.
- **Loan Guarantee:** In return for forgiving the debt, the plan calls on the City to “backstop” the loans in the debt forgiveness plan to incentivize the lenders to restructure the medallion loans. Based on the plan, the City’s guarantees of the loans should not exceed \$75 million. This would be the equivalent of 600 loans with a \$125,000 balance. There is no further information from the NYTWA or other reports in support of calculating the City’s exposure.
- **Medallion Loan Forgiveness Debt Relief Act.** Rep. Gregory Meeks introduced H.R. 2077 on March 19, 2021 (this bill was H.R. 5167 in the last Congress). This legislation would provide some financial relief for taxi medallion owners by not considering debt forgiveness they receive as income. This bill excludes from gross income, for income tax purposes, the income of a taxpayer, other than a C corporation, attributable to the discharge of qualified taxi medallion indebtedness. When this legislation was first announced in January 2020, then-Congressman Peter King and Signature Bank announced their support for this bill. The legislation is now co-sponsored by the entire NYC congressional delegation and has bipartisan support. Given the change of leadership in the U.S. Senate in 2021, this legislation may move forward in the months ahead in the 117th Congress, and there is no reason to believe President Biden would not sign the legislation.
- **Foreclosed Medallions:** The NYTWA has asked lenders to include foreclosed medallions in this plan. In other words, the medallion owner would be able to refinance for the same terms with a \$125,000 medallion loan cap and “take back” the medallions.

d) **The Medallion Asset Relief Program (“MARF”):** This is a proposal initially made by then-NYC Councilmember Ritchie Torres in March 2020. Torres modeled his proposal after President Obama’s Home Affordable Refinance Program (“HARP”), which was released in March 2009, to allow homeowners with a loan-to-value ratio exceeding 80% to refinance without also paying for mortgage insurance. The New York City Council did not advance the legislation. These are the key provisions:

- **Medallion value reset:** Initially, the plan would revalue all New York City taxi medallions at \$250,000. In September 2020, Torres clarified MARF would only cover the medallions owned by the 6,250 medallion owner-drivers, and the fleets that own 20 or fewer medallions. The goal of MARF is to substantially lower the monthly payments that have

created financial distress to this group of medallion owners. The proposal does not address what, if anything, should be done for fleet owners with more than 20 medallions.

- **Reduced Payments:** MARP would reduce the medallion owners' monthly payments to approximately \$1,100 per month. Since the City would guarantee the loans (see below), Torres expects lenders would reduce their interest rates as well.
- **Mandates:** The program contemplates a mandate for the medallion valuation. As a result, Torres had acknowledged that the City alone does not have the legal or regulatory authority to impose the mandate.
- **The City Guarantee.** NYC would act as a guarantor on the revalued medallion loans. So, the City would be responsible for the loan defaults. Utilizing the default rate for HARP of .4%, Torres stated MARP would create only \$20 million in exposure for the City. Torres proposed \$25 million from the City over a 5-year period to create the fund to guarantee the loans.

Candidate Positions on Taxi Medallion Owner Debt

Candidate	Position
Eric Adams	Adams supports a taxi medallion bailout; believes the City did a disservice to the yellow cab industry and must be held responsible.
Shaun Donovan	N/A
Kathryn Garcia	N/A
Ray McGuire	N/A
Dianne Morales	N/A
Scott Stringer	Stringer is a supporter of the NYTWA proposal.
Maya Wiley	Wiley would focus on providing medallion loan relief.
Andrew Yang	Yang aligns most closely with MARP.
Fernando Mateo	Mateo proposed a "Transit Reboot Plan" for the taxi industry that includes: <ol style="list-style-type: none">1. Reducing the ranks of app-based cars2. Charging app-based cars to operate in NYC3. Auctioning 75,000 one-year permits in year one4. Auctioning 65,000 permits in year two5. Auctioning 55,000 permits for year three6. TLC to make a fresh start with new ideas and new leadership
Curtis Sliwa	N/A

3. Public Transit Ridership

Since the beginning of the pandemic, public transportation systems across the country, including the Metropolitan Transportation Authority's ("MTA") New York City Transit, have teetered on the edge of a financial cliff as the pandemic starved transit agencies of riders and revenues and threatened to decimate service. However, President Biden's \$1.9 trillion stimulus package, which was signed into law in March 2021, included \$30.5 billion for transit agencies. This equated to the largest single infusion of federal aid public transportation ever received. The transit bailout was

critical to New York City's and the region's economic recovery, which depends on trains and buses to carry riders to business and leisure activities. The bill specifically included \$6 billion for the MTA,⁸ which will help offset the impact of COVID-19 on the system, which has suffered due to decreased ridership and the closing of the subways for hours each night to clean the entire system. It will also prevent service cuts and layoffs.

Candidate Positions on Public Transit ²

Candidate	Position
Eric Adams	Adams said he would add 150 miles of new bus lanes and busways in four years, would push the MTA to get more electric buses on the road faster and would prioritize communities facing environmental health risks. He would also expand express and select bus service and envisions creating a full-fledged Bus Rapid Transit network.
Shaun Donovan	Donovan has stated that he would install more bus lane cameras, expand signal technology that gives buses priority at traffic lights, and also supports a full-fledged Bus Rapid Transit network. He believes in creating pathways for increased city oversight of the MTA. This would include bringing more funding to the MTA through avenues such as a Marijuana tax.
Kathryn Garcia	Garcia proposed converting 10,000 city school buses to electric, one-swipe in-city network for LIRR & Metro-North, would create new dedicated busways and bus lanes, and all-door barding and grow the Express Bus Network and Select Bus Service. Garcia also believes in investing public transit dollars to advance equity and service more New Yorkers by reallocating the ferry subsidy toward and expand Fair Fares and protecting MTA bus programs from service cuts.
Ray McGuire	McGuire would push to expand express and select bus service and would work with the MTA to add 20 more select bus service routes.
Dianne Morales	Included in Morales's transportation plan are the following: expanding busways and express bus lanes and implementing Bus Rapid Transit along major corridors.
Scott Stringer	Stringer said he would build 35 miles of new bus lanes and busways every year and would realign transit service for a 24-hour economy – including opening up commuter lines for in-city use and investing in rapid around-the-clock transit service.
Maya Wiley	Wiley would build 30 miles of bus lanes each year, wants to expand a city program that provides half-price fares to low-income riders by reallocating funds from policing for fare evasion, and also supports more bus lane cameras and signal priority technology for buses.
Andrew Yang	Yang wants to see an all-electric bus fleet by 2030.
Fernando Mateo	N/A
Curtis Sliwa	Sliwa has stated that low subway ridership “has nothing to do with COVID-19, no. It has to do with the crime, the emotionally disturbed

⁸ <https://pix11.com/news/transit/mta-head-calls-stimulus-bill-passing-great-day-for-nyc-transit/> ⁴

	persons, the homeless people, everywhere in the subway system, making it intolerable to use.” ¹	
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4. Vaccine Priority for Taxi, For-Hire Vehicle, and Bus Drivers²

On February 2, 2021, Governor Andrew Cuomo announced that local governments in New York would be allowed to expand vaccine eligibility to include taxi and for-hire vehicle (“FHV”) drivers. Governor Cuomo also said they would also be allowed to expand eligibility to Uber, Lyft and taxi drivers. “If a local health department – county government – wants to add to what’s called the ‘1B prioritization’ – if they want to add taxi drivers, Uber drivers, – they can do that if they think it works within their prioritization locally,” the governor said. The same day, New York City Mayor Bill de Blasio announced that Phase 1b of vaccines would be available to all TLC licensees.⁹

The Governor’s announcement was a direct result of consistent efforts by industry leaders, elected officials, transportation regulators, and candidates for office voicing their support for rightfully prioritizing these drivers. At the State level, New York State Senator Jessica Ramos – joined by 19 other state legislators – wrote a letter to Governor Cuomo and Dr. Howard Zucker, Commissioner of the New York State Department of Health, asking that these drivers and delivery workers be included in Phase 1b of vaccine prioritization. The author of this report penned an Op-Ed in the NY Daily News on January 20, 2021, “*Race to Vaccinate Drivers: Cabbies and Uber Drivers Deserve Better than What They’re Getting*,” making the case for driver vaccine priority.¹⁰ Several of the Mayoral candidates supported Matt Daus’s call to prioritize vaccines for drivers, including Eric Adams, Shaun Donovan, Kathryn Garcia, Ray McGuire, Scott Stringer, and Andrew Yang.

While the recent widespread availability of vaccines has made the priority issue moot, the next Mayor may need to grapple with the issue of whether to mandate vaccines for certain industries, including transportation workers and drivers. Currently, hospitals and some employers are mandating the vaccines, even though the CDC is not recommending that. This could emerge as an issue before the general election in November 2021.

5. Food & Package Delivery Workers⁶

Gig-workers and other independent contractors lack many basic worker protections and access to a social safety net, leaving them vulnerable to the health and economic impacts of the COVID-19 crisis.¹¹ COVID-19 ignited an uptick in delivery driver organizing in New York City, demanding better working conditions.¹² Early in the pandemic, as people quarantined at home, the number of

⁹ <https://mailchi.mp/windelsmarx/transportation-daus-13403487?e=c279fa5c92>

¹⁰ <https://www.nydailynews.com/opinion/ny-oped-race-to-vaccinate-drivers-20210120-57zqncdclnerfhujivi5lo4bwi-story.html>

¹¹ <https://council.nyc.gov/brad-lander/2020/04/01/resources-for-nyc-based-freelancers-artists-gig-workers/>

¹² <https://inthesetimes.com/article/doordash-delivery-workers-deliveristas-unidos-organizing-unions>

delivery workers swelled due to increased demand for delivery app platforms. In New York City, there are approximately 50,000 to 80,000 delivery workers.

In 2021, there were plans to introduce legislation at the state level that would offer gig workers, including food and package delivery workers, limited rights to collectively bargain with their “employers,” without reclassifying the workers as actual employees.¹³ While “gig worker union bill” was initially backed by some influential unions, including the Transport Workers Union and the Machinists Independent Drivers Guild, it faltered, and ultimately the legislative session ended without any legislation being introduced. Opponents said such legislation would erode the power of gig workers and codify their non-employee status, leaving them unprotected by minimum wage and anti-discrimination laws.¹⁴

Candidate Positions on Food & Package Delivery

This report was unable to identify any mayoral candidate who has taken a position on this issue.

6. Tourism & Business Travel

New York’s tourism industry typically supports 400,000 jobs and \$70 billion in annual economic activity. However, the pandemic put the travel and tourism ecosystem under unprecedented pressure. As a result of travel and other restrictions, tourism slowed to a halt during the second quarter of 2020 in New York City and globally. With Broadway, museums, and attractions closed and restaurants closed or offering only limited and online service, the job losses were rapid and steep.

In July 2020, the Coalition for NYC Hospitality & Tourism Recovery, an initiative of NYC & Company, unveiled a roadmap for tourism reimagining and recovery, and new revitalization campaign, All in NYC. The purpose of these initiatives is to help New Yorkers reconnect with the City they love, remind people that New York City remains the greatest city in the world and now one of the safest cities from a public health perspective, and help the City’s more than 400,000 tourism and hospitality employees return to work. The roadmap outlines three stages: rise, renew, and recover. Across these three stages, messaging, and tourism-friendly programs first targeted hyper-locally to metro residents, then – as conditions allow -- expand to regional, domestic and, ultimately, international travelers.

In April 2021, Mayor de Blasio and NYC & Company announced *NYC Reawakens*, a \$30 million tourism campaign.¹⁵ Officially launched in June, the campaign aims to show travelers that New York City is not only ready to host them- it is creating a “fairer, better, and more vibrant city than ever before.” The campaign highlights the City’s new outdoor dining scene, cultural programs, and tourist businesses like hotels.

¹³ <https://www.cityandstateny.com/articles/policy/labor/savino-bill-gig-workers-unionize.html>

¹⁴ Ibid.

¹⁵ <https://business.nycgo.com/press-and-media/press-releases/articles/post/nyc-company-presents-nyc-reawakens-as-new-york-city-begins-tourism-comeback/>

In 2021, NYC & Company is predicting 36.4 million visitors to the City. In 2020, the City welcomed 22.3 million visitors. In 2024, the City is expected to exceed its prior 2019 record of 66.6 million visitors with an anticipated 69.3 million visitors.

Candidate Positions on Tourism & Business Travel

Candidate	Position
Eric Adams	Adams would kick-start the city's economy by offering small business loans, back office help, and tax breaks- including the suspension of the commercial rent tax for those that need extra help (such as bars and restaurants). ¹⁶
Shaun Donovan	Donovan proposed a series of initiatives to help artists and cultural organizations – such as partnering with the private sector for additional streams of financial report, launching an ad campaign to boost the industry, and leading by example as mayor by attending cultural events.
Kathryn Garcia	Garcia's campaign website states that she would make the City the biggest customer of local NYC businesses, temporarily shifting more spending to small purchases here in New York to keep businesses afloat as tourism come back.
Ray McGuire	To signal that New York is open for business and make it a top destination for travelers, McGuire's administration would host a yearlong festival kicking off in Spring 2022. As part of his plan to stimulate the economy, McGuire would also launch the NYC Comeback Voucher. These vouchers would provide a \$50 credit for any visitor, to be used on any NYC hotel room renting for \$300/night or less.
Dianne Morales	N/A
Scott Stringer	Stringer's website states that he would invest in parks and cultural institution to bring back the tourist economy and enhance the experience of living in the city. He would also launch "New Day for New York:" to attract business, drive tourism, and encourage patronage of our retailers, restaurants, and nightlife.
Maya Wiley	A Wiley administration would: ensure recovery for creative workers and cultural institutions, call on the current administration to stage a grand re-opening, make New York City a better place for artists and other in the cultural tourism industry to live and work, enhance open culture & open street programs, create parks for the people, and enhance equity within the arts and culture sectors.
Andrew Yang	Yang has a plan for a performing arts revival that would bring back the arts, cultural and entertainment sectors. It includes bringing back tourists through partnering with the industry to mount <i>Always New York</i> , the largest marketing campaign in Broadway's history.
Fernando Mateo	Mateo's plan to keep restaurants, bars, and hotels open for business includes providing: rent relief, tax debt relief, payroll assistance,

¹⁶ <https://www.politico.com/newsletters/new-york-playbook-pm/2021/04/05/its-the-tourism-economy-stupid-492363>

	protection from evictions, reduced assessments, and a robust vaccine and COVID testing strategy to support a legal fight against closures and shutdowns. ¹⁷
Curtis Sliwa	N/A

B. Transportation Governance, Agency Coordination & Management

1. MTA Reform, City Takeover & Privatization

Public transit systems like New York’s Metropolitan Transportation Authority (“MTA”) often suffer from mispricing, misallocated funds, suboptimal service and investments, and skyrocketing production costs. Often times, this is a result of government control. As a result, many aspiring mayors have used the idea of the City taking control of the subway from the state-run MTA to launch their campaigns. Many of the current mayoral candidates have expressed concern and skepticism about the City taking over the subway during a fiscal crisis brought on by COVID-19; but, Andrew Yang is in favor of the proposal.

Currently, collected fares cover only about half of the subway’s annual operating expenses while not even making a dent in capital costs. The MTA relies on Albany to levy taxes on New Yorkers to pay for the MTA. These include everything from gas taxes to mansion taxes. As a result, state legislators from around New York, many of whom rarely use the subway, retain a great deal of control over the system and have an interest in maintaining that control.

Candidate Positions on MTA Reform, City Takeover & Privatization

Candidate	Position
Eric Adams	Adams does not believe a City takeover of the MTA is practical.
Shaun Donovan	Donovan does not see a pathway to be able to take over the subways, but believes the City should have a mayor that has more power over the subways.
Kathryn Garcia	Garcia would love to see the City take control, but only if the City has the revenue to support it.
Ray McGuire	McGuire does not believe the City can afford an MTA takeover.
Dianne Morales	Does not support City-control of the MTA.
Scott Stringer	Stringer believes it is “not practical” for the city to take on the debt service.
Maya Wiley	Wiley would support municipal control of the MTA if it meant the City would also control its revenue stream, as well as bridge and tunnel revenue.
Andrew Yang	Yang would call for full municipal control of the operations of the subways and buses.
Fernando Mateo	Mateo supports NYC gaining control of its subway and bus systems, provided the city also gains full control of bridge and tunnel toll revenue.

¹⁷ <https://www.mateothemayor.com/post/action-plan-to-revive-nyc-hospitality-industry>

Curtis Sliwa	Sliwa does not support NYC gaining control of its subway and bus systems.	1
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2. Passenger Rail ²

The New York Metropolitan Region has one of the most extensive networks of passenger rail in the country. It includes a series of hubs and terminals within the City – such as Grand Central Terminal and Pennsylvania Station in Manhattan; Atlantic Terminal in Brooklyn, and multiple hubs in Queens – and an ever-expanding system of commuter trains that operate east into Long Island, north to Dutchess County, and as far south as Trenton, New Jersey. ³

There are currently three separate commuter railroads that operate in the metropolitan area: ⁴

- Long Island Rail Road (“LIRR”): The LIRR is the largest commuter railroad in the United States. In 2018, it carried almost 90 million passengers. ¹⁸
- Metro-North Railroad: Ridership on the MTA's Metro-North Railroad was almost 88 million in 2018, and it is now the second busiest commuter railroad in the United States. It is an amalgamation of several former railroads, including the New York Central, New Haven, and Erie. Operating out of Grand Central Terminal, Metro-North currently operates over three lines. ¹⁹
- New Jersey Transit: NJ Transit is a large and continually expanding rail system, with total ridership exceeding 87 million per year, New Jersey Transit rail operations also include two lines that operate into New York State. ²⁰

Candidate Positions on Passenger Rail ⁶

Candidate	Position	7
Eric Adams	N/A	
Shaun Donovan	N/A	
Kathryn Garcia	Garcia would work with the MTA to create a one-swipe in-city transportation network that integrates LIRR and Metro-North service.	
Ray McGuire	N/A	
Dianne Morales	N/A	
Scott Stringer	Stringer would opening up commuter lines for in-city use and lower fares at New York City’s Metro-North and LIRR stations to \$2.75.	
Maya Wiley	N/A	
Andrew Yang	N/A	
Fernando Mateo	N/A	
Curtis Sliwa	N/A	

¹⁸ <https://www.dot.ny.gov/divisions/operating/opdm/passenger-rail/passenger-rail-service/commuter-rail-service>

¹⁹ Ibid.

²⁰ Ibid.

3. Transportation Official Appointments & Staffing¹

Currently, transportation-related functions, responsibilities, and policy-making are spread-out across numerous independent City and State agencies. The New York City Taxi and Limousine Commission oversees taxis, for-hire vehicles, green cabs, black cars, liveries, limousines, paratransit, and commuter vans. The New York City Department of Transportation oversees scooters, bike sharing, shared micromobility networks, as well as transportation infrastructure and traffic control of vehicles on the streets, while the State-run MTA controls the subways, buses, and rail. The New York City mayor appoints a few MTA board members, and the City owns the tunnels and tracks underground, but the state controls the MTA. The New York City Department of Sanitation is responsible for cleaning the streets, and the Street Activity Permit Office within the Mayor's Office issues permits to close the streets for festivals, block parties, farmers markets, and other events. The New York City Department of Finance is responsible for parking violations, while the New York City Policy Department has police powers and can issue traffic tickets. The Fleet Division of the NYC Department of Citywide Administrative Services oversees the City fleet, except for school buses, which fall to the Department of Education.

Transportation responsibilities are in silos and spread around. Other places, such as Transport for London and the Singapore Land Transport Agency, place transportation policy, transportation infrastructure, and all transportation-related agencies and functions under a single agency or individual.²¹

To modernize the City's transportation system and bring the City into the future, the next mayor would need to appoint forward-thinking, collaborative, and innovative transportation officials to their administration.

Candidate Positions on Transportation Official Appointments & Staffing⁵

Candidate	Position
Eric Adams	N/A
Shaun Donovan	N/A
Kathryn Garcia	N/A
Ray McGuire	N/A
Dianne Morales	In staffing, Morales would look for a history of committed public service and a vision of viewing transportation as a public good and a vital aspect of urban equity and infrastructure. Inclusive values that see the importance of disability justice and the reduction of car culture.
Scott Stringer	Stringer stated all appointments will be based on four goals: sustainability, community, safety, and accessibility. He strongly believes that policy needs to be made across agencies in a coordinated fashion.
Maya Wiley	Wiley would support creation of Deputy Mayor for Transportation & Infrastructure or a similar empowered position or office that reports directly to the Mayor, which would oversee all transportation policy,

²¹ https://www.lta.gov.sg/content/ltagov/en/who_we_are.html; <https://tfl.gov.uk/>

	and supervise related transportation agencies and/or transportation/infrastructure divisions of other agencies (e.g., the NYC Department of Transportation, the Department of Finance's Parking Violations Division, the NYC Taxi & Limousine Commission &/or the City Fleet Division of the NYC Department of Citywide Administrative Services).
Andrew Yang	Yang's vision for municipal control includes mayoral control over operations, capital budgeting and execution over subways and buses, while working in conjunction with, and delegating to, the commissioner of the Department of Transportation, who will be appointed by and report to the mayor.
Fernando Mateo	N/A
Curtis Sliwa	N/A

4. Transportation Management Programs²

Urban mobility is at the heart of today's cities: changes will influence individuals' and businesses' transportation choices in the coming decades. To build a sustainable and attractive city, there must be innovative solutions for improving transportation systems, such as adding new modes of transit-like micromobility, into already robust public transportation networks. Further, transportation management programs can be used to better improve these networks by doing things like determining how to improve the flow of passengers on mass transit, better understand demand, and offering and informing policy solutions to transit agencies to help them respond to emerging challenges in the space.

TrafficStat is a program of the New York City Police Department ("NYPD") that features weekly meeting held at police headquarters with precinct command staff, who review NYPD efforts to reduce injuries and deaths to pedestrians, bicyclists, and motorists.²² The NYPD Traffic Safety Forum (TrafficStat) is an internet portal that provides an updated, user-friendly, and accessible raw-feed of data pertaining to traffic and collision reports.²³ Portal information is updated weekly and "offers the public a clear glimpse into collision and crash data from around the City."²⁴

Candidate Positions on Transportation Management Programs.⁵

Candidate	Position
Eric Adams	Adams wants to extend CompSTAT-style governance to other NYC agencies
Shaun Donovan	N/A
Kathryn Garcia	N/A
Ray McGuire	N/A

²² <https://reinventalbany.org/2016/12/nypd-trafficstat-site-needs-to-provide-underlying-data/>

²³ <https://www1.nyc.gov/site/nypd/stats/traffic-data/traffic-data-trafficstat.page>;
<https://trafficstat.nypdonline.org/2e5c3f4b-85c1-4635-83c6-22b27fe7c75c/view/89>

²⁴ <https://www1.nyc.gov/site/nypd/stats/traffic-data/traffic-data-trafficstat.page>

Dianne Morales	Morales would not support the expansion of the NYPD’s COMPSTAT-related program known as TrafficStat, to cover not just traffic safety goals, but also all transportation related matters citywide, to be run out of the Mayor’s office (or another suitable oversight agency) to hold all mobility related agencies responsible for performance measures and inter-agency coordination.
Scott Stringer	N/A
Maya Wiley	Wiley would not support the expansion of the NYPD’s COMPSTAT-related program known as TrafficStat, to cover not just traffic safety goals, but also all transportation related matters citywide, to be run out of the Mayor’s office (or another suitable oversight agency) to hold all mobility related agencies responsible for performance measures and inter-agency coordination.
Andrew Yang	N/A
Fernando Mateo	N/A
Curtis Sliwa	N/A

5. NYC Master Transportation Plan²

In 2019, the New York City Council passed, with the support of Mayor de Blasio, a law that would require the New York City Department of Transportation (“NYC DOT”) to issue and implement a transportation master plan every 5 years.²⁵ The plan aims to be a departure from the City’s current “piecemeal” approach to designing streets and instead calls for a comprehensive reimagining of how roads can better serve all New Yorkers navigating them. Under the law, NYC DOT is required to release a plan every five years to make street safety improvements and to prioritize public transit. The City must also hit annual targets, conduct public education on the effort, and issue a report on any changes to the plan each February.²⁶ The plans goals would be to prioritize the following: the safety of all street uses, the use of mass transit, the reduction of vehicle emissions, and access for individuals with disabilities.

The breadth and scope of the current plan is more limited than what is being done by other cities.⁴ For example, Seattle’s New Mobility Playbook sets a forward-thinking vision for people-first transportation.²⁷ The Seattle plan codifies a plan to harness technology as a tool to support sustainable and equitable transportation systems. New York City lacks a cohesive multi-modal plan.

Candidate Positions on NYC Master Transportation Plan⁵

Candidate	Position
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²⁵ <https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=3954291&GUID=D37BA0B0-9AB6-434B-A82E-E49A7895A1A4&Options=&Search=>

²⁶ <https://ny.curbed.com/2019/10/30/20940184/city-council-passes-master-street-safety-plan>

²⁷

https://www.seattle.gov/Documents/Departments/SDOT/NewMobilityProgram/NewMobility_Playbook_9.2017.pdf

Eric Adams	N/A
Shaun Donovan	N/A
Kathryn Garcia	N/A
Ray McGuire	N/A
Dianne Morales	Morales would support the creation of a PlaNYC-like Master Plan for Transportation, that would cover any of the following policy goals - Safety, Service Delivery, Sustainability, Equity & Multi-Modal Planning for the Future (e.g., Seattle Department of Transportation’s Playbook; Singapore’s Bringing People Together 2040 Plan).
Scott Stringer	N/A
Maya Wiley	Wiley would support the creation of a PlaNYC-like Master Plan for Transportation, that would cover any of the following policy goals - Safety, Service Delivery, Sustainability, Equity & Multi-Modal Planning for the Future (e.g., Seattle Department of Transportation’s Playbook; Singapore’s Bringing People Together 2040 Plan).
Andrew Yang	N/A
Fernando Mateo	N/A
Curtis Sliwa	N/A

C. Equity & Accessibility²

1. Wheelchair Accessible Services & Access-A-Ride Reform³

New York is a city dependent on public transportation and has one of the largest subway systems in the world. Despite being a world-class city, the wheelchair accessibility of New York City’s public transportation lags that of many large cities. However, because the subway pre-dates the 1990 Americans with Disabilities Act (“ADA”), it is not always accessible. Today, only 25% of its 472 subway stations are ADA accessible.²⁸ Some of these stations are accessible only in one direction. A 2018 report from the New York City comptroller’s officer found that 62 of the 122 City neighborhoods serviced by the subway lacked accessible stations, meaning 200,000 disabled New Yorkers lived in neighborhoods without an accessible station.²⁹ The City’s subway and rail system is reliant on staircases, making it a challenge for hundreds of thousands of New Yorkers with disabilities. Fortunately, every bus is equipped with a wheelchair ramp and the majority of Long Island Rail Road and Metro-North Rail Road stations are accessible, which help fill service gaps left by the inaccessible subway.

²⁸ <https://new.mta.info/accessibility/stations>

²⁹ https://comptroller.nyc.gov/reports/service-denied-accessibility-and-the-new-york-city-subway-system/#_edn2

Through the Fast Forward program released in May 2018, the MTA has committed to making NYC's subway system 100% accessible by 2034, progress thus far has been slow and expensive.³⁰ Some have said that, at the pace MTA is currently going, it will not meet that goal.³¹

In compliance with federal Americans with Disabilities Act (ADA) regulations, the MTA New York City Transit ("NYC Transit") Access-A-Ride ("AAR") program provides public transportation services for eligible customers with disabilities that prevent them from using the public buses and subways.³² AAR Service operates 24 hours a day, seven days a week, 365 days a year within the five boroughs of New York City and within a 3/4-mile corridor beyond fixed-route service across the NYC borderline to nearby areas of Nassau and Westchester counties.

There is a shared-ride program (customers may ride with other customers), origin-to-destination service or feeder service for eligible customers, and non-priority trips with maximum ride times based on trip distance. Services are provided by private carriers who contract with NYC Transit and use lift-equipped vans or sedans. In addition, service is also provided by private taxis, livery, and black car services.

According to the MTA, over the past 10 years, demand for paratransit trips has "skyrocketed from approximately 20,000 per day in 2008, to over 30,000 currently (pre-pandemic)."³³ Prior to the pandemic, the allocation of AAR trips was approximately 30% dedicated and 70% non-dedicated.³⁴ The new contract will reduce the average cost the MTA pays for the brokered trips from \$34 to \$31, which is less than one-half of the \$83 per trip cost for dedicated service trips. The agency is planning to shift 75% of trips to brokers over the next three years. The MTA estimates the new contracts could save the agency more than \$85 million over the course of the contract.

In September 2012, New York City started the Accessible Dispatch Program ("ADP"), an initiative that provides wheelchair-accessible taxi dispatching services to disabled residents of, and visitors to, New York City, and it blossomed.³⁵ ADP was meant to alleviate the problems with AAR and the lack of accessible taxis in the City's fleet. A private dispatch company vendor was awarded the city contract to dispatch accessible taxicabs to locations within Manhattan. The ADP is now a centralized service providing on-demand transportation continually. There are multiple ways to book a taxi from the ADP, including calling 311, calling or sending a text message to the dispatch center directly, using the ADP app, or booking online. Drivers are compensated for drive time from the point they accept the request until the customer is dropped off, but ADP customers pay only the metered taxi fare for the time they are in the vehicle.

³⁰ https://www.mta.info/sites/default/files/mtaimgs/fast_forward_the_plan_to_modernize_nyct.pdf

³¹ <https://gothamist.com/news/infographic-how-much-nyc-subway-accessible>

³² <https://new.mta.info/document/15711>

³³ *Id.*

³⁴ *Id.*

³⁵ See Daus and Mischel (2014).

Candidate Positions on Wheelchair Accessible Service & Access-A-Ride ¹

Candidate	Position
Eric Adams	Adams would reform the Access-a-Ride program.
Shaun Donovan	Donovan wants to make transportation accessible to people with disabilities is a central part of his plan. Would partner with the private sector to provide an alternative for riders who use wheelchairs; increase required minimum percentage of accessible vehicles for on-demand ride hailing services; create flexible transit services that can accommodate some mobility-impaired riders at less cost than paratransit (including “feeder” paratransit, on-demand services and route deviation); and reform Access-a-Ride by expanding or improving on-demand pilots and introducing contract incentives for improved performance.
Kathryn Garcia	Garcia prioritizes installation and maintenance of elevators throughout the MTA to move toward a fully accessible public transit system, and make intersections safer with fully accessible pedestrian ramps citywide.
Ray McGuire	McGuire would create a senior rideshare program through a public-private partnership; expand access to transportation options to allow older adults to be more mobile; pilot a public private partnership with rideshare companies and other transportation service providers to provide low-cost rides for seniors.
Dianne Morales	Morales would increase and require ADA compliance at bus stops, ferry stops and green spaces, and advocate for elevators to be included in any major subway renovation; require more Lyfts, Ubers and other new ride-sharing apps to serve all New Yorkers the way taxi cabs are required to do; and integrate the City’s accessible taxi fleet into the MTA’s Access-a-Ride programs to enable more immediate rides versus a 24-hour advance request.
Scott Stringer	Stringer believes AAR should be on-demand. Would push MTA to make our subways accessible to all, making stations ADA compliant, reopening closed subway entrances, and improving station design for mobility-impaired residents, seniors, and children.
Maya Wiley	Wiley would “elevate the power” of the Mayor’s Office for People with Disabilities.
Andrew Yang	Yang believes accessible taxis should be integrated into the Access-a-Ride program, and that streets and sidewalks should be cleaned more quickly to increase access for those with disabilities; would invest in Access-A-Ride for Staten Islanders with Disabilities
Fernando Mateo	N/A
Curtis Sliwa	N/A

2. Fair Fares Program¹

Fair Fares NYC is a program began in early 2019 to help certain eligible low-income New Yorkers with their transportation costs.³⁶ Fair Fares NYC participants receive a 50% discount on subway and eligible bus fares or Access-A-Ride. Pay-Per-Ride, weekly and 30-Day (monthly) unlimited ride options are all available for those using the Fair Fares MetroCard on subways and eligible buses. Access-A-Ride customers' discount is applied automatically to their Access-A-Ride trips once their Fair Fares and Access-A-Ride accounts are linked.

Fair Fares NYC began in early 2019 as a program for certain eligible New Yorkers receiving Cash Assistance and Supplemental Nutrition Assistance Program (SNAP) benefits. In Fall 2019, the program was expanded to certain CUNY students, student Veterans, and public housing residents who met the program's eligibility criteria. Currently, NYC residents may be eligible for Fair Fares NYC if they:

- Are between the ages of 18 and 64;
- Are in a household that meets the income guidelines for the Fair Fares NYC program;
- Are not receiving full carfare from the Department of Social Services/Human Resources Administration (DSS/HRA) or any other NYC agency; and,
- If choosing the Fair Fares NYC subway and bus discount, are not currently participating or eligible to participate in any other transportation discount program.³⁷

Fair Fares NYC is open to eligible New Yorkers at or below the Federal Poverty Level (FPL).⁵ Subway and eligible bus discounts are open to New Yorkers who do not have (and are not eligible for) discounted transportation from the MTA or the City.

According to comments from the NYC Comptroller on New York City's Preliminary Budget for Fiscal Year 2022 and Financial Plan for Fiscal Years 2021 – 2025:³⁸

Other expenditure risks include funding for the Fair Fares program,⁷ paratransit funding, overtime and expenditure estimates in the DOE and the Department of Homeless Services (DHS). The Preliminary budget added \$53 million to the Fair Fares program in FY 2022 but the “outyears” remain unfunded. The Comptroller's Office estimates that the program could cost at least \$100 million annually beginning in FY 2022 as participation rate picks up, posing risks of \$47 million in FY 2022, and \$100 million in each of FY 2023 through FY 2025. In addition, the Comptroller's Office estimates shortfalls in paratransit funding beginning at \$81 million in FY 2022 and growing to \$150 million by FY 2025. While the State requires the City to increase its funding of the Metropolitan

³⁶ <https://www1.nyc.gov/site/fairfares/about/about.page>

³⁷ <https://www1.nyc.gov/assets/fairfares/downloads/pdf/Fair-Fares-FAQ-English.pdf>

³⁸ <https://comptroller.nyc.gov/reports/comments-on-new-york-citys-preliminary-budget-for-fiscal-year-2022-and-financial-plan-for-fiscal-years-2021-2025/>

Transportation Authority's (MTA) net paratransit deficit from 33 percent¹ to 50 percent, funding for paratransit in the Financial Plan does not reflect the increase in funding requirement.

Candidate Positions on Fair Fares Program²

Candidate	Position	3
Eric Adams	N/A	
Shaun Donovan	Donovan wants a continued commitment to Fair Fares.	
Kathryn Garcia	Garcia would reallocate ferry subsidy toward and expand Fair Fares.	
Ray McGuire	N/A	
Dianne Morales	Morales would expand the Fair Fares program to make transportation free for all NYC students and low-income New Yorkers.	
Scott Stringer	N/A	
Maya Wiley	Wiley would expand Fair Fares by reallocating funds from policing for fare evasion.	
Andrew Yang	Yang would expand the Fair Fares program to CUNY students and others.	
Fernando Mateo	N/A	
Curtis Sliwa	N/A	

3. Micro-Transit: Commuter Vans & Shuttle Services (Dollar Vans)⁴

Microtransit is a privately or publicly operated, technology-enabled transit service that typically uses multi-passenger/pooled shuttles or vans to provide on-demand or fixed-schedule services with either dynamic or fixed routing.³⁹ Transit agencies around the U.S. are implementing microtransit solutions to improve the rider's experience with small-scale, on-demand public transit services that can offer fixed routes and schedules, as well as fixed routes that can flexibly modify its route to pick-up or drop-off passengers at locations near but not directly on its route when demand and operations permit.⁴⁰

Shuttles are shared vehicles (typically vans or buses) that connect passengers from a common origin or destination to public transit, retail, hospitality, or employment centers.⁴¹ Shuttles are typically operated by professional drivers, and many provide complimentary services to the passengers.⁴²

In New York City, commuter vans—also known as a “dollar vans”—provide an inexpensive means of transportation for residents in areas of New York City that are underserved by traditional for-hire vehicles and mass transit, in particular major corridors in Brooklyn, Queens and the

³⁹ <https://www.planning.org/publications/report/9107556/>

⁴⁰ <https://www.apta.com/research-technical-resources/mobility-innovation-hub/microtransit/>

⁴¹ SAE INTERNATIONAL, J3163 SEP2018, Taxonomy and Definitions for Terms Related to Shared Mobility and Enabling Technologies

⁴² *Id.*

Bronx.⁴³ The name comes from the fact that many years ago it would only cost about one dollar per ride.

The City's Administrative Code (the Code) defines commuter vans as "having a seating capacity of at least nine but not more than twenty passengers."⁴⁴ Before the TLC can approve an application to operate a commuter van service, the Department of Transportation (DOT) must determine that the service proposed "will be required by the present or future public convenience and necessity," and must "specify the geographic area where service is authorized and the number of commuter vans authorized to be used in providing such service."⁴⁵ DOT must notify all affected Council Members and Community Boards of the application for the purposes of obtaining their feedback.⁴⁶ Their authorized geographic service areas cover neighborhoods throughout Brooklyn, Queens, and Manhattan, as well as a few areas of the Bronx and Staten Island. During periods when public mass transit is extremely limited, dollar vans have been some of the only methods of transportation for many commuters.⁴⁷

Commuter vans are required to conduct service by prearrangement and are not allowed to accept street hails. However, unlicensed commuter vans have been prevalent in many parts of the City and a problem for years.⁴⁸ Unlicensed vans "operate without the safety and consumer protection safeguards that TLC-licensed commuter vans are bound by such as insurance and inspection requirements, as well as driver licensing requirements including background checks and drug testing."⁴⁹

To crack down on unlicensed commuter vans, in 2018, the City passed a law amended the definition of "for-hire vehicle" to include vehicles that seat more than 20 passengers for the purposes of the enforcement authority of the TLC.⁵⁰ The law also clarified that for enforcement purposes, the definition of "commuter van" also includes vehicles that seat more than 20 passengers.

Candidate Positions on Micro-Transit 5

Candidate	Position
Eric Adams	N/A
Shaun Donovan	N/A
Kathryn Garcia	N/A

⁴³ N.Y.C. Taxi and Limousine Commission, Commuter Van Decal Rule, Jul. 16, 2015, available at http://www.nyc.gov/html/tlc/downloads/pdf/newly_passed_rule_commuter_van_decal.pdf.

⁴⁴ N.Y.C. Admin. Code § 19-502(p).

⁴⁵ *Id.*

⁴⁶ N.Y.C. Ad. Code §19-504.2(e)(3)

⁴⁷ <https://www.nydailynews.com/opinion/daus-ricketts-morrison-ajala-job-dollar-vans-article-1.2821935>
<https://www.nytimes.com/2018/06/08/nyregion/inside-the-dollar-van-wars.html>

⁴⁸ <https://www.blackcarnews.com/article/commissioners-corner-14>;

<https://legistar.council.nyc.gov/View.ashx?M=F&ID=6968721&GUID=3CA22D3B-0D72-4CEB-A407-29AAFF9E7F28>

⁴⁹ 35 R.N.Y.C § 57-04; <https://legistar.council.nyc.gov/View.ashx?M=F&ID=6993751&GUID=8206EA9F-90BB-4AF8-AAD3-6C4E69DAACE1>

⁵⁰ Local Law 197 of 2018

Ray McGuire	N/A
Dianne Morales	Morales supports subsidizing Private Commuter (Dollar) Vans & Shuttles (and coordinate micro-transit service delivery to transit deserts).
Scott Stringer	N/A
Maya Wiley	Wiley supports subsidizing Private Commuter (Dollar) Vans & Shuttles (and coordinate micro-transit service delivery to transit deserts).
Andrew Yang	N/A
Fernando Mateo	N/A
Curtis Sliwa	N/A

4. First-and-Last-Mile Public Private Partnerships²

The “first mile/last mile” (FMLM) problem in the scope of transportation refers to the first leg or the final leg to the commuter, typically getting to/from bus and rail stops and public transportation from one’s origin or destination. Many transit agencies and cities are collaborating with stakeholders to establish innovative public/private pilot projects to reduce the distance between a traveler’s origin/destination and a transit station/stop, commonly referred to as the first/last mile.⁵¹ The solution could be in the form of taxis, rideshare (Uber, Lyft, and Via), microtransit (commuter vans and shuttles) as well as e-bikes and scooters to provide short trips to and from transit stops to get more transit ridership.

Candidate Positions on First-and-Last-Mile Public Private Partnerships⁴

Candidate	Position
Eric Adams	N/A
Shaun Donovan	N/A
Kathryn Garcia	Garcia would provide incentives to support micromobility options for the first/last mile of multimodal transit trips.
Ray McGuire	N/A
Dianne Morales	N/A
Scott Stringer	N/A
Maya Wiley	N/A
Andrew Yang	Yang believes there is ample room for public-private partnerships for transportation to serve transit deserts in NYC.
Fernando Mateo	N/A
Curtis Sliwa	N/A

5. NYC Ferry⁶

Launched on May 1, 2017, NYC Ferry spans 60 nautical miles, with 21 landings, and connects waterfront communities in the Bronx, Brooklyn, Manhattan, and Queens along the East River.⁵²

⁵¹ <https://www.apta.com/research-technical-resources/mobility-innovation-hub/first-last-mile-solutions/>

⁵² <https://edc.nyc/project/nycferry>

The system will expand to eight routes and all five boroughs (expected 2021).⁵³ NYC Ferry is a public network of ferry routes operated by Hornblower Cruises.

NYC Ferry is one of Mayor de Blasio's signature accomplishments. It has been controversial due to its limited ridership compared to other forms of mass transit and the amount of funding it has received compared to ridership levels. According to a 2019 report by the Citizens Budget Commission, per-ride subsidies for ferry rides were \$10.73 for the 2018 fiscal year.⁵⁴ The subsidy is "almost 10 times that of New York City Transit subways and buses—and is primarily due to a flat fare pegged to the price of a single subway or bus ride." Moreover, "NYC Ferry recouped just 24 percent of its operating costs through fare revenue in 2019, up just 2 percentage points from 2018; that ratio is still among the lowest of all transit systems in New York City." According to Streetsblog, "The City has allocated \$53 million for NYC Ferry this year alone, part of a projected \$600 million investment over the next several years."⁵⁵

In addition costs, NYC ferry has a "ridership population that is whiter and wealthier than New York City's overall population."⁵⁶

Candidate Positions on NYC Ferry

Candidate	Position
Eric Adams	Adams would maintain the ferry program services, but has said they should be more cost-effective and be connected to transportation hubs.
Shaun Donovan	Donovan believes the ferry is important regardless of the high subsidy but would focus more on other modes of transportation.
Kathryn Garcia	Garcia would reallocate ferry subsidy toward and expand Fair Fares, and protect MTA Bus Company from service cuts.
Ray McGuire	McGuire would revamp NYC Ferry schedule and routes to attract more people.
Dianne Morales	Morales would not expand the ferry system.
Scott Stringer	Stringer would "rip up" the mayor's contract with the ferry operator.
Maya Wiley	Wiley would expand the ferry system, focusing both on service and increasing the rates.
Andrew Yang	Yang would cut routes that go underused while supporting the routes that are in demand; would maintain connection from Staten Island to the NYC Ferry network.
Fernando Mateo	Mateo would continue or build on current NYC Ferry service and expansion plans while keeping fare at \$2.75, providing additional dollars to step up service.
Curtis Sliwa	Sliwa would raise or change NYC Ferry fare while reevaluating routes and/or service

⁵³ *Id.*

⁵⁴ <https://cbcny.org/research/nyc-ferry-comparative-analysis>

⁵⁵ <https://nyc.streetsblog.org/2021/05/17/the-next-mayor-will-subsidize-citi-bike-well-depending-on-who-gets-elects-of-course/>

⁵⁶ <https://www.gothamgazette.com/city/10320-democratic-mayoral-candidates-future-nyc-transportation>

D. Congestion Mitigation, Tolls & Pricing¹

1. Congestion Pricing

In 2019, the New York State Legislature passed a congestion pricing law that was initially projected to be implemented in the beginning of 2021, but has not yet materialized. Early proposals for congestion pricing put recommended prices of \$12 to \$14 for cars and \$25 for trucks, and a June 2020 study from Cornell University found that \$20 toll for entering Manhattan below 60th Street could reduce air pollution by 40% in New York City. Congestion tolls were estimated to generate \$1 billion in annual revenue to help fund MTA construction work. For every \$1 billion expected in toll revenue per year, the MTA can obtain \$5 billion in bonding over the next three years.²

Because the roads that would be tolled receive federal funding, the Federal Highway Administration (“FHWA”) required an environmental review before New York State could implement congestion pricing. However, the COVID-19 pandemic and a lack of guidance from federal regulators on the type of environmental review that was required (full environmental impact statement or abbreviated assessment) caused the project to be stalled. In March 2021, the Biden administration informed the MTA that it could submit an environmental assessment instead of an environmental impact statement – a welcome development for proponents of congestion pricing.³

However, politically difficult decisions will have to be made before the tolling infrastructure can be installed. The 2019 law stipulated that the board of the Triborough Bridge and Tunnel Authority (TBTA) would determine the charges and exemptions, credits, or discounts for any group of drivers, including taxis and ride-hailing vehicles. A six-member Traffic Mobility Review Board would be tasked with advising on toll structure. But two years after the passage of the law, that board has not been appointed yet.⁴

Candidate Positions on Congestion Pricing⁵

Candidate	Position	6
Eric Adams	Adams supports congestion pricing.	
Shaun Donovan	Donovan believes public transportation must be improved before the implementation of congestion pricing.	
Kathryn Garcia	Garcia wants to see congestion pricing happen, but disabled New Yorkers should have an exemption.	
Ray McGuire	McGuire supports congestion pricing.	
Dianne Morales	Morales supports congestion pricing. Supports exemptions for all low income NYC residents, and Taxicabs.	
Scott Stringer	Stringer stood up as one of the earliest advocates for congestion pricing.	
Maya Wiley	Wiley supports congestion pricing. Supports exemptions for all low income NYC residents, and all 3 Manhattan crossings above 60th Street.	
Andrew Yang	Yang supports congestion pricing.	

Fernando Mateo	Mateo believes New York should not proceed as soon as possible with congestion pricing (or that further evaluation is needed), charging vehicles to enter central Manhattan.
Curtis Sliwa	Sliwa believes New York should not proceed as soon as possible with congestion pricing (or that further evaluation is needed), charging vehicles to enter central Manhattan.

2. Bus Lanes, Bus Rapid Transit, and Busways²

Last year, the Mayor's Better Buses Restart created more than 16 miles of new busways and bus lanes across all five boroughs - the most ever in one year. Completed projects include Jay Street and Malcolm X Blvd in Brooklyn, 14th Street extension and 181st Street in Manhattan, Hylan Boulevard on Staten Island, E.L. Grant Highway, University Ave and 149th Street in the Bronx and Merrick Boulevard and Main Street in Queens.

This year, the de Blasio administration plans to install 28 miles of new and improved busways and bus lanes as part of its Better Buses project. By the end of 2021, DOT and MTA will complete five busways - four more than have ever been completed in one year. Busways will be constructed this year along Jamaica and Archer Avenues in Queens, and along Fifth Avenue in Manhattan. As for bus lanes, DOT will create 11.5 miles of new lanes and 16.3 miles of improved lanes this year. Projects include 1st and 2nd Avenues, Battery Place and Avenues A and D (Manhattan), Merrick Boulevard (Queens), and Hylan Boulevard (Staten Island).

New York has 138 miles of bus lanes, far less than other major cities across the world.⁵

Candidate Positions on Bus Lanes, Bus Rapid Transit, and Busways⁶

Candidate	Position
Eric Adams	Adams would add 150 miles of new bus lanes and busways in four years. Envisions creating a full-fledged Bus Rapid Transit network.
Shaun Donovan	Donovan would expand bus service in New York City to reach traditionally underserved neighborhoods by launching true BRT with fully separated and dedicated busways, platform-grade "stations," and intelligent technology.
Kathryn Garcia	Garcia would create new dedicated busways and bus lanes, expand off-board payment and all-door boarding, give our buses priority at intersections, and grow the Express Bus network and Select Bus Service to cut down commuting times.
Ray McGuire	N/A
Dianne Morales	Morales supported a call by a coalition of community, environmental and business groups to create 500 miles of new protected bus lanes by 2025 to ensure every New Yorker lives within a quarter-mile of a bus lane; envisions creating a full-fledged Bus Rapid Transit network.
Scott Stringer	Stringer wants to be the "Bus Mayor"; would build 35 miles of new bus lanes and busways every year

Maya Wiley	Wiley would build 30 miles of new bus lanes and busways every year; envisions creating a full-fledged Bus Rapid Transit network.
Andrew Yang	Yang stated a top priority will include building Bus Rapid Transit throughout the City. Every New Yorker in every neighborhood should expect affordable and fast transit. He would also expand express bus service and restart review process for bus rapid transit on Staten Island.
Fernando Mateo	N/A
Curtis Sliwa	N/A

3. For-Hire Vehicle Cap²

In August 2018, City legislation paused the issuance of new FHV licenses while the City studied the problem and evaluated long-term policy solutions. The license cap does not apply to battery electric vehicles (BEVs) or wheelchair-accessible vehicles (WAVs), in a bid to incentivize a cleaner and more accessible fleet. In June 2019, the TLC and the NYC DOT published their report, which found 30% of Manhattan's central business district traffic to be comprised of FHVs – mostly Uber and Lyft – and that those vehicles are cruising empty 41% of the time. The report also found that the FHV fleet had tripled from under 40,000 vehicles in 2010 to more than 120,000 vehicles in 2019, and greenhouse gas emissions from TLC-regulated fleets had grown 62% from 2013 to 2018. As a result of these findings, the cap was extended again in August 2019 and has been in effect since. As a result of the cap, the number of FHV permits has declined by roughly 16%, from 118,737 in 2018 to 99,604 in 2020.

Candidate Positions on For-Hire Vehicle Cap⁴

Candidate	Position
Eric Adams	N/A
Shaun Donovan	N/A
Kathryn Garcia	N/A
Ray McGuire	N/A
Dianne Morales	N/A
Scott Stringer	Stringer believes some kind of cap for for-hire companies such as Uber and Lyft should exist.
Maya Wiley	N/A
Andrew Yang	N/A
Fernando Mateo	N/A
Curtis Sliwa	N/A

E. Transportation Labor Issues⁶

1. Gig Worker Classification

For-hire vehicle drivers and workers for rideshare companies like Uber, Lyft, and Via are typically considered independent contractors, not employees. As such, they do not have the same benefits and workplace protections as employees.

In January 2020, a law known as “A.B. 5” went into effect in California that would have made it difficult—if not impossible—for “gig economy” companies like Uber and Lyft to designate their workers as independent contractors by using an analysis called the “ABC” test to determine worker classification.⁵⁷ In response, Uber and Lyft along with delivery platform companies were successful in passing a ballot measure known as Proposition 22 that carves out app-based ride-hailing and delivery drivers from A.B. 5.⁵⁸

In early 2020, all signs pointed to 2020 being the year that an ABC test would come to the Empire State. The “Dependent Work Act” bill—that would have given limited benefits to some workers—died,⁵⁹ and the New York legislature held hearings on gig workers and introduced legislation that would classify workers under an ABC test, similar to A.B. 5.⁶⁰ In his 2020 State of the State address, Governor Andrew M. Cuomo vowed to extend employee protections and rights to workers in the “exploitive, abusive” gig economy as part of his “economic justice crusade.”⁶¹ The Governor’s Executive Budget Bill for 2020-2021 included legislation that would establish a taskforce to study the issue more broadly and make recommendations or leave it to the NYS Department of Labor to introduce ABC test regulations on its own.⁶² Then COVID-19 struck, and the gig economy legislation fell out of the budget, and – ultimately, the state passed no worker protection laws before the legislative session ended.

While the pandemic may have sidelined worker classification legislation in New York State, it spurred ABC test legislation in New York City. The New York City Council’s “NYC Essential Workers Bill of Rights” included a bill that would add the ABC test to the City’s Earned Sick and Safe Time Act (“ESSTA”) to determine coverage.⁶³ Although the bill does not seem to be going anywhere, it would expand ESSTA coverage—up to 40 hours of earned sick and safe time leave—

⁵⁷ See, e.g., Cynthia Estlund, *What Should We Do After Work?*, 128 Yale L.J. 254, 326 n.181 (2018) (“Commentators have pointed out that Uber and many other ‘gig economy’ firms will be especially hard pressed to meet the second part of the [Dynamex] test.”) (citing Noam Scheiber, *Gig Economy Business Model Dealt a Blow in California Ruling*, N.Y. Times, Apr. 30, 2018, www.nytimes.com/2018/04/30/business/economy/gig-economy-ruling.html); The Harvard Law Review Association, *Labor and Employment Law-Worker Status-California Adopts the ABC Test to Distinguish Between Employees and Independent Contractors*, 133 Harv. L. Rev. 2435, 2439 (2020) (“[I]t would probably be a stretch for Uber to argue that its drivers are not necessary to its business⁵⁰ or to claim their work (driving) is not continuously performed.”).

⁵⁸ <https://www.oag.ca.gov/system/files/initiatives/pdfs/19-0026A1%20%28App-Based%20Drivers%29.pdf>.

⁵⁹ Dependent Worker Act, N.Y. Senate-Assembly Bill S6538, A8343 (2019–2020), legislation.nysenate.gov/pdf/bills/2019/S6538.

⁶⁰ See N.Y. Senate-Assembly Bill S6699, A8721 (2019–2020).

⁶¹ N.Y. Governor Andrew M. Cuomo, *Video, Audio, Photos & Rush Transcript: Governor Cuomo Outlines 2020 Agenda: Making Progress Happen* (Jan. 8, 2020), www.governor.ny.gov/news/video-audio-photos-rush-transcript-governor-cuomo-outlines-2020-agenda-making-progress-happen; N.Y. Governor Andrew M. Cuomo, *2020 State of the State*, at 101–102, www.governor.ny.gov/sites/governor.ny.gov/files/atoms/files/2020StateoftheStateBook.pdf.

⁶² See N.Y. Senate-Assembly Bill S6699, A8721 (2019–2020); Part GGG, Transportation, Economic Development and Environmental Conservation Article VII Legislation, FY 2021 New York State Executive Budget, (Jan.13, 2020), available at www.budget.ny.gov/pubs/archive/fy21/exec/artvii/ted-bill.pdf.

⁶³ See Int. No. 1926-2020, <https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=4425096&GUID=E2F925C2-84A1-4B6D-9B72-25BE954DDD48&Options=ID|Text|&Search=1926>; N.Y.C. Admin. Code § 20-912.

to many workers currently classified as independent contractors in New York City. As currently drafted, the law would be effective immediately, and it would be retroactive to January 1, 2020.

The pandemic has only shed more light on the struggles of gig economy workers, and the legislature is likely to take up the issue when they return to session. The NY Do It Right Employment Classification Test (DIRECT) Coalition of labor groups, including the New York Taxi Workers Alliance and 32BJ SEIU, formed to lobby Albany to bring an ABC test law to New York.⁶⁴

Drivers do not uniformly support being classified as employees. Informal, nationwide polls conducted both before and during the pandemic found 70–80% of drivers surveyed prefer to be independent contractors.⁶⁵ The Independent Drivers Guild (“IDG”), a group that represents Uber and Lyft drivers, is pushing for New York State to pass legislation giving drivers the right to unionize with collective and sectoral bargaining agreements.⁶⁶ The group believes that designating drivers in New York City as employees would put their drivers’ minimum earnings—which are higher than minimum wage—in jeopardy.

2. Living or Minimum Wages for Rideshare Drivers

The platform economy operates differently in New York City than it does in other areas of the State. In New York City, drivers for the High-Volume For-Hire Services—those app-based companies making more than 10,000 trips per day—are already protected by a local law that guarantees minimum earnings.⁶⁷

In August 2018, New York City passed a law that directed the TLC to pass rules establishing a method for determining the minimum payment that the large ridesharing companies (referred to as “High-Volume For-Hire Services”) must make to their drivers.⁶⁸ The Taxi and Limousine Commission adopted minimum payment rules in December 2018 requiring that FHV bases which on average dispatch 10,000 or more trips per day must pay drivers a minimum amount for each trip based on a formula set out in the rule.⁶⁹ The rule went into effect in February 2019, and currently applies only to Uber, Lyft, and Via.

The minimum pay standard is meant to significantly increase earnings for the majority of drivers working for the High-Volume companies.⁷⁰ This formula that TLC derived is supposed to result in estimated typical gross hourly earnings before expenses of at least \$27.86 per hour.⁷¹ At the

⁶⁴ <https://s27147.pcdn.co/wp-content/uploads/NY-DIRECT-Coalition-1-pager.pdf>.

⁶⁵ Harry Campbell, *Lyft & Uber Driver Survey 2019: Uber Driver Satisfaction Takes a Big Hit*, The Rideshareguy.com (Aug. 1, 2020), <https://therideshareguy.com/uber-driver-survey/>.

⁶⁶ See Written testimony of Brendan Sexton, Executive Director, Independent Drivers Guild, N.Y.S. Senate Standing Committee on Internet and Technology (Oct. 16, 2019), www.nysenate.gov/sites/default/files/brendon_sexton_executive_director_independent_drivers_guild.pdf.

⁶⁷ N.Y.C. Admin. Code § 19-549.

⁶⁸ L.L. 2018/150, 8/14/2018

⁶⁹ 35 RCNY § 59B-24

⁷⁰ <https://www1.nyc.gov/site/tlc/about/driver-pay.page>

⁷¹ https://www1.nyc.gov/assets/tlc/downloads/pdf/driver_income_rules_12_04_2018.pdf

time the rules were enacted, a TLC-commissioned study found that drivers earn about \$11.90 an hour.⁷² The pay standard has three components: time, distance, and utilization. The rules do not set the passenger fare or establish a minimum wage; instead, they regulate the minimum amount High-Volume companies must pay drivers for each trip.

3. Collective Bargaining & Organized Labor²

For-hire vehicle drivers and drivers for rideshare companies like Uber, Lyft, and Via are typically considered independent contractors, not employees. As such, they are blocked from unionizing by antitrust laws, and do not have the protection of the National Labor Relations Board.⁷³

A broadly applied ABC test is only one possibility for New Yorkers. Many, including the app-based companies, are advocating for a “third way” to classify these workers, one that maintains flexibility and expands worker protections, working conditions, and benefits.⁷⁴ Uber and Lyft, along with business industry groups and other gig economy platforms, including Grubhub and TaskRabbit, formed the Flexible Work for New York coalition to fight for gig workers to remain independent contractors.⁷⁵

In March 2021, the U.S. House of Representatives passed the Protecting the Right to Organize Act (the PRO Act), H.R. 842, S. 420 passed the US House of Representatives on March 9, 2021 with a bipartisan vote.⁷⁶ If passed by the Senate and enacted into law, it would significantly strengthen the ability of workers in the private sector to form unions and engage in collective bargaining for better working conditions and fair wages but would sidestep the question of misclassification. The PRO Act would be the most comprehensive worker empowerment legislation since the National Labor Relations Act (NLRA) of 1935, a measure designed to promote union organizing. President Biden also strongly supports the PRO Act.⁷⁷

It has been reported that New York State lawmakers, unions, and the gig-economy players have been at the table working on a solution that provides the flexibility of gig economy and creates some worker protections.⁷⁸ In May 2021, it was reported that a bill has been drafted and it allows some app-based gig workers to join a union and gives them collective bargaining rights—the

⁷²

<https://static1.squarespace.com/static/53ee4f0be4b015b9c3690d84/t/5b3a3aaa0e2e72ca74079142/1530542764109/Parrott-Reich+NYC+App+Drivers+TLC+Jul+2018jul1.pdf>

⁷³ <https://labornotes.org/2021/05/breaking-draft-legislation-new-york-would-put-gig-workers-toothless-unions>

⁷⁴ Written testimony of Uber Technology, Inc., N.Y.S. Senate Standing Committee on Internet and Technology (Oct. 16, 2019), www.nysenate.gov/sites/default/files/uber_technologies_inc_written_comment_10-16-19.pdf.

⁷⁵ Flexible Work for New York website, <https://flexwork4ny.com/>.

⁷⁶ <https://www.congress.gov/bill/117th-congress/house-bill/842/actions>

⁷⁷ <https://joebiden.com/empowerworkers/#>

⁷⁸ Ryan Deffenbaugh, *As Uber Celebrates Gig-Economy Win in California, the Battle Heads to Albany*, Crain's N.Y., Nov. 4, 2020, <https://www.craigslist.com/technology/uber-celebrates-gig-economy-win-california-battle-heads-albany>.

proposal would stop short of making them employees.⁷⁹ However, unions would be forbidden to strike or demonstrate against an employer, under what is known as a labor peace agreement. It is expected that it will be introduced by New York State Sen. Diane Savino (D-Staten Island/Brooklyn). The legislative session concluded for the summer without any such legislation being introduced. However, it is likely that the legislature will pick up the issue when session resume.

Candidate Positions on Transportation Labor Issues ²

Candidate	Position
Eric Adams	Adams believes gig workers should have the option to be categorized as full employees.
Shaun Donovan	Donovan supports categorizing gig workers as full employees with all the rights and benefits attached; believes the minimum wage in general should be increased annually.
Kathryn Garcia	Garcia supports categorizing gig workers as full employees with all the rights and benefits attached; believes the minimum wage in general should be increased annually.
Ray McGuire	N/A
Dianne Morales	Morales would expand the Freelance Isn't Free Act with increased protections for gig, domestic, nail salon, for hire and street vendors; would better enforce protections for independent contractors and freelancers; would protect digital workers and democratize the gig economy through a platform cooperative and digital democracy agenda.
Scott Stringer	As Comptroller, Stringer urged the state to expand its unemployment, healthcare, and other safety net programs to cover all "gig workers" during the pandemic.
Maya Wiley	Wiley would strengthen protections for workers and protect gig workers and workers in the cash economy.
Andrew Yang	Yang would create a Universal Portable Benefits Fund for gig workers modeled after New York State's Black Car Fund, the New Benefits Fund.
Fernando Mateo	N/A
Curtis Sliwa	N/A

F. New & Innovative Modes & Mobility Services ⁴

1. Automated & Connected Vehicles

Three basic sets of technology drive automated vehicle (AV) systems: sensors to monitor the environment around the vehicle, software systems that analyze the data collected, and actuators

⁷⁹ <https://www.bloomberg.com/news/articles/2021-05-18/labor-gig-companies-are-said-to-be-near-bargaining-deal-in-n-y>; <https://www.thecity.nyc/work/2021/5/25/22453879/gig-worker-union-bill-new-york-support-collapsing>

that operate the vehicle's systems, such as steering or brakes.⁸⁰ When combined, these technologies determine an autonomous rating. The Society of Automotive Engineers (SAE) has established six levels (numbered 0 through 5) to describe the capabilities of automated driving, ranging from no driving automation (level 0) to full driving automation (level 5). The U.S. Department of Transportation (DOT) draws a distinction between Levels 0-2 and 3-5 ("highly automated vehicles") based on whether the human operator or the automated driving system is primarily responsible for monitoring the driving environment.

Until recently, AVs were used almost exclusively in systems running on fixed guideways with dedicated right of ways. With increasing accuracy, capability, and affordability of AV technology, the AV industry has been growing toward more widespread adoption. For example, the City of Las Vegas has approved an automated shuttle service around downtown among mixed traffic.⁸¹ The vehicles receive signal information at intersections along the route.

Studies highlight that robotaxis and automated shuttles could be some of the most rapidly adopted AVs at a large volume and a significant mobility solution in the near future.⁸²

Candidate Positions on Automated & Connected Vehicles⁴

Candidate	Position
Eric Adams	N/A
Shaun Donovan	N/A
Kathryn Garcia	N/A
Ray McGuire	N/A
Dianne Morales	Morales would not consider AVs/CVs for testing and/or adoption in NYC.
Scott Stringer	N/A
Maya Wiley	Wiley is undecided on whether she would consider AVs/CVs for testing and/or adoption in NYC.
Andrew Yang	N/A
Fernando Mateo	N/A
Curtis Sliwa	N/A

2. Urban Air Mobility⁶

Between the 1950s and 1980s, several operators began providing early UAM services using helicopters in New York City. In the mid-1950s, New York Airways offered passenger service

⁸⁰ MacPherson Hughes-Cromwick & Matthew Dickens, *Public Transit Increases Exposure to Automated Vehicle Technology*, AM. PUB. TRANSP. ASS'N (Feb. 2019), www.apta.com/wp-content/uploads/Policy-Brief_AVFinal.pdf.

⁸¹ *Id.*

⁸² See Aditya Ambadipudi et al., *Gauging the Disruptive Power of Robo-Taxis in Autonomous Driving*, MCKINSEY & CO. (Oct. 4, 2017), <http://www.mckinsey.com/industries/automotive-and-assembly/our-insights/gauging-the-disruptive-power-of-robo-taxis-in-autonomous-driving?cid=eml-web>; see also Kersten Heineke et al., *Change Vehicles: How Robo-Taxis and Shuttles Will Reinvent Mobility*, MCKINSEY & CO. (June 11, 2019), <https://www.mckinsey.com/industries/automotive-and-assembly/our-insights/change-vehicles-how-robo-taxis-and-shuttles-will-reinvent-mobility>.

between Manhattan and LaGuardia. Between 1965 and 1968 (resuming in 1977), Pan Am offered hourly connections between Midtown and JFK's WorldPort. The service was discontinued in 1977 after a rooftop crash killed five people. Helicopter services began to re-emerge again in the 1980s when Trump Air offered scheduled service between Wall Street and LaGuardia airport. The service was discontinued in the early 1990s after Trump Shuttle was acquired by US Airways.

In the early 2010s, on-demand, app-based UAM service began to emerge. BLADE launched in 2014, providing helicopter services booked through a smartphone app. Since 2016, Uber Copter has been testing on-demand helicopter service in New York City. In July 2019, the service expanded its availability to a greater number of Uber users. In December 2020, Uber Elevate (including the Uber Copter service) was sold to Santa Cruz-based Joby Aviation.⁸³

Candidate Positions on Urban Air Mobility

Candidate	Position
Eric Adams	N/A
Shaun Donovan	N/A
Kathryn Garcia	N/A
Ray McGuire	N/A
Dianne Morales	Morales would not consider UAM for testing and/or adoption in NYC.
Scott Stringer	N/A
Maya Wiley	Wiley is undecided on whether she would consider UAM for testing and/or adoption in NYC.
Andrew Yang	N/A
Fernando Mateo	N/A
Curtis Sliwa	N/A

3. Mobility-as-a-Service (MaaS)

Mobility-as-a-Service (MaaS) is the integration of multiple forms of transportation services (rideshare, taxis, scooters, bikes, public transit, *etc.*) into a single user interface that allows travelers to plan, book, and pay for multiple types of mobility services in one place.⁸⁴ MaaS allows for a fluid system that incorporates various modes of transport so travelers can reach their destination seamlessly, allowing for complete point-to-point trips. Modes that may be facilitated through a MaaS operator include public mass transit (buses, subways, rail, *etc.*), ridesharing, car sharing, bike sharing, taxis, car rental/leasing—or a combination thereof.⁸⁵ Ultimately providing an alternative for the use of private cars, MaaS should help jurisdictions reduce congestion and improve a system's capacity and sustainability. MaaS also allows transportation agencies to use new business models to organize and operate various transportation modes, giving agencies the added advantages of improved information on ridership and demand. For transit users, MaaS

⁸³ <https://escholarship.org/uc/item/8nh0s83q>

⁸⁴ MAAS ALLIANCE, What is MaaS?, <https://maas-alliance.eu/homepage/what-is-maas/>.

⁸⁵ *Id.*

should be the “best value proposition” by meeting mobility needs while also solving the inconvenient parts of an individual journey (e.g., first mile/last mile).¹

Candidate Positions on MaaS²

Candidate	Position
Eric Adams	N/A
Shaun Donovan	N/A
Kathryn Garcia	N/A
Ray McGuire	N/A
Dianne Morales	Morales would consider MaaS for testing and/or adoption in NYC.
Scott Stringer	N/A
Maya Wiley	Wiley would consider MaaS for testing and/or adoption in NYC.
Andrew Yang	N/A
Fernando Mateo	N/A
Curtis Sliwa	N/A

G. Traffic & Curb Space Management⁴

1. Parking

New York City's parking regulations govern where vehicles can stop, stand, and park in the City.⁵ The City's parking regulations are part of the Traffic Rules and Regulations, under the purview of the New York City Department of Transportation.⁸⁶ Parking tickets and enforcement are the responsibilities of the New York City Police Department. Due to the pandemic, it was estimated that the City would lose upwards of \$590 million in parking revenue.⁸⁷

Due to the presence in New York City of numerous City, State, and Federal buildings, Manhattan also has a major problem with government-authorized vehicles occupying space on streets and sidewalks. Community boards for the borough of Manhattan urge City, State and Federal agencies to continue to reduce the number of placards issued and better regulate them. Another big problem is city workers with parking permits – police and fire officials in particular – who take up thousands of on-street spots in the heart of Midtown and elsewhere.⁶

According to blogs and newspapers, cheap on-street parking causes double parking, traffic congestion and blocked bike lanes. Delivery trucks and service vehicles double park because on-street parking is scarce. Some contend that spots are scarce because the City does not charge enough for on-street parking. In busy parts of the city, like Manhattan's central business district, one could argue that it should cost far more to park in a scarce on-street spot than at a nearby parking garage. Curb-side parking is essential for delivery trucks and the service vehicles of⁷

⁸⁶ <https://www1.nyc.gov/html/dot/html/motorist/parking-regulations.shtml#:~:text=All%20of%20New%20York%20City,State's%20Vehicle%20and%20Traffic%20Law.&text=On%20major%20legal%20holidays%20stopping,%22No%20Standing%20Anytime%22>.

⁸⁷ <https://www.bloomberg.com/news/articles/2020-07-23/new-york-city-to-lose-almost-600-million-in-parking-revenue>

plumbers, electricians and other skilled workers. This is especially true because NYC does not have alleys like many other major cities.

Rethinking parking policies can trigger an onslaught of benefits: less traffic, a healthier economy, shorter communities, more affordable housing, and a cleaner environment. Improving parking policies could be the cheapest, quickest, and most politically feasible way to achieve many social, economic, and environmental goals.

Candidate Positions on Parking

Candidate	Position
Eric Adams	N/A
Shaun Donovan	Donovan supports a more rational approach to the curb that accounts for its multiple demands; would use data and technology to understand the use of and to allocate curb space.
Kathryn Garcia	Garcia supports using a digitized system for reporting placard abuse and would pilot residential parking permits to make on-street parking a privilege, not a right.
Ray McGuire	N/A
Dianne Morales	N/A
Scott Stringer	Stringer would rationalize parking by metering parking on commercial corridors (and reinvesting the revenue into local business corridors), ending placard abuse, and eliminating off-street parking minimums for new housing development.
Maya Wiley	Wiley would actively explore proposals to meter streets or otherwise charge for parking that do not currently produce revenue for the city.
Andrew Yang	Yang would crackdown on placard abuse by creating a citizen enforcement program for reporting placard abuse, shifting to a fully digitized system for reporting placard abuse, improving funding for enforcement, and reducing the number of placards in circulation.
Fernando Mateo	Mateo believes the City needs more parking; would relocate Citi Bike street docks and would not add new bike lanes.
Curtis Sliwa	N/A

2. Open Restaurants and Open Streets (Outdoor Dining)

NYC's Open Restaurant Program is an effort to implement a citywide multi-phase program to expand outdoor seating options for food establishments to promote open space, enhance social distancing, and help them rebound during difficult economic times.

There are two options for expanded outdoor dining:

- **Open Restaurants** – Individual food establishment may apply and self-certify to use the sidewalk or curb lane adjacent to their business.

- **Open Streets Temporary Full Closure** – Community based organizations, Business Improvement Districts (BIDs), or groups of three or more restaurants on a single block may join together to apply online for outdoor dining on streets temporarily closed to traffic.⁸⁸

Throughout 2020, the city shut down a total of 83 miles of streets across NYC for pedestrian and restaurant use, after initially announcing a goal to shut down 100 miles of streets for the program. Mayor de Blasio announced last September that the initiative would become permanent in NYC following a successful summer run.

However, the program has attracted some criticism. The closed-off streets require a fair amount of upkeep and subsequently, not every neighborhood has been able to maintain their car-free streets.

Candidate Positions on Open Restaurants and Open Streets (Outdoor Dining)

Candidate	Position
Eric Adams	Adams would focus on opening streets in communities of color and lower-income areas, particularly those that are underserved by parks and recreation space.
Shaun Donovan	Donovan is committed to permanent Open Streets but believes that the approach needs to be based on equity, with a focus on those neighborhoods that were hardest hit by COVID-19.
Kathryn Garcia	Garcia calls for permanent Open Streets.
Ray McGuire	McGuire would continue to build on the Open Streets program, focusing on partnerships with local businesses.
Dianne Morales	Morales plans to expand the Open Streets program and make it permanent, with particular focus on expansion outside of the central tourism corridors—not with focus on commercialization, but on community.
Scott Stringer	Stringer would work to expand the program into neighborhoods with low participation and, following the roadmap of the Open Streets Coalition, dedicate resources to volunteer groups that manage open streets.
Maya Wiley	Wiley would incorporate an open streets concept into a more long-term part of city planning.
Andrew Yang	Yang would make Open Streets permanent and pledged to dedicate more resources to Open Streets (e.g., barricades, benches, and signage).
Fernando Mateo	Mateo would work with communities to establish seasonal outdoor seating.
Curtis Sliwa	N/A

3. Bike Lane Expansion & Management

In 2020, the New York City Department of Transportation (“NYC DOT”) constructed 28.6 lane miles of new protected bike lanes across all five boroughs. This was in addition to 35.2 new miles

⁸⁸ <https://www1.nyc.gov/html/dot/html/pedestrians/openrestaurants.shtml>

of conventional bike lanes. The city's total bike lane network comes to 1,375 lane miles, 545 of which are protected miles, including nearly 170 miles on streets. NYC is also on track to meet the Green Wave Plan goal of installing over 80 miles of protected bike lanes by the end of 2021 and adding 75 miles of bicycle infrastructure in Bicycle Priority Districts by 2022.⁸⁹

Mayor de Blasio announced the "Green Wave" bike plan in 2019 to combat the rise in cycling fatalities that occurred that year. As cycling continues to grow dramatically, the \$58.4 million plan combines design, enforcement, legislation, policy and education to make the City's streets safer for cyclists and street users.

The plan aims to do the following:

- Create Citywide Protected Bike Lane Vision
- Improve and Update Design
- Expand NYPD Enforcement
- Promote Legislation and Implement Policy
- Target Trucks in Major Safety Initiative
- Continued Expansion of Outreach/Helmet Safety

Candidate Positions on Bike Lane Expansion & Management

Candidate	Position
Eric Adams	Adams is interested in building a "bike super highway" under existing highways and supports expanded solutions for bike parking.
Shaun Donovan	Donovan would expand bike lanes, while being responsive to local objections in deciding where to put the lanes.
Kathryn Garcia	Garcia would add 250 more miles of protected lanes, prioritizing connectivity; would better maintain the bike lanes we already have: procure badly needed small equipment to clean and plow bike lanes.
Ray McGuire	McGuire would expand bike lanes, while being responsive to local objections in deciding where to put the lanes.
Dianne Morales	Morales would require protected bike lanes to ensure cyclist are actually safe and a move to make Citi Bikes a new and completely public utility free for all NYC residents.
Scott Stringer	Stringer wants to double the number of cycling trips a year to 42 million and wants to double the number of available bike parking spots to meet this new demand. Also wants to give away free bikes to high school students and build 75 miles of protected bike lanes around 50 high schools in five years.
Maya Wiley	Wiley would call for the creation of 300 miles of bike lanes.
Andrew Yang	Yang believes NYC needs to expand its bike lane network into underserved areas, even where lanes have met some local resistance.
Fernando Mateo	Mateo would alter or remove existing lanes where warranted.

⁸⁹ <https://www1.nyc.gov/office-of-the-mayor/news/888-20/amid-year-unprecedented-streetscape-changes-mayor-de-blasio-largest-one-year>

Curtis Sliwa	Sliwa would expand bike lanes, while being responsive to local objections in deciding where to put the lanes.	1
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4. Pedestrian Plazas²

The Plaza Program is a citywide effort led by the New York City Department of Transportation (“NYC DOT”) to create cost-effective, high-quality public spaces in underutilized roadways throughout the City. The program aims to prioritize areas that currently lack open space, especially in high-pedestrian or low-income neighborhood. Plazas have been proven to enhance local economic vitality, pedestrian mobility, access to public transit, and safety.⁹⁰

To build a pedestrian plaza, NYC DOT turns underused street space into social spaces where pedestrians can walk freely without the intrusion of vehicles. These plazas often help boost local businesses, spur neighborhood interactions, heighten pedestrian safety, and encourage walking. When fewer people drive, fewer greenhouse gases are emitted from tailpipes. As part of Vision Zero, NYC DOT is bringing streets into the public realm by building pedestrian plazas. NYC DOT’s goal is to have pedestrian plazas within a 10-minute walk from everyone in the City.

NYC DOT partners with nonprofit applicants to develop plazas that meet the needs of local communities. It works with local groups to manage ongoing maintenance. As of this year, the City has 74 plazas.⁹¹

Candidate Positions on Pedestrian Plazas⁶

Candidate	Position	7
Eric Adams	N/A	
Shaun Donovan	N/A	
Kathryn Garcia	Garcia wants to increase public space by creating “complete streets” in every borough and using curbside space for public amenities such as curbside seating and bike parking.	
Ray McGuire	N/A	
Dianne Morales	Morales wants to prioritize building more open spaces, including parks, community spaces, plazas and more in communities that are lacking public spaces.	
Scott Stringer	Stringer would scale back highway infrastructure and build out community green spaces, rolling back the Robert Moses legacy of destructive highway building and advancing environmental justice, starting with the BQE, which can be transformed into a two-mile linear park.	
Maya Wiley	N/A	
Andrew Yang	Yang supports modeling open space after Madrid’s “Superblocks.” Committed to achieving 100% park access within a 10-minute walk for	

⁹⁰ <https://nylcv.org/news/pedestrian-plazas-nyc/#:~:text=Seventy%2Dfour%20pedestrian%20plazas%20have,safety%20and%20reduce%20traffic%20fatalities.>

⁹¹ <https://www1.nyc.gov/html/dot/downloads/pdf/list-of-plazas.pdf>

	all New Yorkers transform public spaces into open spaces, starting with pedestrian plazas and school playgrounds.	1
Fernando Mateo	N/A	
Curtis Sliwa	N/A	

5. Intercity Bus Curb Space Management²

Intercity buses are one of the most standard and longstanding forms of shared mobility. The bus industry has expanded and has become an increasingly popular option for commuters and those traveling into New York City from other cities like Boston, Philadelphia, and Washington, D.C.³

In the past few years, the intercity bus industry has evolved to provide dynamic scheduling and pricing that gets people where they want to go, when they want to go there. It has also simplified the booking and boarding process through customer-friendly apps. Some companies offer free Wi-Fi and onboard entertainment so riders can relax or work while they travel. Technology is making it easier for new companies to compete with the larger established carriers.⁴

These buses provide a low-cost, useful transportation option and alternative to personal vehicles,⁵ but they can cause disruption to the local traffic network through increased sidewalk and street congestion and heavy usage of the City's curb space.⁹² From a policy standpoint, local transportation departments generally support privately operated buses as a form of mass transit for commuters because it reduces vehicular traffic and moves more people more efficiently than driving alone.⁹³ From a quality of life perspective, urban community residents generally oppose an influx of buses idling on the already crowded and possibly diminishing curb space outside their homes and businesses.

To manage the curb space and counter balance the negatives, New York City Department of Transportation ("NYC DOT") is authorized by State and local law to implement a Bus Stop Permit system to regulate where buses may pick-up and drop-off passengers in the City.⁹⁴ Permits are required for intercity buses, sightseeing buses, and shuttle buses. Charter buses, school buses, buses licensed by NYC TLC, MTA buses, and buses operating pursuant to a contract or franchise agreement with New York City do not need permits, but must follow all applicable rules and laws.⁶

The NYC DOT's Bus Stop Permit system requires owners or operators to apply for a permit from NYC DOT before they can make on-street pick-ups or drop-offs in the City. The permit approval process includes consultation with local community boards and other agencies such as the MTA and Port Authority of New York and New Jersey, where appropriate, ensuring the involvement of stakeholders in the process.⁷⁹⁵

⁹² <https://www1.nyc.gov/html/dot/html/ferrybus/intercity-bus.shtml>

⁹³ www.governing.com/topics/urban/gov-car-free-cities.html

⁹⁴ N.Y. Veh. & Traf. Law § 1642-a (McKinney, 2019); 34 RCNY § 4-10(c)

⁹⁵ 34 RCNY § 4-10(d)(3)(v)

Candidate Positions on Intercity Bus Curb Space Allocation ¹

This report was unable to identify any mayoral candidate who has taken a position on this issue.

6. Taxi & For-Hire Vehicle Relief Stands ²

Taxis are regulated by the New York City Taxi and Limousine Commission (“TLC”), while NYC DOT regulates taxi relief stands on City streets. Taxi relief stands allow drivers to park their vehicles for up to one hour. This affords drivers the opportunity to leave their vehicles and take care of personal needs. Taxi relief stands should not be confused with taxi stands, which are locations where drivers can wait, in their cars, to pick up passengers. Some taxi stands are also relief stands for all for-hire vehicles (like Uber and Lyft), while others are specified for taxis alone. There are currently no relief stands in Staten Island.⁹⁶ ³

Candidate Positions on Taxi and FHV Relief Stands ⁴

This report was unable to identify any mayoral candidate who has taken a position on this issue. ⁵

7. Truck & Freight Delivery Policy ⁶

The movement of freight is one of the most critical transportation issues currently. How freight infrastructure is prioritized, invested in, and developed will have considerable bearing on how the economy grows. There are many issues with the current freight system in the New York metropolitan area. ⁷

The former Port Authority of New York and New Jersey chief, Christopher Ward has said “the city is bedeviled by intraregional truck trips, criss-crossing the dense, congested region 364 days a year....is an economic and environmental crisis.”⁹⁷ “We must finally realize small-scale rail freight distribution within this city,” he declared, noting that under his leadership, the Port Authority had acquired facilities in New Jersey needed to eventually build a long-desired cross-harbor rail freight tunnel. Beyond that, said Ward, “the region needs to develop small, clean vehicles capable of carrying freight the last mile from rail stations to final destinations.”⁹⁸ Specifically, there are several problems in New York City. ⁸

Although bus and truck routes have been designated, lax traffic enforcement has allowed limousines, taxis and trucks to illegally block dedicated bus lanes at evening rush hours in key midtown intersections for as long as 15 minutes without being ticketed. ⁹

Candidate Positions on Truck & Freight Delivery ¹⁰

Candidate	Position	¹¹
Eric Adams	N/A	
Shaun Donovan	Donovan supports exploring ways to reallocate the curb so it can better serve the City’s increasing use of them.	
Kathryn Garcia	To support climate goals, Garcia would Implement a zero-interest loan program to help small businesses to buy small-scale, electric,	

⁹⁶ <https://www1.nyc.gov/html/dot/html/motorist/taxirelief.shtml>

⁹⁷ <https://www.utrc2.org/sites/default/files/pubs/Mayoral-Transportation-White-Paper.pdf>

⁹⁸ *Id.*

	pedestrian-safe delivery vehicles to replace diesel vans; would regulate delivery companies to reduce congestion, improve safety and protect workers; and supports providing incentives to support micromobility options for the first/last mile of multimodal transit trips.	1
Ray McGuire	N/A	
Dianne Morales	N/A	
Scott Stringer	Stringer would bring order to commercial and residential delivery by designating sufficient curb space for commercial loading and unloading and stimulating the use of sustainable alternatives (like cargo bikes).	
Maya Wiley	Wiley would expand metered and efficient loading options by creating more commercial loading zones on side streets, night-time deliveries and incentives for off-hour freight deliveries.	
Andrew Yang	N/A	
Fernando Mateo	N/A	
Curtis Sliwa	N/A	

H. Sustainable Transportation

1. Electric Vehicles & Infrastructure

In February 2020, Mayor Bill de Blasio signed an executive order that sets the City on a path to electrifying its entire municipal vehicle fleet by 2040.⁹⁹ In total, the City's fleet comprises over 30,000 owned and leased vehicles. Currently, the City has more than 2,700 electric vehicles ("EVs") in its services. Near term emissions reductions will be achieved by implementing renewable diesel fuel, accelerating the transition to EV and hybrid vehicles, and increasing the efficiency of the fleet, which will help reduce the City's fuel consumption to below 2014 levels. Longer term reductions will rely on the 100% clean electricity grid planned by New York State and encouraging technological advances for emergency response and heavy vehicles.

By 2050, the City aims to have 20% of new vehicle registrations be for EVs. Towards this end, the Mayor's Office of Sustainability is partnering with the NYC DOT to install electric vehicle charging stations throughout the City. A key part of this initiative is a \$10 billion investment to install fast charging stations (full charge in 30 minutes) in every borough. The City's goal is to have 50 fast-charging stations citywide by 2020. Through the NYCx Climate Action Challenge, the City will launch a first-in-the-nation pilot to outfit light poles with chargers, initially focusing on City fleet vehicles, with a potential for future expansion. The City will work with the City Council to pass legislation to strengthen requirements on new parking lots to support EVs. This law would increase conduit availability to 40% of new parking spots (up from 20% today), with 20% required to have chargers (up from zero).

Candidate Positions on Electric Vehicle Infrastructure

Candidate	Position
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⁹⁹ <https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/NYC-Mayoral-Executive-Order-EO-53-All-Electric-and-Safe-Fleets-of-the-Future.pdf>

Eric Adams	Adams would continue to expand charging infrastructure to further incentivize drivers to go electric; believes electric buses are an investment that will save the city money on fuel and maintenance.
Shaun Donovan	Donovan would increase the availability of EV charging stations to ensure that all residents, in every borough and neighborhood, live within a quick drive of on-street EV charging stations or fast-charging EV stations; would convert a portion of yellow diesel busses to electric models.
Kathryn Garcia	Garcia would require the New York City government to shift to a fully electric fleet; would require school buses and the MTA's bus fleet be fully electric by 2040.
Ray McGuire	N/A
Dianne Morales	N/A
Scott Stringer	Stringer wants to encourage the electrification of vehicles, especially school buses and convert the dirtiest 25% of the City's fleet to clean, electric alternatives by 2025.
Maya Wiley	Wiley supports the transition to electric vehicles. She would use City purchasing power to transition the existing fleet to electric. She would start with school buses; begin planning for an eventual ban of internal-combustion cars, and would be more aggressive with the goal to phase out non-EVs before 2040.
Andrew Yang	Yang wants to see an all-electric bus fleet by 2030.
Fernando Mateo	N/A
Curtis Sliwa	N/A

2. Continuation of PlaNYC & OneNYC Sustainability Policies

On Earth Day 2007, the Bloomberg Administration released PlaNYC, which was considered a “far-reaching sustainability plan that includes 127 policy initiatives to achieve ten overarching goals to improve the infrastructure, environment, and quality of life in the City.”¹⁰⁰ OneNYC 2050 is the de Blasio Administration’s continuation of PlaNYC and is considered New York City’s overarching, long-term strategy for a strong and fair city, also known as the NYC Green New Deal.¹⁰¹ It builds on New York City’s 1.5°C compatible Climate Action Plan and earlier OneNYC, among other strategies. Created under the requirements of Local Law 84 of 2013 and released in April 2019, it looks 30 years ahead and puts the climate challenge and equity at its core.

OneNYC 2050 comprises eight goals and 30 initiative. The seventh goal “Efficient Mobility” pertains to transportation and can be broken down into four initiatives: modernize mass transit networks, ensure streets are safe and accessible,¹⁰² reduce congestion and emissions, and

¹⁰⁰ <https://sustainabledevelopment.un.org/index.php?page=view&type=99&nr=30&menu=1449>

¹⁰¹ <https://www1.nyc.gov/site/sustainability/onenyc/onenyc.page>

¹⁰² <https://onenyc.cityofnewyork.us/initiatives/ensure-new-york-citys-streets-are-safe-and-accessible/>

strengthen connections to the region and the world.¹⁰³ The most pertinent initiative—reduce congestion and emissions—comprises the following action items:

- Manage vehicle demand on city streets
 - Implement central business district tolling in coordination with the MTA to reduce traffic
 - Leverage new technologies to enforce traffic laws
 - Continue recent congestion enforcement efforts
 - Optimize curb use
 - Implement new programs to reduce congestion, boost driver income, and support equitable and accessible FHV service citywide
 - Evaluate car-share pilots and encourage EV adoption by carsharing companies
 - Eliminate parking placard abuse
- Develop a citywide network of electric charging infrastructure
- Reduce the city’s fleet and lower emissions
 - Reduce the number and size of City vehicles
 - Green the fleet
- Incentivize commercial and fleet vehicles to reduce emissions

Candidate Positions on Continuation of PlaNYC & OneNYC Sustainability Policies

Candidate	Position
Eric Adams	Adams envisions reimaged streetscapes, and more green modes of transportation like all-electric buses.
Shaun Donovan	Donovan hopes to significantly reduce GHG emissions in New York City’s transportation sector and facilitate the use of sustainable modes by all New Yorkers to truly deliver on the current administration’s goal that 80% of trips be made using sustainable modes by 2050 would implement efficient, equitable, safe, and clean mobility policies and programs and ensure that the MTA bus system is entirely electric by 2040.
Kathryn Garcia	Garcia would implement Transportation Alternatives’ NYC 25 x 25 plan; has vowed to create “Green Boulevards” across New York—converting 25% of car space into space for people
Ray McGuire	N/A
Dianne Morales	Morales would develop a transformative transit and mobility strategy to strengthen public power, fully electrify public transportation, increase access to mobility, reduce car culture, and expand and protect public use cycling and open space
Scott Stringer	Stringer would scale back highway infrastructure and build out community green spaces, rolling back the Robert Moses legacy of destructive highway building and advancing environmental justice, starting with the BQE, which can be transformed into a two-mile linear

¹⁰³ <https://onenyc.cityofnewyork.us/initiatives/strengthen-connections-to-the-region-and-the-world/>

	park; would build out a 425-mile five borough bikeway, connecting and completing existing greenways to ease travel between neighborhoods and throughout the city.	1
Maya Wiley	Wiley would take a comprehensive approach to reimagining streetspace, reducing our dependence on cars, and increasing access to sustainable transportation, including bikes; would reduce the size of the City's fleet of owned and leased vehicles, and more aggressively transitioning it to zero-emissions.	
Andrew Yang	Within ten years, Yang committed to electrify the entire bus fleet.	
Fernando Mateo	N/A	
Curtis Sliwa	N/A	

3. Micromobility: Bikes, Scooters & Mopeds ²

Micromobility devices, including powered standing scooters (e-scooters) and electric bicycles, among other nimble motorized devices, have gained popularity in recent years due to advances in vehicle and communication technologies. Shared micromobility allows individuals to rent a bike or scooter on a short-term basis by using a mobile application (app). Through the app, a user can locate a bike or scooter, unlock the device, and pay for the trip. When users are finished, they leave the bike or scooter in a designated docking station or, if the device is “dockless,” in a designated area. ³

Micromobility is changing how people travel. According to the National Association of City Transportation Officials (“NACTO”), people took 136 million trips on shared bikes and scooters in 2019, which is a 60% increase from 2018.¹⁰⁴ Some “speculate that micromobility is only at its beginning of the exponential innovation and growth curve.”¹⁰⁵ However, the COVID-19 pandemic may impact the future of micromobility.¹⁰⁶ ⁴

Some cities offer an official bike share programs, but the services are usually offered by a private company.¹⁰⁷ Publicly-shared bike and scooter networks like Bird, Lime, Lyft and Uber depend on using the public right-of-way, including city streets, as well as sidewalks and parking spaces. The growth of shared micromobility systems has posed challenges for transportation planning and policy. While these devices may decrease traffic congestion and increase public transit use, an increase in injuries and public complaints about users riding or parking the devices on sidewalks ⁵

¹⁰⁴ <https://nacto.org/shared-micromobility-2019/>.

¹⁰⁵ <https://www.sae.org/binaries/content/assets/cm/content/topics/micromobility/sae-micromobility-trend-or-fad-report.pdf>.

¹⁰⁶ <https://www.mckinsey.com/industries/automotive-and-assembly/our-insights/the-future-of-micromobility-ridership-and-revenue-after-a-crisis#>.

¹⁰⁷ See, e.g., Citi Bike, <https://www.citibikenyc.com/> (official bike share program of New York City); Divvy, <https://www.divvybikes.com/> (official bike share program of Chicago, IL); Houston BCycle, <https://www.houstonbcycle.com/> (official bike share program of Houston, TX).

has left municipal regulators struggling with how to protect public safety and mitigate risk without stifling innovation.¹⁰⁸

One of the Bloomberg administration’s signature initiatives, Citi Bike, debuted in May 2013 with 6,000 bicycles at 330 stations in Manhattan and Brooklyn and is now the largest bike share system in the world outside of China, with more than 21,500 bikes and 1,200 docks.¹⁰⁹ Even so, Citi Bike does not have docks in many New York City neighborhoods and the entire borough of Staten Island. On April 6, 2021, Beryl, one of Britain's leading bike share and e-scooter hire operators, announced that it will not launch dockless bike share on Staten Island as had originally been planned, and NYC DOT said it is actively studying micromobility options for the borough.¹¹⁰ The stated reason was logistical complications and other considerations relating to COVID-19.

NYC DOT's goal “is to accelerate the growth of safe cycling by providing a system of bicycle routes that traverse and connect all five boroughs, while also creating a dense, fine-grained network of bike lanes in communities where cycling is already a popular mode of transportation.”¹¹¹ Currently, the City does not provide public money to Citi Bike, which has been successful during the pandemic, exceeding its ridership figures from 2019, and, in April 2021, Citi Bike hit a record 2,044,103 rides — an average of 68,136 every day.¹¹²

In 2021, the New York City Department of Transportation (“NYC DOT”) announced that it had selected three companies for the City’s first shared electric scooter pilot in eastern Bronx: Bird, Lime, and Veo.¹¹³ The pilot, mandated by City Council legislation passed in 2020, is expected to be on the streets by early summer.

Mayor de Blasio has recently floated the idea of requiring bikes to have license plates.¹¹⁴ Opponents say this would suppress bike usage.

Candidate Positions on Micromobility⁶

Candidate	Position
Eric Adams	Adams would create shared electric bike and scooter networks for transit-starved communities; and would commit capital funding to bike share expansion.
Shaun Donovan	Donovan embraces cycling and micromobility as viable modes of transportation; believes e-scooter companies operating in the outer boroughs should be responsive to community needs, including those of

¹⁰⁸ NAT’L ASS’N OF CITY TRANSP. OFFICIALS, GUIDELINES FOR REGULATING SHARED MICROMOBILITY (2d ed. 2019) (guidance outlining best practices for cities and public entities regulating and managing shared micromobility services on their streets).

¹⁰⁹ <https://nycdotbikeshare.info/home>

¹¹⁰ <https://nycdotbikeshare.info/news-and-events/staten-island-bike-share-april-2021-update>

¹¹¹ <https://www1.nyc.gov/html/dot/html/bicyclists/bikestats.shtml>

¹¹² <https://nyc.streetsblog.org/2021/05/17/the-next-mayor-will-subsidize-citi-bike-well-depending-on-who-gets-elected-of-course/>

¹¹³ <https://nycdotscootershare.info/>

¹¹⁴ <https://nypost.com/2021/05/12/mayoral-candidates-rip-de-blasios-bike-license-plate-proposal/>

	the disability community; would consider setting aside public funding to fuel the growth of bikeshare in New York City.
Kathryn Garcia	Garcia would provide incentives to support micromobility options for the first/last mile of multimodal transit trips; would better integrate Citi Bike into the existing transit network and subsidize expansion into communities that have been underserved by the existing program.
Ray McGuire	McGuire is a fan of Citi Bike, but he did not specifically mention any plans to bolster or expand it into communities that have yet to receive the bike share program.
Dianne Morales	Morales would make Citi Bike a public utility that is free for all NYC residents; would require more pedal assist electric Citi Bikes; would require Citi Bike be prioritized in transit deserts; she would support setting aside public funding to fuel the growth of bikeshare in New York City.
Scott Stringer	Stringer would extend Citi Bike across the five boroughs, and subsidize the purchase of e-bikes; would support setting aside public funding to fuel the growth of bikeshare in New York City; he will provide a deep subsidy for bike-share membership and e-bike purchases for low-income New Yorkers and students, and free bike classes.
Maya Wiley	N/A
Andrew Yang	Yang would build protected bike lanes to support bike share and ensure continued expansion in Staten Island.
Fernando Mateo	Mateo would remove Citi Bikes from the current locations and place them in parks or near bus stops.
Curtis Sliwa	N/A

I. Safety – Passengers, Drivers & Pedestrians²

1. Vision Zero³

In 2014, Mayor Bill de Blasio launched New York City’s Vision Zero program.¹¹⁵ The goal of the initiative is to eliminate all traffic deaths and serious injuries on New York City streets by 2024. Based on the Swedish theory which hypothesizes that pedestrian deaths are not as much “accidents” as they are a failure of street design, New York City’s initiative operates around the belief that deaths and serious injuries are not inevitable, but preventable crashes that can be ended through engineering, enforcement, and education. Included in the City’s initial plan was an expansion of 20-mph speed zones in the City, changes to street design to discourage speeding, and City control of the placement and number of speed enforcement cameras. As part of Vision Zero, the mayor also released the Green Wave plan in 2019, which focused on making cycling safer. It includes, for example, building 80 miles of bike lanes by the end of 2021.

However, according to an analysis done by Transportation Alternatives, 2021 is on track to be the second deadliest year for road violence of Mayor de Blasio’s tenure, despite seven-plus years of

¹¹⁵ <https://www1.nyc.gov/content/visionzero/pages/>

officially adopting the Vision Zero initiative. So far, the initiative has only had intermittent success¹ in reducing overall fatalities (such as in 2018, when the City recorded the fewest road deaths ever),¹¹⁶ but the City overall is only marginally closer to the zero of Vision Zero than it was before Mayor de Blasio's tenure.

Candidate Positions on Vision Zero²

Candidate	Position
Eric Adams	Adams believes that Vision Zero should be expanded; supports Mayor de Blasio's move to reduce the speed limit to 25 mph on several crash-prone outer borough roadways; also supports Transportation Alternatives 25x25 challenge of converting 25% of street space for pedestrian use by 2025.
Shaun Donovan	Donovan has a strong stance on the issue of traffic safety and plans to back it up with policy; supports getting to zero traffic deaths by 2024.
Kathryn Garcia	Garcia would focus on infrastructure to reduce traffic deaths, instead of changing driver habits.
Ray McGuire	N/A
Dianne Morales	Morales supports meeting the 2024 Vision Zero deadline for getting to zero traffic deaths; would ask DOT to study the last mile that trucks travel in the City and report on the impact of climate, traffic, and pedestrian safety.
Scott Stringer	For Stringer, Vision Zero would be a top priority; he would maximize bike and public transit ridership and minimize car ridership.
Maya Wiley	Wiley supports the elimination of traffic fatalities by 2024; she would work with communities to make changes to street design; commitment to achieving Vision Zero, and taking immediate steps toward eliminating traffic deaths and serious accidents on our streets by 2024.
Andrew Yang	Yang supports Vision Zero, but not the idea that every traffic death can be eliminated.
Fernando Mateo	N/A
Curtis Sliwa	N/A

2. Safety Technology & Telematics⁴

At its core, telematics can monitor speeds, location, traffic congestion, road conditions, driving behaviors, accidents, vehicle maintenance, environmental conditions, and more – and report it all in real-time. Seeing these types of variables and the accompanying data helps officials to better understand issues through advanced analytics.⁵

As part of the City's Vision Zero Initiative, the New York City Department of Citywide Administrative Services ("DCAS") implemented a telematics program. Using telematics⁶

¹¹⁶ <https://nyc.streetsblog.org/2021/05/04/vision-zero-in-decline-new-stats-show-blood-tide-of-road-violence-is-unchecked/>

technology, DCAS developed an operations and incident management system, Fleet Office Real-Time Tracking (“FORT”),¹¹⁷ to monitor real-time location and alerts from City fleet vehicles. FORT is used to tie many of the City’s safety initiatives, such as collision tracking, safe driving, and emergency management, into one easy- to-use system.¹¹⁸

With this telematics data, real-time key safety event information is presented to DCAS fleet managers and supervisors. This helps protect drivers and to make NYC streets safer for bicyclists, pedestrians, and commercial and private vehicles.

Candidate Positions on Safety Technology & Telematics

This report was unable to identify any mayoral candidate who has taken a position on this issue

Candidate	Position
Eric Adams	N/A
Shaun Donovan	N/A
Kathryn Garcia	N/A
Ray McGuire	N/A
Dianne Morales	Morales would continue with changes.
Scott Stringer	N/A
Maya Wiley	Wiley would continue with changes.
Andrew Yang	N/A
Fernando Mateo	N/A
Curtis Sliwa	N/A

3. Speed & Red Light Camera Programs

New York City uses various methods to encourage people to drive at safe speeds, including the installation of speed humps, the narrowing of wide travel lanes, the modification of traffic control signal timing, and the Police Department’s enforcement of the speed limit. In 2013 the New York State Legislature and Governor Cuomo enacted Sec. 1180-b of New York State’s Vehicle and Traffic Law (VTL), which granted New York City the authority to pilot an automated speed enforcement program to deter speeding in 20 school speed zones. The first speed camera violation was issued in January 2014. In June 2014, the pilot was expanded to a total of 140 school speed zones, in order to support the pursuit of the City’s Vision Zero goal of eliminating traffic deaths and serious injuries.¹¹⁹

The New York City Department of Transportation (“NYC DOT”) is now authorized by New York State to deploy speed cameras in 750 school speed zones on all weekdays between 6 AM and 10 PM. Speeding at the typical fixed camera location has dropped 71.5 percent, and injuries have dropped by 16.9 percent. Throughout 2020, new cameras were installed at a rate of 60 per month.

¹¹⁷ <https://www1.nyc.gov/site/dcas/agencies/vision-zero-fleet-safety.page>

¹¹⁸ <https://www.geotab.com/blog/nyc-vision-zero/>

¹¹⁹ <https://www1.nyc.gov/html/dot/downloads/pdf/speed-camera-report.pdf>

When fully implemented, New York City's speed camera program will be the largest in the United States, and possibly the largest in the world.

In 1988, the New York State Legislature and Governor enacted Section 1111-a of the Vehicle and Traffic Law, which granted New York City the authority to establish a demonstration program that would impose monetary liability on the owner of a vehicle for failure to comply with traffic control signals, and for NYC to install and operate traffic control signal monitoring devices at 150 intersections. New York City used this authorization to launch the nation's first Red Light Camera program in 1994.¹²⁰ The New York State Legislature has extended the program eight times, with the current authorization set to expire in December 2024. Since being implemented, the program has been effective in deterring drivers from running red lights, with the average daily number of violations issued at each camera declining by over 80%. Along with speed cameras and other traffic safety initiatives, the program has helped prevent traffic crashes.

Candidate Positions on Speed & Red Light Camera Programs

Candidate	Position
Eric Adams	N/A
Shaun Donovan	N/A
Kathryn Garcia	N/A
Ray McGuire	N/A
Dianne Morales	Morales would continue as is.
Scott Stringer	N/A
Maya Wiley	<p>Wiley would continue with changes. She will strengthen and expand the City's speed camera and red light camera programs, as well as the use of in-vehicle safety technology. A Wiley Administration will:</p> <ul style="list-style-type: none">• Create a comprehensive plan to daylight intersections: clear sight lines between pedestrian crossings and traffic by creating no-parking zones at the curbs in front of crosswalks at intersections• Increase the number of protected cross-walks, including addition of physical barriers• Expand coverage of pedestrian and cyclist islands across the city, with a focus on historically dangerous intersections• Scale up the city's successful street redesigns, and fast track completion of projects including the Queens Boulevard redesign• Explore modifications to the timing of traffic signals to ensure pedestrian safety at crosswalks• Advocate for the City to have home rule over setting speed limits, to cut the citywide speed limit to 20 mph and even lower on Open Streets• Increase the number of speed bumps in residential and school zones

¹²⁰ <https://www1.nyc.gov/html/dot/downloads/pdf/nyc-red-light-camera-program.pdf>

	<ul style="list-style-type: none"> Fully fund and enforce the Dangerous Vehicle Abatement Program, which first targets reckless drivers with restorative justice programming to reduce re-offending, and with harsher penalties up to impounding following multiple violations. Support the passage of the Crash Victim Rights and Safety Act at the State level, which includes measures to expand speed cameras, and permits the city to lower speed limits.
Andrew Yang	Yang favors increasing the number of speed cameras.
Fernando Mateo	N/A
Curtis Sliwa	N/A

4. License Plates for Bikes²

Operators of bicycles, E-bikes and E-scooters have all the same rights and are subject to all of the duties and regulations applicable to drivers of motor vehicles. However, these rules do not extend to license plates.

Proponents say license plate “are a simple way to better regulate and enforce the law for the growing number of bicycles, E-bikes and E-scooters in New York City.”¹²¹ Mayor de Blasio has recently floated the idea of requiring bikes or cyclists to have licenses plates.¹²² Legislation was introduced in the New York State Senate (S7206) that would require license plates for bicycles, bicycles for electric assist, and electric scooters in New York City.

Opponents say license plates would suppress bike usage and would be an unnecessary bureaucratic requirement. Opponent also raise policing issues.¹²³

Candidate Positions on License Plates for Bikes⁶

Candidate	Position
Eric Adams	Adams would not license bikes.
Shaun Donovan	N/A
Kathryn Garcia	Garcia called for licensing of electric bike riders; opposes licensing requirements for regular bikes.
Ray McGuire	N/A
Dianne Morales	Morales opposes bike license plates in general.
Scott Stringer	Stringer opposes bike license plates in general.
Maya Wiley	Wiley opposes bike license plates in general.
Andrew Yang	Yang supports licensing for e-bikes that “can go above a certain speed.”
Fernando Mateo	N/A
Curtis Sliwa	Sliwa opposes bike license plates, which he called “the first step to speed cameras for bicycles.”

¹²¹ <https://www.nysenate.gov/legislation/bills/2021/S7206>

¹²² <https://nypost.com/2021/05/12/mayoral-candidates-rip-de-blasios-bike-license-plate-proposal/>

¹²³ <https://nyc.streetsblog.org/2021/06/11/kathryn-garcia-slips-on-marcia-kramers-bike-licensing-banana-peel/>

J. School Bus & Pupil Transportation¹

The New York City Department of Education (“DOE”) in partnership with the Metropolitan Transit Authority (“MTA”) and DOE-contracted school age and preschool bus companies provides transportation to all eligible New York City students in public, charter, and non-public schools.¹²⁴ The DOE Office of Pupil Transportation (“OPT”) is the largest school transportation department in the country, serving over 600,000 New York City students attending public, charter, and non-public schools within the five boroughs and neighboring counties in New York, New Jersey, and Connecticut. OPT also provides bus service for more than 160,000 field trips every year.¹²⁵

According to the DOE, available transportation services vary by school and by each child’s eligibility for those services.¹²⁶ Services include mandated door to-door bus transportation for special education students and stop-to-school yellow bus transportation for qualifying elementary school students. Elementary school students not eligible for yellow bus service and older students may receive full- or half-fare passes for public transit.

The NYC Department of Education reportedly manages approximately 9,000 bus routes.¹²⁷

A January 2019 report by the NYC Council Committee on Education found:¹²⁸

DOE’s school bus services, and the operations of OPT, have a history of scandals and mismanagement. According to recent press reports, corruption within DOE, and in the school bus industry, continues as does the failure to provide students with safe, secure and reliable school busing services. The Daily News reported in October 2018 that in the first month of the current school year the New York City school bus helpline received 129,827 complaints, an increase from the already high number of 109,548 complaints, during the same period in the prior school year. Many of these complaints involve no-show school buses or significant delays. For example, according to these reports, Grandpa’s Bus, a company that operates in Queens and has a \$55.1 million contract with DOE, had recently received a high number of complaints from parents and advocates for delays as long as four hours, drivers who were lost on

¹²⁴ <https://www.schools.nyc.gov/school-life/transportation/transportation-overview>

¹²⁵ *Id.*

¹²⁶ <https://www.schools.nyc.gov/school-life/transportation/transportation-overview>

Transportation eligibility is based on a student’s grade level, walking distance between home and school, and existing accommodations based on a medical condition, housing status, or safety assessment.

<https://www.schools.nyc.gov/school-life/transportation/bus-eligibility>

¹²⁷ <https://www.fastcompany.com/90393225/new-york-citys-school-buses-will-now-be-automatically-routed-and-tracked-using-vias-algorithm>

¹²⁸ <https://legistar.council.nyc.gov/View.ashx?M=F&ID=6970148&GUID=41A8D812-6548-4696-8525-CC87D1A83F7C>.

routes and sought directions from students, letting a kindergartner¹ off at the wrong location, and simply failing to show up.

In January 2019, the City enacted a package of legislation to address delays and bus staffing that “exposed city school kids to hours-long delays and bus workers who’ve committed serious crimes.”¹²⁹ The laws mandate the use of GPS tracking systems on school buses, require school bus drivers to carry two-way radio systems to communicate with families and dispatchers, and require the City to issue public reports on the quality of school bus service, to test bus routes, and to notify families of the routes before the start of the school year.¹³⁰

In Fiscal 2020, the DOE’s actual spending on bus contracts totaled \$1.23 billion, even though, according to DOE, the agency “realized hundreds of millions in savings from idling busing during last spring’s pandemic-related school closures.”¹³¹ The DOE’s Fiscal 2022 Preliminary Budget allocated \$1.3 billion to student transportation—an increase of 5.4%, or \$63.8 million, when compared to the Fiscal 2021 Adopted Budget.¹³² In December 2019, New York City Comptroller Scott M. Stringer returned \$9.1 billion in school bus contract extensions after DOE failed to satisfactorily explain ballooning spending.¹³³ In March 2020, Comptroller Stringer sent a letter to the Chancellor “calling on DOE to reform sloppy procurement procedures” and “demand[ing] answers about DOE’s persistent refusal to use rigorous and regular performance evaluations to ensure taxpayers are getting the services they pay for and that safety procedures are followed.”¹³⁴

1. Department of Education Takeover of Private School Bus Service

To provide transportation services to students, the DOE enters into contracts with vendors—private companies that supply the school buses and employ the drivers who operate them and the attendants who assist the special education students whom they transport.¹³⁵

In October 2020, the DOE announced that it had reached a tentative agreement with Reliant Transportation for an acquisition of its school bus operating assets, which include its approximately 1,000 vehicle fleet and all equipment and intellectual property necessary for the provision of busing services.¹³⁶

¹²⁹ <https://www.nydailynews.com/new-york/education/ny-metro-new-laws-to-fix-broken-school-bus-system-20190111-story.html>

¹³⁰ L.L. 2019-026, 2019-027, 2019-030, 2019-031, 2019-032, 2019-033, and 2019-034.

¹³¹ <https://council.nyc.gov/budget/wp-content/uploads/sites/54/2021/03/DOE-Expense-.pdf>

¹³² <https://council.nyc.gov/budget/wp-content/uploads/sites/54/2021/03/DOE-Expense-.pdf>

¹³³ <https://comptroller.nyc.gov/wp-content/uploads/2020/02/Richard-Carranza-Bus-Letter.pdf>

¹³⁴ <https://comptroller.nyc.gov/newsroom/comptroller-stringer-calls-on-doe-to-reform-shoddy-contracting-and-ensure-children-are-protected/>; <https://comptroller.nyc.gov/wp-content/uploads/2020/02/Richard-Carranza-Bus-Letter.pdf>

¹³⁵ https://comptroller.nyc.gov/reports/audit-report-on-the-department-of-educations-oversight-of-the-qualifications-of-school-bus-drivers-and-attendants-employed-by-school-bus-company-contractors/#_ftn1

¹³⁶ <https://www1.nyc.gov/office-of-the-mayor/news/710-20/mayor-de-blasio-long-term-investment-bus-transportation-city-students>

In September 2020, the City filed for incorporation to establish NYCSBUS (New York City School Bus Umbrella Services, Inc.), a not-for-profit to oversee school bus inventory and employees. Reliant specializes in busing for special education students and runs approximately 950 school age busing routes for the Department of Education annually, approximately 10% of the DOE's school age busing network.

NYCSBUS will offer employment to the current Reliant workforce and work with labor partners to develop acceptable collective bargaining agreement terms to prevent any workforce disruption.

The reported cost to the City for the contract is \$890 million.¹³⁷ The City did not divulge separate acquisition costs or if the city would be responsible for roughly \$142 million in pension liabilities.¹³⁸

The deal was supposed to close in the first half of 2021.

Candidate Positions on DOE Takeover of Private School Bus Service

Candidate	Position
Eric Adams	N/A
Shaun Donovan	N/A
Kathryn Garcia	N/A
Ray McGuire	N/A
Dianne Morales	N/A
Scott Stringer	As Comptroller, Stringer said he would scrutinize the deal.
Maya Wiley	N/A
Andrew Yang	N/A
Fernando Mateo	N/A
Curtis Sliwa	N/A

2. Fleet Diversification & Technology

In August 2019, the NYC DOE and the ride sharing company Via announced that the City's school buses would be automatically routed and tracked using Via's school bus management system.¹³⁹ "Via for Schools" is an integrated, automated school bus routing, tracking, and communication platform with a parent-facing app that allows parents and students to track their bus in real-time and receive communications in the event of service changes. Previously, general education and pre-K school buses had two-way radios. Meaning, to determine the location of any bus, Office of Pupil Transportation ("OPT") would have to contact the bus company, which then used the two-way radio to convey location information. Now, DOE OPT also has a bus delays webpage for parents and guardians to see if their child's bus route has been impacted by traffic congestion or mechanical failure.¹⁴⁰

¹³⁷ <https://nypost.com/2020/12/18/bill-de-blasio-reliant-getting-away-with-rancid-school-bus-deal/>

¹³⁸ <https://nypost.com/2020/11/12/doe-set-to-quietly-ink-900m-bus-contract/>

¹³⁹ <https://ridewithvia.com/news/via-selected-to-power-new-york-citys-school-bus-system/>

¹⁴⁰ <https://www.opt-osfns.org/opt/vendors/busbreakdowns/public/default.aspx?search=YES>

Because of the constraints that COVID-19 has placed on student over the past year, school buses will begin operation in time in-person learning start dates in the 2021-2022 school year.¹⁴¹ In addition, the DOE is prioritizing busing students to and from school this year over other busing, such as for field trips and afterschool programs.¹⁴² To ensure the health of students and staff, the DOE will be following New York State Department of Health, New York State Education Department, and U.S. Centers for Disease Control and Prevention (“CDC”) recommendations regarding student transportation.¹⁴³

Numerous technologies have helped schools navigate the operational strain of COVID-19 on student transportation. Technologies that student transportation providers have used to deal with COVID-19 challenges include dynamic route planning, communication tools and apps, software to monitor and track cleaning and disinfection, social distancing software (via GPS and cameras), symptom reporting and recording (which is critical for any claim from a student or student’s family), and student tracking software.

Separate from COVID-19 protocols, other technologies help increase safety and efficiency for school buses, such as connected school buses and telematics. Connected school buses use “talk and telematics solutions including hands-free communication devices, smartphones and tablets, GPS, safety dashboard reports, driver support tools, and wireless connectivity to provide real-time access to ... buses, maps, fleet analytics, and driver coaching tools.”¹⁴⁴

Candidate Positions on Fleet Diversification & Technology

This report was unable to identify any mayoral candidate who has taken a position on this issue.

3. Department of Small Business Services School Bus Grant Program (Employee Protection Provisions)

In 1979, following a school bus strike, the DOE included in its school bus contracts employee protection provisions (“EPPs”) requiring school transportation contractors, among other things, to give priority in hiring to employees who became unemployed because of their employers’ loss of the DOE bus contract work and to pay such employees the same wages and benefits they had received prior to becoming unemployed.

EPPs are provisions for the retention or preference in the hiring of school bus drivers, attendants, and similar workers, in addition to the preservation of seniority, wages, pension and retirement benefits, and health/welfare benefits for such workers. EPPs provide for “master seniority lists” of bus workers who lost their jobs due to their employer losing its contract with the DOE. If a bus company lost its DOE busing contract, then the new contractor that was assigned the work was

¹⁴¹ <https://www.schools.nyc.gov/school-life/transportation/transportation-overview/whats-new>

¹⁴² <https://www.schools.nyc.gov/school-life/transportation/transportation-overview/whats-new>

¹⁴³ <https://www.schools.nyc.gov/school-life/transportation/transportation-overview/whats-new>

¹⁴⁴ <https://stnonline.com/partner-updates/school-bus-technology-increases-safety-efficiency-for-kids-drivers-admin/>

required to give hiring priority to persons on the master seniority list and, in connection with such hiring, preserve those workers' prior wages and maintain certain benefit contributions.¹

The EPPs were standard in the former Board of Education/DOE busing contracts for 30 years until the Bloomberg Administration removed them. In 2011, the New York State Court of Appeals ruled in *L&M Bus Corp., et al., v. the New York City Department of Education, et al. (L&M)*, that EPPs violated state laws on competitive bidding and that they failed to improve competition or save money. Two years after the court decision, the City took EPPs out of school bus contracts as part of City "austerity measures, arguing that the cut would save about \$200 million over five years."¹⁴⁵ When DOE issued a solicitation for school bus contracts that did not contain EPPs, it resulted in a months-long strike in 2013.²

Mayor Bill de Blasio promised to restore the provisions and has repeatedly tried to push for EPPs unsuccessfully. Since the 2014-15 school year, the NYC Department of Small Business Services ("DSBS") has administered a grant program to reimburse school transportation companies that have DOE contracts issued pursuant to RFB No. B2321 for costs incurred to maintain wages and benefits paid to certain employees. The DSBS Grant Program was created by Local Law 44 of 2014. DSBS has renewed the Grant Program annually through rulemaking to provide funding every school year. (Subsection F of Title 66 of the Rules of the City of New York)³

In January 2020, Governor Andrew Cuomo vetoed an EPP bill that would have required NYC school bus contracts contain provisions for the retention or preference in hiring of school bus workers.¹⁴⁶ In the bill's⁴

¹⁴⁵ <https://www.amny.com/education/cuomo-vetoed-employee-protection-provision-bill-for-school-bus-drivers/>

¹⁴⁶ S6208, <https://www.nysenate.gov/legislation/bills/2019/s6208>

veto memo, Cuomo wrote that “The inclusion of these provisions is both anti-competitive as well as cost-inflating.”¹⁴⁷ In 2016, Cuomo vetoed a similar bill on the same grounds.

Candidate Positions on DSBS School Bus Grant Program (EPPs)

This report was unable to identify any mayoral candidate who has taken a position on this issue.

K. Transportation Preferences

Candidate Transportation Preferences

Candidate	Position
Eric Adams	Adams said, if he is having a bad day, he “hops on his bike and rides to Coney Island or Crosses the Manhattan Bridge.”
Shaun Donovan	Donovan pledges that as mayor he will ride the subway regularly “to keep in touch with the everyday concerns of New Yorkers.”
Kathryn Garcia	Garcia has promised that she would ride the subway to City Hall.
Ray McGuire	McGuire rides his own bike and Citi Bike around the city.
Dianne Morales	Morales has stated that she would take the subway to City Hall if elected.
Scott Stringer	Stringer believes that we should move towards a car-free city. He wants to be the next “streets mayor” and “bus mayor.”
Maya Wiley	Wiley has said she “already rides the subway all the time- it’s the fastest way to get around our city, and as Mayor of course I will continue to do so.”
Andrew Yang	Yang is known to bike with his children to school and has said he would bike to City Hall if he was the mayor.
Fernando Mateo	N/A
Curtis Sliwa	Sliwa is known for being a fierce advocate of the subway.

¹⁴⁷ <https://www.amny.com/education/cuomo-vetoed-employee-protection-provision-bill-for-school-bus-drivers/>

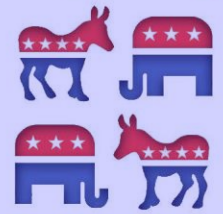
Appendix A



Transportation Policy² Voter Guide (E-Palm Card)

New York City 2021 Mayoral Election

Transportation Voter Guide Candidates' Positions and Plans



Primary Election Day Tuesday, June 22nd, 2021 | Early Voting: June 12th – 20th

2021 NYC Mayoral Candidates

Transportation Policy Positions, Ideas & Proposals

Eric Adams (Democrat)

- ★ Create shared electric bike and scooter networks for transit-starved communities.
- ★ Called for true Bus Rapid Transit (BRT) corridors outside Manhattan.
- ★ Accelerate rollout of electric buses.
- ★ Add 300 miles of new protected bike lanes, including bike "superhighways."

Shaun Donovan (Democrat)

- ★ Launch a true BRT network, add automated enforcement of bus lanes, and transit-signal priority.
- ★ Connect bike lanes with current transportation hubs with secure bike parking.
- ★ Deploy data and technology to understand the use and reallocation of curb space.

Kathryn Garcia (Democrat)

- ★ Electrify 10,000 school buses.
- ★ Implement a "one swipe" in-City network for LIRR and Metro North.
- ★ Expand the protected bike lane network by 250 miles.
- ★ Implement pilot parking permits for electric vehicles.
- ★ Use curbside space for public amenities.
- ★ Get trash bags off the sidewalk.

Fernando Mateo (Republican)

- ★ Opposes the installation of new bikeways without increasing affordable parking options for neighborhoods and small businesses.
- ★ Relocate Citi Bikes to parks, or somewhere else off the street to restore parking.

Ray McGuire (Democrat)

- ★ Create a senior rideshare program through a public-private partnership.
- ★ Revamp NYC Ferry service.
- ★ Push to expand express and select bus service, and work with the MTA to add 20 more select bus service routes.

Dianne Morales (Democrat)

- ★ Require ride-sharing apps to serve all New Yorkers the way taxicabs do.
- ★ Make Citi Bike a public utility that is free for all NYC residents.
- ★ Integrate the City's accessible taxi fleet into the MTA's Access-a-Ride program.
- ★ Advance towards free public transportation, beginning with the expansion of free buses.

Scott Stringer (Democrat)

- ★ Expand off-peak transit service so all subways and 100 bus lines come within six minutes 24/7.
- ★ Create an "Office of Public Space" to be responsible for managing street work permits and ensuring cooperation between agencies.
- ★ Create 35 miles of dedicated bus lanes every year.

Maya Wiley (Democrat)

- ★ Focus on moving the City towards low-emission forms of transportation, and reduce the size of the City's fleet while transitioning to electric vehicles by 2030.
- ★ Explore new infrastructure ideas, like building bike and pedestrian bridges across the Hudson and East Rivers.
- ★ Create a new Office of Public Space Management to work with communities to permanently and safely reallocate road space to cycling infrastructure, protected bike lanes, walking, community gatherings, and green urban design projects.
- ★ Fast-track efforts to redesign some of the city's most dangerous streets, including Queens Boulevard.
- ★ Build 30 miles of new bus lanes every year, and increase off-peak and weekend bus service, particularly outside Manhattan.
- ★ Redirect fare evasion policing funds toward expanding the Fair Fares program.

Andrew Yang (Democrat)

- ★ Take over control of NYC buses and subways from the MTA.
- ★ Build true BRT citywide and expand the Fair Fares program.
- ★ Institute a major crackdown on parking placard abuse.
- ★ Implement Super Blocks closed to traffic, like Barcelona, Spain.

Curtis Sliwa (Republican)

- ★ Add 4,500 uniformed & 500 undercover NYPD officers to patrol the subways.
- ★ Add 500 MTA officers to combat fare evasion.
- ★ Remove emotionally-disturbed & homeless persons from the subways & bring them to appropriate care facilities.



Appendix B



Candidate Biographies, Transportation Policies & Plans

2

Eric L. Adams (Democrat)¹



Website: ericadams2021.com/ ³

A. Campaign Website Bio⁴

I Am YOU!!⁵

The People's Candidate, Eric Adams⁶

Like so many New Yorkers, Brooklyn Borough President Eric Adams grew up with adversity—⁷ and overcame it.

As one of six children, born in Brownsville and raised in South Jamaica by a single mom who⁸ cleaned houses, Eric and his family did not always know if they would come home to an eviction notice on the front door or food on the table. And when he was beaten by police in the basement of a precinct house at 15, Eric faced a life-changing act of injustice.

But instead of giving into anger, Eric turned his pain into purpose and decided to change the police⁹ department from within. He joined the NYPD and became one of its most outspoken officers, calling out racism and bias in the department and pushing for major reforms.

As a founder of 100 Blacks in Law Enforcement Who Care, Eric would often police the streets in¹⁰ a bulletproof vest one day during the high-crime 1980's and 1990's and protest bad behavior by cops the next, marching side-by-side with his fellow civil rights advocates. He rose to the rank of captain, helping to build the first computerized system for tracking crime in the city, which led to historic gains in public safety.

Eric's efforts to change policing began his lifelong work to improve and protect New York.¹¹ From the NYPD, he moved on to the State Senate, where he represented sections of central and Brownstone Brooklyn. In Albany, Eric built winning coalitions to advance New York City's values

and goals, helping to push through measures to protect tenants and workers, combat gun violence, end the NYPD's abuses of stop and frisk, and advance human rights — including marriage equality. He also became the first person of color to chair the Senate's Homeland Security Committee.

Eric was then elected Brooklyn Borough President in 2013 by putting together a diverse coalition of Brooklynites to become the borough's first Black leader. As the representative of one of the nation's largest counties, Eric fought tirelessly to grow the local economy, invest in schools, reduce inequality, improve public safety, and advocate for smart policies and better government that delivers for all New Yorkers. When the COVID-19 pandemic struck the city, Eric moved a mattress into his office and worked around the clock to deliver donated meals and PPE to essential workers and vulnerable New Yorkers, demanding government produce more equitable relief.

In addition to continuing to fight for struggling New Yorkers and a better quality of life for all, Eric became a national leader on public health policy after learning he had developed Type 2 diabetes. Following his diagnosis, Eric completely changed his diet and his body, reversing the disease and launching a personal mission to educate New Yorkers about preventative care and wellness. His work has already led to successful proactive public health efforts across the city and increased education in schools and with high-risk populations in lower-income areas, partnering with civic organizations and health experts.

Eric is a lifelong New Yorker. He received his master's degree in public administration from Marist College, and is a graduate of New York City Technical College and the John Jay College of Criminal Justice. He is also a proud product of New York City public schools, including Bayside High School in Queens. Today he lives in Bedford-Stuyvesant, where he has resided for over 20 years.

B. Positions on Transportation Issues

Pandemic Recovery	
Taxi and For-Hire Vehicle Industry Relief	Would support a program to provide taxi vouchers for municipal employees to use for work-related travel
Taxi Medallion Owner Debt	Supports a taxi medallion bailout; believes the City did a disservice to the yellow cab industry and must be held responsible.
Public Transit Ridership	Adams said he would add 150 miles of new bus lanes and busways in four years, would push the MTA to get more electric buses on the road faster and would prioritize communities facing environmental health risks. He would also expand express and select bus service and envisions creating a full-fledged Bus Rapid Transit network.

Vaccine Priority for Taxi, For-Hire Vehicle, and Bus Drivers	Supported Matt Daus's call for vaccine prioritization for drivers.
Food & Package Delivery Workers	N/A
Tourism & Business Travel	N/A
Transportation Governance, Agency Coordination & Management	
MTA Reform, City Takeover & Privatization	Does not believe a City takeover of the MTA is practical.
Passenger Rail	N/A
Transportation Official Appointments & Staffing	N/A
Transportation Management Programs	Wants to extend CompSTAT-style governance to other NYC agencies.
NYC Master Transportation Plan	N/A
Equity & Accessibility	
Wheelchair Accessible Services & Access-A-Ride Reform	Would reform the Access-a-Ride program.
Fair Fares Program	N/A
Micro-Transit: Commuter Vans & Shuttle Services (Dollar Vans)	N/A
First-and-Last-Mile Public Private Partnerships	N/A
NYC Ferry	Would maintain the ferry program services, but has said they should be more cost-effective and be connected to transportation hubs.
Congestion Mitigation, Tolls & Pricing	
Congestion Pricing	Supports congestion pricing.
Bus Lanes, Bus Rapid Transit, and Busways	Would add 150 miles of new bus lanes and busways in four years. Envisions creating a full-fledged Bus Rapid Transit network, in which buses go faster because they travel in full-time, protected bus lanes often set off by barriers.
For-Hire Vehicle Cap	N/A
Transportation Labor Issues	
Gig Worker Classification, Living or Minimum Wages for Rideshare Drivers, and Collective Bargaining & Organized Labor	Believes gig workers should have the option to be categorized as full employees.

New & Innovative Modes & Mobility Services	
Automated & Connected Vehicles	N/A
Urban Air Mobility	N/A
Mobility-as-a-Service (MaaS)	N/A
Traffic & Curb Space Management	
Parking	N/A
Open Restaurants and Open Streets (Outdoor Dining)	Would focus on opening streets in communities of color and lower-income areas, particularly those that are underserved by parks and recreation space.
Bike Lane Expansion & Management	Interested in building a “bike super highway” under existing highways and supports expanded solutions for bike parking.
Pedestrian Plazas	N/A
Intercity Bus Curb Space Management	N/A
Taxi & For-Hire Vehicle Relief Stands	N/A
Truck & Freight Delivery Policy	N/A
Sustainable Transportation	
Electric Vehicles & Infrastructure	Would continue to expand charging infrastructure to further incentivize drivers to go electric; believes electric buses are an investment that will save the city money on fuel and maintenance.
Continuation of PlaNYC & OneNYC Sustainability Policies	Envisions reimaged streetscapes, and more green modes of transportation like all-electric buses.
Micromobility: Bikes, Scooters & Mopeds	Would create shared electric bike and scooter networks for transit-starved communities; and would commit capital funding to bike share expansion.
Safety – Passengers, Drivers & Pedestrians	
Vision Zero	Believes that Vision Zero should be expanded; supports Mayor de Blasio’s move to reduce the speed limit to 25 mph on several crash-prone outer borough roadways; also supports Transportation Alternatives 25x25 challenge of converting 25% of street space for pedestrian use by 2025.
Safety Technology & Telematics	N/A
Speed & Red Light Camera Programs	N/A
Bike License Plates	Would not license bikes.

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School Bus & Pupil Transportation	
Department of Education Takeover of Private School Bus Service	N/A
Fleet Diversification & Technology	N/A
Department of Small Business Services School Bus Grant Program (Employee Protection Provisions)	N/A
Transportation Preferences	Adams said, if he is having a bad day, he “hops on his bike and rides to Coney Island or Crosses the Manhattan Bridge.”

1

Shaun Donovan (Democrat)



Website: shaunfornyc.com/

C. Campaign Website Bio

Meet Shaun

A lifelong New Yorker, Shaun Donovan served as a member of Barack Obama's Cabinet, where he developed a close partnership with President Obama and was trusted by him and Joe Biden to take on some of the biggest challenges facing our country.

As New York City Mayor, Donovan will again work in partnership with President Biden – ensuring that New York City's voice is heard in the White House, and that New York's needs are met.

Shaun Donovan believes that your zip code should not predict your chances for success or how long you live. As a nationally-respected affordable housing expert, he knows it is critical for families to live in fair, safe, and affordable housing and that every neighborhood has equal access to the jobs, opportunities, and benefits New York City has to offer.

Shaun is a proven leader and manager. As Secretary of Housing and Urban Development in the Obama Cabinet, Shaun led the nation out of the Great Recession's housing crisis and reduced veterans' homelessness by 50 percent. And he successfully managed the four-trillion-dollar federal budget as Director of the Office of Management and Budget during the Obama/Biden administration.

From January, 2009 to July, 2014, Shaun was the 15th Secretary of the U.S. Department of Housing and Urban Development, where he led the fight against the nation's unprecedented foreclosure crisis. Under his leadership, HUD helped families rent or buy affordable homes, revitalized distressed communities, fought discrimination and dramatically reduced homelessness.

After Hurricane Sandy hit his hometown, President Obama asked him to lead the Hurricane Sandy Rebuilding Task Force, leaving a stronger, more resilient region than before the storm hit. ¹

Shaun served in President Obama's Cabinet for his full eight years in office. ²

In July, 2014, he was sworn in as the 40th Director of the U.S. Office of Management and Budget. ³ At OMB, Shaun increased investment in key domestic and national security priorities that grew the economy, protected our country and increased opportunity. And he oversaw regulations that reduced inequality, expanded health care, improved education and fought climate change. While OMB Director, Shaun played a pivotal role in managing the nation's response to the Ebola and Zika outbreaks.

Prior to joining the Obama Administration, Donovan served as Commissioner of the New York City Department of Housing Preservation and Development under Mayor Bloomberg, where he led the most aggressive affordable housing program in the nation. He also served in the Clinton administration as Deputy Assistant Secretary for Multi-family Housing at HUD and as acting FHA Commissioner. ⁴

Deeply affected by the crisis he saw around him growing up, he volunteered in a homeless shelter during college and interned for the National Coalition for the Homeless when he graduated. After studying housing in graduate school, he returned to work for the nonprofit Community Preservation Corporation in the Bronx and across New York City. ⁵

Donovan holds a B.A. and Masters degrees in Public Administration and Architecture from Harvard University. Shaun was born and grew up in New York City, and is married to Liza Gilbert, a landscape architect who has designed and restored parks in New York City and across the country. Shaun and Liza live in Brooklyn, where they raised their sons Milo and Lucas. ⁶

D. Positions on Transportation Issues ⁷

Pandemic Recovery	
Taxi and For-Hire Vehicle Industry Relief	N/A
Taxi Medallion Owner Debt	N/A
Public Transit Ridership	Donovan has stated that he would install more bus lane cameras, expand signal technology that gives buses priority at traffic lights, and also supports a full-fledged Bus Rapid Transit network. He believes in creating pathways for increased city oversight of the MTA. This would include bringing more funding to the MTA through avenues such as a Marijuana tax.
Vaccine Priority for Taxi, For-Hire Vehicle, and Bus Drivers	Supported Matt Daus's call for vaccine prioritization for drivers.

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Food & Package Delivery Workers	N/A
Tourism & Business Travel	N/A
Transportation Governance, Agency Coordination & Management	
MTA Reform, City Takeover & Privatization	Does not see a pathway to be able to take over the subways, but believes the City should have a mayor that has more power over the subways
Passenger Rail	N/A
Transportation Official Appointments & Staffing	N/A
Transportation Management Programs	N/A
NYC Master Transportation Plan	N/A
Equity & Accessibility	
Wheelchair Accessible Services & Access-A-Ride Reform	Making transportation accessible to people with disabilities is a central part of his plan. Would partner with the private sector to provide an alternative for riders who use wheelchairs; increase required minimum percentage of accessible vehicles for on-demand ride hailing services; create flexible transit services that can accommodate some mobility-impaired riders at less cost than paratransit (including “feeder” paratransit, on-demand services and route deviation); and reform Access-a-Ride by expanding or improving on-demand pilots and introducing contract incentives for improved performance.
Fair Fares Program	Continued commitment to Fair Fares.
Micro-Transit: Commuter Vans & Shuttle Services (Dollar Vans)	N/A
First-and-Last-Mile Public Private Partnerships	N/A
NYC Ferry	Thinks the ferry is important regardless of the high subsidy but would focus more on other modes of transportation.
Congestion Mitigation, Tolls & Pricing	
Congestion Pricing	Believes public transportation must be improved before the implementation of congestion pricing.
Bus Lanes, Bus Rapid Transit, and Busways	Would expand bus service in New York City to reach traditionally underserved neighborhoods by launching

	true BRT with fully separated and dedicated busways, platform-grade “stations,” and intelligent technology.
For-Hire Vehicle Cap	N/A
Transportation Labor Issues	
Gig Worker Classification, Living or Minimum Wages for Rideshare Drivers, and Collective Bargaining & Organized Labor	Supports categorizing gig workers as full employees with all the rights and benefits attached; believes the minimum wage in general should be increased annually.
New & Innovative Modes & Mobility Services	
Automated & Connected Vehicles	N/A
Urban Air Mobility	N/A
Mobility-as-a-Service (MaaS)	N/A
Traffic & Curb Space Management	
Parking	Supports a more rational approach to the curb that accounts for its multiple demands; would use data and technology to understand the use of and to allocate curb space.
Open Restaurants and Open Streets (Outdoor Dining)	Is committed to permanent Open Streets but believes that the approach needs to be based on equity, with a focus on those neighborhoods that were hardest hit by COVID-19.
Bike Lane Expansion & Management	Would expand bike lanes, while being responsive to local objections in deciding where to put the lanes.
Pedestrian Plazas	N/A
Intercity Bus Curb Space Management	N/A
Taxi & For-Hire Vehicle Relief Stands	N/A
Truck & Freight Delivery Policy	Supports exploring ways to reallocate the curb so it can better serve the City’s increasing use of them.
Sustainable Transportation	
Electric Vehicles & Infrastructure	Would increase the availability of EV charging stations to ensure that all residents, in every borough and neighborhood, live within a quick drive of on-street EV charging stations or fast-charging EV stations; would convert a portion of yellow diesel busses to electric models.
Continuation of PlaNYC & OneNYC Sustainability Policies	Hopes to significantly reduce GHG emissions in New York City’s transportation sector and facilitate the use of sustainable modes by all New Yorkers to truly deliver

	on the current administration's goal that 80% of trips be made using sustainable modes by 2050 would implement efficient, equitable, safe, and clean mobility policies and programs and ensure that the MTA bus system is entirely electric by 2040.
Micromobility: Bikes, Scooters & Mopeds	Embraces cycling and micromobility as viable modes of transportation; believes e-scooter companies operating in the outer boroughs should be responsive to community needs, including those of the disability community; would consider setting aside public funding to fuel the growth of bikeshare in New York City.
Safety – Passengers, Drivers & Pedestrians	
Vision Zero	Has a strong stance on the issue of traffic safety and plans to back it up with policy; supports getting to zero traffic deaths by 2024.
Safety Technology & Telematics	N/A
Speed & Red Light Camera Programs	N/A
Bike License Plates	N/A
School Bus & Pupil Transportation	
Department of Education Takeover of Private School Bus Service	N/A
Fleet Diversification & Technology	N/A
Department of Small Business Services School Bus Grant Program (Employee Protection Provisions)	N/A
Transportation Preferences	Donovan pledges that as mayor he will ride the subway regularly “to keep in touch with the everyday concerns of New Yorkers.”

Kathryn Garcia (Democrat)¹



Website: kgfornyc.com³

E. Campaign Website Bio⁴

Kathryn Garcia is a lifelong New Yorker and a dedicated public servant who has been called upon⁵ to solve the City's greatest challenges. Kathryn is the leader who can lift New York City out of crisis.

A LIFELONG NEW YORKER⁶

I love New York City. I was adopted as a baby by a teacher and a labor negotiator. My parents⁷ raised five multiracial kids in their Park Slope home. I raised my own two kids there as well and today, I live two blocks from where I grew up.

The 1970s Brooklyn of my childhood wasn't glamorous, and I can recall my mother's worries⁸ about the mortgage going up — but our neighborhood block was the center of our universe for my four siblings and me. It was stickball and skelly in the street, and we knew everyone on the block. It was a community. It was in this environment and through my parent's careers as civil servants that they raised us to embrace public service, to always give back to the city that had given so much to us. I want every family to have that same opportunity, that same feeling of community that my family did.

As a white kid growing up with black siblings, the beauty and strength of New York's diversity⁹ was present in my family, but, so were its short-comings. My siblings and I are treated differently based on the color of our skin or even our gender. Being a part of my uniquely New York family instilled in me early in life my values of equality and opportunity. I want to create a New York where all our complex identities are embraced and together they make the city a stronger and more

beautiful place. It is this exciting intersection of ethnicities, talents and experiences which makes NY so special.

This is why I've dedicated my life to making the city that I love better every day.

A PROVEN LEADER IN CRISIS

For the past 14 years, I've gotten up before sunrise to make sure that by the time most New Yorkers wake up, their trash has been collected and they have clean water in their tap. I haven't done it for the titles or the fanfare, but because I care fiercely and obsessively about improving the everyday lives of New Yorkers.

As the 43rd Sanitation Commissioner, I managed a uniformed agency of over 10,000 and implemented some of the most transformative initiatives in the history of the department, including banning styrofoam and implementing the nation's largest composting program. We plowed the snow, and kept the city running.

At the peak of the COVID19 pandemic last March, I took charge of our emergency food program and ensured delivery of over 130 million meals to hungry or sick New Yorkers. The program has now delivered over 200 million meals.

When Superstorm Sandy struck, as the Department of Environmental Protection's Incident Commander, I brought 42 pumping stations and a water waste treatment plant online in three days.

When the lead crisis threatened children at NYCHA, I was tapped again to serve and implemented new protocols that led to a 21% reduction in childhood lead poisoning.

Spanning two mayoral administrations, I have become the go-to problem solver, someone with foresight and leadership ability to take on projects that seem impossible to others. When New York City has needed me, I've always stepped up to the challenge. And that is why I have chosen this time, in our City's most challenging moment, to run for Mayor.

A PLAN FOR OUR FUTURE

I envision not the New York of our past, but the New York of tomorrow. A city where every child has the opportunity to pursue their dream. Where everyone can make a good living. A city where families are safe and healthy and people thrive. The most climate forward city on Earth. A city with world-class infrastructure, and subways that run on time. A city government known more for its efficiency than its mistakes. As we plan for the revival of this great city we must plan for a city that will be more equitable, more just, and climate-resilient. I can get it done.

F. Positions on Transportation Issues

Pandemic Recovery	
Taxi and For-Hire Vehicle Industry Relief	N/A

Taxi Medallion Owner Debt	N/A
Public Transit Ridership	Proposed converting 10,000 city school buses to electric, one-swipe in-city network for LIRR & Metro-North, would create new dedicated busways and bus lanes, and all-door barding and grow the Express Bus Network and Select Bus Service. Garcia also believes in investing public transit dollars to advance equity and service more New Yorkers by reallocating ferry subsidy toward and expand Fair Fares and protecting MTA Bus company from service cuts.
Vaccine Priority for Taxi, For-Hire Vehicle, and Bus Drivers	Supported Matt Daus's call for vaccine prioritization for drivers.
Food & Package Delivery Workers	N/A
Tourism & Business Travel	N/A
Transportation Governance, Agency Coordination & Management	
MTA Reform, City Takeover & Privatization	Would love to see the City take control, but only if we had the revenue to support it.
Passenger Rail	Would work with the MTA to create a one-swipe in-city transportation network that integrates LIRR and Metro-North service.
Transportation Official Appointments & Staffing	N/A
Transportation Management Programs	N/A
NYC Master Transportation Plan	N/A
Equity & Accessibility	
Wheelchair Accessible Services & Access-A-Ride Reform	Prioritizes installation and maintenance of elevators throughout the MTA to move toward a fully accessible public transit system, and make intersections safer with fully accessible pedestrian ramps citywide.
Fair Fares Program	Would reallocate ferry subsidy toward and expand Fair Fares.
Micro-Transit: Commuter Vans & Shuttle Services (Dollar Vans)	N/A
First-and-Last-Mile Public Private Partnerships	Would provide incentives to support Micromobility options for the first/last mile of multimodal transit trips.
NYC Ferry	Would reallocate ferry subsidy toward and expand Fair Fares, and protect MTA Bus Company from service cuts.

Congestion Mitigation, Tolls & Pricing	
Congestion Pricing	Wants to see congestion pricing happen, but disabled New Yorkers should have an exemption.
Bus Lanes, Bus Rapid Transit, and Busways	Would create new dedicated busways and bus lanes, expand off-board payment and all-door boarding, give our buses priority at intersections, and grow the Express Bus network and Select Bus Service to cut down commuting times.
For-Hire Vehicle Cap	N/A
Transportation Labor Issues	
Gig Worker Classification, Living or Minimum Wages for Rideshare Drivers, and Collective Bargaining & Organized Labor	Supports categorizing gig workers as full employees with all the rights and benefits attached; believes the minimum wage in general should be increased annually.
New & Innovative Modes & Mobility Services	
Automated & Connected Vehicles	N/A
Urban Air Mobility	N/A
Mobility-as-a-Service (MaaS)	N/A
Traffic & Curb Space Management	
Parking	Supports using a digitized system for reporting placard abuse and would pilot residential parking permits to make on-street parking a privilege, not a right.
Open Restaurants and Open Streets (Outdoor Dining)	Calls for permanent Open Streets.
Bike Lane Expansion & Management	Would add 250 more miles of protected lanes, prioritizing connectivity; would better maintain the bike lanes we already have: procure badly needed small equipment to clean and plow bike lanes.
Pedestrian Plazas	Wants to increase public space by creating “complete streets” in every borough and using curbside space for public amenities such as curbside seating and bike parking.
Intercity Bus Curb Space Management	N/A
Taxi & For-Hire Vehicle Relief Stands	N/A
Truck & Freight Delivery Policy	To support climate goals, would Implement a zero-interest loan program to help small businesses to buy small-scale, electric, pedestrian-safe delivery vehicles to replace diesel

	vans; would regulate delivery companies to reduce congestion, improve safety and protect workers; and supports providing incentives to support Micromobility options for the first/last mile of multimodal transit trips.
Sustainable Transportation	
Electric Vehicles & Infrastructure	Would require the New York City government to shift to a fully electric fleet; would require school buses and the MTA's bus fleet be fully electric by 2040.
Continuation of PlaNYC & OneNYC Sustainability Policies	Would implement Transportation Alternatives' NYC 25 x 25 plan; has vowed to create "Green Boulevards" across New York—converting 25% of car space into space for people
Micromobility: Bikes, Scooters & Mopeds	Would provide incentives to support Micromobility options for the first/last mile of multimodal transit trips; would better integrate Citi Bike into the existing transit network and subsidize expansion into communities that have been underserved by the existing program.
Safety – Passengers, Drivers & Pedestrians	
Vision Zero	Would focus on infrastructure to reduce traffic deaths, instead of changing driver habits.
Safety Technology & Telematics	N/A
Speed & Red Light Camera Programs	N/A
Bike License Plates	Called for licensing of electric bike riders; opposes licensing requirements for regular bikes.
School Bus & Pupil Transportation	
Department of Education Takeover of Private School Bus Service	N/A
Fleet Diversification & Technology	N/A
Department of Small Business Services School Bus Grant Program (Employee Protection Provisions)	N/A
Transportation Preferences	Garcia has promised that she would ride the subway to City Hall.

Raymond McGuire (Democrat)¹



Website: <https://www.rayformayor.com/>³

G. Campaign Website Bio⁴

Raised by a single mother and his grandparents in Dayton, Ohio, Ray McGuire and his two brothers⁵ didn't have much growing up. But they had family, faith, church, a loving home and a deep-seated belief that education was their ticket to anywhere.

"I never knew my father. He never acknowledged me, a sorrow I share with far too many in the⁶ neighborhood."

Even without a father, family was everything to Ray. His mother, Wiletha McGuire, was, and to⁷ this day is, a powerful force in Ray's life. When she wasn't taking care of their family she worked as a social worker.

Ray saw his grandfather working in a factory during the week, as a janitor on the weekends and⁸ serving as the head deacon in his church. His grandmother was the head of the church missionary board. His grandparents tried to "save souls through faith." Through his mother and grandparents Ray absorbed the values of working hard, believing in yourself and looking out for other people who need a hand along the way.

When a 5th grade teacher saw something special in Ray, he got a scholarship and his family dug⁹ deep, sacrificed and borrowed money so Ray could go to a better school. Every day, Ray walked a mile or so and took a bus to get to a school where few others looked like him.

"By 11th grade, I was president of the student council, had a 4.0 GPA and was averaging 28.0¹⁰ points a game on the basketball team (solid form, decent elevation, slight reluctance to pass)."

When a teacher challenged Ray by saying, “If you are as good as they say you are, why don’t you go test yourself against the big girls and boys in the East?” Ray, then 16, took a plane by himself to Connecticut. From there, he took a Greyhound bus trying to find a place “to test himself” and get a better education. With another scholarship, more student loans and more borrowed money, Ray decided on Hotchkiss, one of the best prep schools in the country.

Ray went on to Harvard, becoming the first in his family to graduate from college. He then enrolled in a four-year JD/MBA program at Harvard. After earning degrees in law and business at the same time, Ray went to New York for a job on Wall Street.

“I couldn’t afford a place to live in the city, but a friend’s parents let me stay at their apartment while they were away. They didn’t charge me, but I had to pay all the utilities so, needless to say, I spent a lot of time with the lights off.”

Like so many New Yorkers, Ray came to New York wide-eyed with a mix of hope and fear, confidence and doubt. From day one, Ray knew New York City was where he wanted to build a better life for himself, but he didn’t know how to make it all happen. He was awed and inspired by the city’s energy. For a kid from a small city in Ohio, the sheer size and speed of New York was intimidating. Ray felt like an outsider and, in the business he was going into, he was an outsider.

“Almost no one in Wall Street corporate finance looked like me. I was reminded of what my mother and grandparents would say to me—that I had to work twice as hard to be considered half as good. I was one of the first but, since then, I made sure I was never the only.”

Over the last 36 years, Ray has led businesses responsible for generating \$20+ billion a year in revenue supporting public and private sector clients around the world. He recruited and built teams to do multi-billion-dollar deals, and he advised the CEOs of companies on how to help their businesses grow, thrive and create jobs.

For the last 13 years, he was the head of global corporate and investment banking at Citigroup and the longest tenured head of investment banking in the history of Wall Street. Ray has personally originated and executed deals valued at over \$650 billion while he also worked to make a difference.

As a Citi Foundation Board member, Ray helped the firm improve the lives of people in low-income communities. He also recently helped write a groundbreaking report on the economic impact of systemic racism. Throughout his career, Ray has served as a mentor to the next generation of corporate and civic leaders in New York. By mentoring people, Ray has held the door open for many others including those who grew up like him.

“I’ve been a have and I’ve been a have not. Today, I’m proud to be able to give back to my city and I feel fortunate to serve on a number of civic, charitable and educational institutions.”

When Ray wasn’t working, he was giving back to kids in New York City by contributing to their educational opportunities. For 30 years, Ray has been on the board of the De La Salle Academy.

This small, independent day school primarily serves gifted students, many who live below the poverty line. Many of these kids commute every day, mostly by taking public transportation and sometimes for hours.

“They run the gauntlet of detractors and doubters back in the community, just like I did. I’m sure they hear their friends say they’ll never make it, like mine did.”

Ray has also given back to the city he loves by serving on the boards of the New York Presbyterian Hospital, the New York Public Library, the Whitney Museum and the Studio Museum in Harlem. He has also served on advisory boards for the Council of Urban Professionals, Sponsors for Educational Opportunities, Management Leadership for Tomorrow and others throughout the city.

Now, Ray is running for mayor to lead the city’s recovery as it deals with the loss of one million jobs and one in three businesses. Ray also knows the city was facing many problems even before this pandemic, and he wants to use his experience to help rebuild our economy and improve the lives of every New Yorker.

“New York is the greatest city on earth, but it is a city at risk—grave risk. The danger lights are flashing red. We’re facing a financial crisis unlike any the city has seen before. Too many kids who look like me or grew up like I did can’t make it. Too many people are out of work. No jobs. No city. I’m running because the same old political answers won’t fix that.”

Ray knows that racial and social justice are long overdue, and that New York has an opportunity to lead by example. He believes that a city built on diversity can be a city that leads the way on inclusion, opportunity and success. Ray knows we must address bad policing and rethink our approach to public safety while we also tackle inequities in housing, health and the myriad of other systemic issues holding New Yorkers back.

“Like so many other people in our city, I can wear a suit and be seen as a successful businessman in the eyes of the law. But, if I’m walking home from playing basketball with my children, I could easily be the next George Floyd. The fight for social and racial justice is one I take very seriously.”

With the COVID-19 crisis magnifying all of the city’s challenges and creating an economic crisis like none other, some are suggesting, “New York is over.” Ray thinks they are wrong. And he is ready to prove it by using his experience to rebuild our city’s economy, spark innovation, create and attract new jobs and still make the city more affordable and more equitable.

H. Positions on Transportation Issues

Pandemic Recovery	
Taxi and For-Hire Vehicle Industry Relief	N/A
Taxi Medallion Owner Debt	N/A

Public Transit Ridership	McGuire would push to expand express and select bus service and would work with the MTA to add 20 more select bus service routes.
Vaccine Priority for Taxi, For-Hire Vehicle, and Bus Drivers	McGuire supported Matt Daus's call for vaccine prioritization for drivers.
Food & Package Delivery Workers	N/A
Tourism & Business Travel	N/A
Transportation Governance, Agency Coordination & Management	
MTA Reform, City Takeover & Privatization	Does not believe the City can afford an MTA takeover.
Passenger Rail	N/A
Transportation Official Appointments & Staffing	N/A
Transportation Management Programs	N/A
NYC Master Transportation Plan	N/A
Equity & Accessibility	
Wheelchair Accessible Services & Access-A-Ride Reform	Would create a senior rideshare program through a public-private partnership; expand access to transportation options to allow older adults to be more mobile; pilot a public private partnership with rideshare companies and other transportation service providers to provide low-cost rides for seniors.
Fair Fares Program	N/A
Micro-Transit: Commuter Vans & Shuttle Services (Dollar Vans)	N/A
First-and-Last-Mile Public Private Partnerships	N/A
NYC Ferry	Would revamp NYC Ferry schedule and routes to attract more people.
Congestion Mitigation, Tolls & Pricing	
Congestion Pricing	Supports congestion pricing.
Bus Lanes, Bus Rapid Transit, and Busways	N/A
For-Hire Vehicle Cap	N/A
Transportation Labor Issues	
Gig Worker Classification, Living or Minimum Wages for Rideshare Drivers, and Collective Bargaining & Organized Labor	N/A

New & Innovative Modes & Mobility Services	
Automated & Connected Vehicles	N/A
Urban Air Mobility	N/A
Mobility-as-a-Service (MaaS)	N/A
Traffic & Curb Space Management	
Parking	N/A
Open Restaurants and Open Streets (Outdoor Dining)	McGuire would continue to build on the Open Streets program, focusing on partnerships with local businesses.
Bike Lane Expansion & Management	Expand bike lanes, while being responsive to local objections in deciding where to put the lanes.
Pedestrian Plazas	N/A
Intercity Bus Curb Space Management	N/A
Taxi & For-Hire Vehicle Relief Stands	N/A
Truck & Freight Delivery Policy	N/A
Sustainable Transportation	
Electric Vehicles & Infrastructure	N/A
Continuation of PlaNYC & OneNYC Sustainability Policies	N/A
Micromobility: Bikes, Scooters & Mopeds	Is a fan of Citi Bike, but he did not specifically mention any plans to bolster or expand it into communities that have yet to receive the bike share program.
Safety – Passengers, Drivers & Pedestrians	
Vision Zero	N/A
Safety Technology & Telematics	N/A
Speed & Red Light Camera Programs	N/A
Bike License Plates	N/A
School Bus & Pupil Transportation	
Department of Education Takeover of Private School Bus Service	N/A
Fleet Diversification & Technology	N/A
Department of Small Business Services School Bus Grant Program (Employee Protection Provisions)	N/A
Transportation Preferences	McGuire rides his own bike and Citi Bike around the city.

Fernando A. Mateo (Republican)¹



Website: MateoTheMayor.com³

I. Campaign Website Bio⁴

Fernando Mateo is the living embodiment of the American Dream.⁵

As a high-performing, civic-minded, serial entrepreneur, Fernando Mateo has willed himself into becoming one of the most accomplished and prominent Hispanic citizens in the country, today. He has built a business empire and a remarkable reputation for his achievements.⁶

He began as a fledgling entrepreneur and through extraordinary hard work, determination and sacrifice, he received many awards and accolades. While still a teenager, Mr. Mateo started a small carpet business in the Lower East Side that blossomed into a multi-million dollar contracting business. He was instrumental in revitalizing the Dyckman Strip in Northern Manhattan and in transforming Uptown Manhattan into a magnet that draws people from all over New York City and beyond.⁷

Since the early 1990's Mr. Mateo has been a highly respected and nationally recognized public figure. In 1990 he founded the Mateo Institute of Training, a job training program for incarcerated first-time, non-violent offenders. The program offered participants training in practical skills and eventually evolved into a full-fledged curriculum for inmates at the correctional facility on Rikers Island.⁸

Mr. Mateo was awarded the Points of Light award by President George H.W. Bush in 1991. He also founded the "Toys for Guns" program at Christmas time in 1993 – an exchange program that was eventually rolled out nationwide and helped to get guns out of the hands of criminals. He was then selected as the "Entrepreneur of the Year" in 1993 by Ernst and Young. Additionally, in 1994⁹

Mr. Mateo was named “One of the Five Most Influential People in the Country” by the New York Times.

In 1998 Mr. Mateo became President of the New York State Federation of Taxi Drivers. He secured a \$5 million grant for installing bullet-proof partitions in taxis, which contributed to a dramatic decline in the murder rate of taxi drivers. In addition, he is the founder of Hispanics Across America, an umbrella conglomerate encompassing other Hispanic organizations, including the Northern Manhattan Restaurant & Lounge LLC, NYS Federation of Taxi drivers, and the Bodega Association of America. Mr. Mateo has served as a director on the board of the Battery Park City Authority in New York City, Board of Trustees of Mercy College and currently serves on the Westchester County Police Board for public safety, as well as being a Deputy Sheriff in Westchester County.

In 2003 President George W. Bush named Mr. Mateo to the White House Presidential Scholars Commission. His work in the political sphere has had an outsized and international impact. In 2005 Mr. Mateo served as the Hispanic Director for Mayor Michael Bloomberg’s successful re-election campaign. He delivered over 100,000 signed ballots to the Congress and Senate of the Dominican Republic and helped Dominicans secure the right to vote abroad for the first time. In 2004 Mr. Mateo was the leading Hispanic fundraiser for the Republican Party in New York State, raising nearly \$1 million in campaign contributions for both Governor George Pataki and President George W. Bush.

His most recent entrepreneurial venture was in 2017. Mr. Mateo and his wife Stella started the construction and build out of Zona de Cuba Restaurant located on top of a Federal Landmark building - the iconic Bronx Post Office on the Grand Concourse and cross street of 149th. Zona de Cuba opened in May 2019 and employs more than 100 people from the SoBro (South Bronx) neighborhood.

Fernando Mateo’s illustrious career is a testament to his extraordinary work ethic and dedication to excellence in every endeavor he has undertaken. His passion for his career, community, and country makes Mr. Mateo an outstanding candidate for becoming New York City’s next Mayor.

J. Positions on Transportation Issues

Pandemic Recovery	
Taxi and For-Hire Vehicle Industry Relief	N/A
Taxi Medallion Owner Debt	Proposed a “Transit Reboot Plan” for the taxi industry that includes: <ul style="list-style-type: none">7. Reducing the ranks of app-based cars8. Charging app-based cars to operate in NYC9. Auctioning 75,000 one-year permits in year one10. Auctioning 65,000 permits in year two

	11. Auctioning 55,000 permits for year three TLC to make a fresh start with new ideas and new leadership
Public Transit Ridership	N/A
Vaccine Priority for Taxi, For-Hire Vehicle, and Bus Drivers	N/A
Food & Package Delivery Workers	N/A
Tourism & Business Travel	N/A
Transportation Governance, Agency Coordination & Management	
MTA Reform, City Takeover & Privatization	Supports NYC gaining control of its subway and bus systems, provided the city also gains full control of bridge and tunnel toll revenue.
Passenger Rail	N/A
Transportation Official Appointments & Staffing	N/A
Transportation Management Programs	N/A
NYC Master Transportation Plan	N/A
Equity & Accessibility	
Wheelchair Accessible Services & Access-A-Ride Reform	N/A
Fair Fares Program	N/A
Micro-Transit: Commuter Vans & Shuttle Services (Dollar Vans)	N/A
First-and-Last-Mile Public Private Partnerships	N/A
NYC Ferry	Mateo would continue or build on current NYC Ferry service and expansion plans while keeping fare at \$2.75, providing additional dollars to step up service.
Congestion Mitigation, Tolls & Pricing	
Congestion Pricing	Believes New York should not proceed as soon as possible with congestion pricing (or that further evaluation is needed), charging vehicles to enter central Manhattan.
Bus Lanes, Bus Rapid Transit, and Busways	N/A
For-Hire Vehicle Cap	N/A
Transportation Labor Issues	
Gig Worker Classification, Living or Minimum Wages for Rideshare Drivers, and Collective Bargaining & Organized Labor	N/A
New & Innovative Modes & Mobility Services	

Automated & Connected Vehicles	N/A
Urban Air Mobility	N/A
Mobility-as-a-Service (MaaS)	N/A
Traffic & Curb Space Management	
Parking	Believes the City needs more parking; would relocate Citi Bike street docks and would not add new bike lanes.
Open Restaurants and Open Streets (Outdoor Dining)	Would work with communities to establish seasonal outdoor seating.
Bike Lane Expansion & Management	Would alter or remove existing lanes where warranted.
Pedestrian Plazas	N/A
Intercity Bus Curb Space Management	N/A
Taxi & For-Hire Vehicle Relief Stands	N/A
Truck & Freight Delivery Policy	N/A
Sustainable Transportation	
Electric Vehicles & Infrastructure	N/A
Continuation of PlaNYC & OneNYC Sustainability Policies	N/A
Micromobility: Bikes, Scooters & Mopeds	Would remove Citi Bikes from the current locations and place them in parks or near bus stops.
Safety – Passengers, Drivers & Pedestrians	
Vision Zero	N/A
Safety Technology & Telematics	N/A
Speed & Red Light Camera Programs	N/A
Bike License Plates	N/A
School Bus & Pupil Transportation	
Department of Education Takeover of Private School Bus Service	N/A
Fleet Diversification & Technology	N/A
Department of Small Business Services School Bus Grant Program (Employee Protection Provisions)	N/A
Transportation Preferences	N/A

Dianne Morales (Democrat)



Website: www.dianne.nyc

K. Campaign Website Bio

Let's cut to the chase: If you're looking for a candidate who solely wants to protect luxury developers, Wall Street or the interests of the wealthy — Dianne Morales is NOT your choice.

But if you're looking for a champion with a proven track record of creating solutions to meet the needs of the lifeline of our City — your candidate is Dianne Morales.

Dianne is like many of us. As a Bed-Stuy native, single mother and proud daughter of Puerto Rican parents, Dianne understands our city's systems, from public housing to public schools. Dianne's mother was an office manager for the leather workers' union, and her father was a 32BJ member and former building manager on the Brooklyn waterfront, the area now known as DUMBO. They lived in NYCHA, and little Dianne was often the translator for her Abuela Rosa, who shared a room and a bed with Dianne. Dianne's family was a part of a community — a village — that looked out for one another because the City failed to provide the basics their neighborhood needed. Her family taught her to lift as you climb. Even as an adult, this fight didn't end: A mother of two children with learning differences, Dianne sued the City's public school system to get the resources her daughter needed to learn effectively.

Dianne is the only former NYC public school teacher in this race — and that matters. Dianne knows firsthand how segregated schools have divided young people based on race, income and ZIP code. It's for this very reason Dianne has committed her entire career to meeting the needs of our fellow neighbors.

She is the former Executive Director of The Door, where she launched a street outreach program on the Christopher St. Pier for homeless LGBTQ+ youth that expanded to create a drop-in program

for homeless youth and a supportive housing development. She also established the strategic plan for what would become Broome Street Academy — the first NYC public high school targeting homeless & foster care youth. Dianne has always focused on co-creating spaces committed to transformation, inclusion and equity with, for and by the community.

In her most recent position as the Executive Director and CEO of Phipps Neighborhoods for almost a decade, Dianne's management of multimillion-dollar budgets resulted in the creation of a career training program for young adults in the healthcare field. The program successfully exceeded national promotion and retention rates. Dianne has also developed and overseen programs addressing housing insecurity, mental illness, foster care and education. Dianne's impact is global: She served on the ground during the Hurricane Maria recovery, helping to establish the Fundación de Mujeres en Puerto Rico, which elevates and supports women's leadership and representation in Puerto Rico's rebuilding efforts for sustainable relief.

If you ask Dianne, she would likely say she's a learner, a survivor and a working single mother of two trying to do her best. But to so many in this city touched by her leadership, she is so much more. From being a founding member of Jumpstart, a national early literacy organization, to organizing and marshaling demonstrations against police brutality, to co-leading mutual aid efforts in response to food and clothing needs during the coronavirus pandemic, Dianne is an equity champion who still embodies the lift as you climb mindset from her childhood.

L. Positions on Transportation Issues

Pandemic Recovery	
Taxi and For-Hire Vehicle Industry Relief	N/A
Taxi Medallion Owner Debt	N/A
Public Transit Ridership	Included in Morales's transportation plan are the following: expanding busways and express bus lanes and implementing Bus Rapid Transit along major corridors.
Vaccine Priority for Taxi, For-Hire Vehicle, and Bus Drivers	N/A
Food & Package Delivery Workers	N/A
Tourism & Business Travel	N/A
Transportation Governance, Agency Coordination & Management	
MTA Reform, City Takeover & Privatization	Does not support City-control of the MTA.
Passenger Rail	N/A
Transportation Official Appointments & Staffing	In staffing, Morales would look for a history of committed public service and a vision of viewing

	transportation as a public good and a vital aspect of urban equity and infrastructure. Inclusive values that see the importance of disability justice and the reduction of car culture.
Transportation Management Programs	Would not support the expansion of the NYPD's COMPSTAT-related program known as TrafficStat, to cover not just traffic safety goals, but also all transportation related matters citywide, to be run out of the Mayor's office (or another suitable oversight agency) to hold all mobility related agencies responsible for performance measures and inter-agency coordination.
NYC Master Transportation Plan	Would support the creation of a PlaNYC-like Master Plan for Transportation, that would cover any of the following policy goals - Safety, Service Delivery, Sustainability, Equity & Multi-Modal Planning for the Future (e.g., Seattle Department of Transportation's Playbook; Singapore's Bringing People Together 2040 Plan)
Equity & Accessibility	
Wheelchair Accessible Services & Access-A-Ride Reform	Would increase and require ADA compliance at bus stops, ferry stops and green spaces, and advocate for elevators to be included in any major subway renovation; require more Lyfts, Ubers and other new ride-sharing apps to serve all New Yorkers the way taxi cabs are required to do; and integrate the City's accessible taxi fleet into the MTA's Access-a-Ride programs to enable more immediate rides versus a 24-hour advance request.
Fair Fares Program	Would expand the Fair Fares program to make transportation free for all NYC students and low-income New Yorkers.
Micro-Transit: Commuter Vans & Shuttle Services (Dollar Vans)	Supports subsidizing Private Commuter (Dollar) Vans & Shuttles (and coordinate micro-transit service delivery to transit deserts).
First-and-Last-Mile Public Private Partnerships	N/A
NYC Ferry	Would not expand the ferry system.
Congestion Mitigation, Tolls & Pricing	
Congestion Pricing	Morales supports congestion pricing. Supports exemptions for all low income NYC residents, and Taxicabs.
Bus Lanes, Bus Rapid Transit, and Busways	Supported a call by a coalition of community, environmental and business groups to create 500 miles of new protected bus lanes by 2025 to ensure every New

	Yorker lives within a quarter-mile of a bus lane; envisions creating a full-fledged Bus Rapid Transit network, in which buses go faster because they travel in full-time, protected bus lanes often set off by barriers.
For-Hire Vehicle Cap	N/A
Transportation Labor Issues	
Gig Worker Classification, Living or Minimum Wages for Rideshare Drivers, and Collective Bargaining & Organized Labor	Would expand the Freelance Isn't Free Act with increased protections for gig, domestic, nail salon, for hire and street vendors; would better enforce protections for independent contractors and freelancers; would protect digital workers and democratize the gig economy through a platform cooperative and digital democracy agenda
New & Innovative Modes & Mobility Services	
Automated & Connected Vehicles	Morals would not consider AVs/CVs for testing and/or adoption in NYC.
Urban Air Mobility	Morals would not consider UAM for testing and/or adoption in NYC.
Mobility-as-a-Service (MaaS)	Morals would consider MaaS for testing and/or adoption in NYC.
Traffic & Curb Space Management	
Parking	N/A
Open Restaurants and Open Streets (Outdoor Dining)	Plans to expand the Open Streets program and make it permanent, with particular focus on expansion outside of the central tourism corridors—not with focus on commercialization, but on community.
Bike Lane Expansion & Management	Would require protected bike lanes to ensure cyclist are actually safe and a move to make Citi Bikes a new and completely public utility free for all NYC residents.
Pedestrian Plazas	Prioritize building more open spaces, including parks, community spaces, plazas and more in communities that are lacking public spaces.
Intercity Bus Curb Space Management	N/A
Taxi & For-Hire Vehicle Relief Stands	N/A
Truck & Freight Delivery Policy	N/A
Sustainable Transportation	
Electric Vehicles & Infrastructure	N/A
Continuation of PlaNYC & OneNYC Sustainability Policies	Would develop a transformative transit and mobility strategy to strengthen public power, fully electrify public transportation, increase access to mobility,

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	reduce car culture, and expand and protect public use cycling and open space.
Micromobility: Bikes, Scooters & Mopeds	Would make Citi Bike a public utility that is free for all NYC residents; would require more pedal assist electric Citi Bikes; would require Citi Bike be prioritized in transit deserts; would support setting aside public funding to fuel the growth of bikeshare in New York City.
Safety – Passengers, Drivers & Pedestrians	
Vision Zero	Would continue with changes. Supports meeting the 2024 Vision Zero deadline for getting to zero traffic deaths; would ask DOT to study the last mile that trucks travel in the City and report on the impact of climate, traffic, and pedestrian safety.
Safety Technology & Telematics	Would continue with changes.
Speed & Red Light Camera Programs	Would continue as is.
Bike License Plates	Opposes bike license plates in general.
School Bus & Pupil Transportation	
Department of Education Takeover of Private School Bus Service	N/A
Fleet Diversification & Technology	N/A
Department of Small Business Services School Bus Grant Program (Employee Protection Provisions)	N/A
Transportation Preferences	Morales has stated that she would take the subway to City Hall if elected.

Curtis Sliwa (Republican)



Website: curtissliwaformayor.com

M. Campaign Website Bio

In the late 1970's, New York City was a modern-day equivalent of the Wild West. Murder and violent crime were the norm. A trip on the Subway was an exercise in urban survival. Residents of the city resigned themselves to the reality as the politicians and police seemed powerless.

However, a young man from Brooklyn, a former Jesuit student, felt someone had to do something. Curtis Sliwa stepped forward. He knew that the city he was born in, the city he loved, deserved better. Curtis Sliwa acted.

In the beginning of 2020, Curtis Sliwa announced he will officially be running for NYC Mayor 2021. Sliwa is quoted saying, "De Blasio recently said in his state of the city address that he wants to save our city after spending his six years in office destroying it. Having failed to help the homeless, emotionally disturbed people, and NYCHA residents, he is without any ideas to rectify this. Crime is up, affordable housing is down, and bail reform is a disaster." Sliwa intends on reversing bail reform laws that are allowing criminals back out on the street, fighting quality of life issues that are driving people out of neighborhoods, and helping a failed education system that is unfairly treating children.

N. Positions on Transportation Issues

Pandemic Recovery	
Taxi and For-Hire Vehicle Industry Relief	N/A
Taxi Medallion Owner Debt	N/A

Public Transit Ridership	Blames low subway ridership on crime and homeless and emotionally disturbed persons on the subways; would add 4,500 uniformed & 500 undercover NYPD officers to patrol the subways; would add 500 MTA officers to combat fare evasion; and would remove emotionally-disturbed & homeless persons from the subways & bring them to appropriate care facilities.
Vaccine Priority for Taxi, For-Hire Vehicle, and Bus Drivers	N/A
Food & Package Delivery Workers	N/A
Tourism & Business Travel	N/A
Transportation Governance, Agency Coordination & Management	
MTA Reform, City Takeover & Privatization	Does not support NYC gaining control of its subway and bus systems.
Passenger Rail	N/A
Transportation Official Appointments & Staffing	N/A
Transportation Management Programs	N/A
NYC Master Transportation Plan	N/A
Equity & Accessibility	
Wheelchair Accessible Services & Access-A-Ride Reform	N/A
Fair Fares Program	N/A
Micro-Transit: Commuter Vans & Shuttle Services (Dollar Vans)	N/A
First-and-Last-Mile Public Private Partnerships	N/A
NYC Ferry	N/A
Congestion Mitigation, Tolls & Pricing	
Congestion Pricing	Believes New York should not proceed as soon as possible with congestion pricing (or that further evaluation is needed), charging vehicles to enter central Manhattan.
Bus Lanes, Bus Rapid Transit, and Busways	N/A
For-Hire Vehicle Cap	N/A
Transportation Labor Issues	
Gig Worker Classification, Living or Minimum Wages for Rideshare Drivers, and Collective Bargaining & Organized Labor	N/A

New & Innovative Modes & Mobility Services	
Automated & Connected Vehicles	N/A
Urban Air Mobility	N/A
Mobility-as-a-Service (MaaS)	N/A
Traffic & Curb Space Management	
Parking	N/A
Open Restaurants and Open Streets (Outdoor Dining)	N/A
Bike Lane Expansion & Management	Would expand bike lanes, while being responsive to local objections in deciding where to put the lanes.
Pedestrian Plazas	N/A
Intercity Bus Curb Space Management	N/A
Taxi & For-Hire Vehicle Relief Stands	N/A
Truck & Freight Delivery Policy	N/A
Sustainable Transportation	
Electric Vehicles & Infrastructure	N/A
Continuation of PlaNYC & OneNYC Sustainability Policies	N/A
Micromobility: Bikes, Scooters & Mopeds	Has said that he has never ridden a Citi Bik
Safety – Passengers, Drivers & Pedestrians	
Vision Zero	N/A
Safety Technology & Telematics	N/A
Speed & Red Light Camera Programs	N/A
Bike License Plates	Opposes bike license plates, which he called “the first step to speed cameras for bicycles.”
School Bus & Pupil Transportation	
Department of Education Takeover of Private School Bus Service	N/A
Fleet Diversification & Technology	N/A
Department of Small Business Services School Bus Grant Program (Employee Protection Provisions)	N/A
Transportation Preferences	Sliwa is known for being a fierce advocate of the subway.

Scott Stringer (Democrat)¹



Website: stringerformayor.com³

O. Campaign Website Bio⁴

A LIFETIME OF EXPERIENCE UNIQUELY PREPARES SCOTT STRINGER TO LEAD NEW YORK CITY OUT OF CRISIS.

As City Comptroller, Scott Stringer has exposed waste and mismanagement in every city agency.⁵ He has overseen growth in the City's \$240-billion pension funds, the fourth largest in the nation, to record levels. He took on the private prison industry and the world's largest fossil fuel companies, advancing the causes of climate justice and decarceration. He forced corporations across America to diversify their boardrooms. His plans for a comprehensive city-run childcare program would make New York the national leader. And over the last year, every step of the way, he's pushed Bill de Blasio to fix the City's response to COVID-19.

But long before Scott Stringer was the City of New York's chief financial officer, he was a kid⁶ from Washington Heights.

Born and raised in a rent-regulated apartment at 1 Bogardus Place, by his mom, Arlene, a City⁷ school teacher, and later his stepfather, Carlos Cuevas, Scott is a proud graduate of New York City public schools and CUNY — P.S. 152, J.H.S. 52, John F. Kennedy High School, and John Jay College.

Scott began his career in public service as an aide to then-Assemblymember Jerry Nadler and tenant organizer on the Upper West Side. He was elected to the State Assembly in 1992, where he made waves fighting against George Pataki's tax cuts for the wealthy and standing up to leaders of his own party to protect tenants' rights. Scott was arrested protesting the police murder of Amadou Diallo, passed a landmark anti-stalking law to protect victims of domestic violence, was⁸

an original co-sponsor of marriage equality legislation, and led a group of insurgent legislators to pass the first rules reforms in Albany in a generation. ¹

As Manhattan Borough President, Scott reformed the Community Board appointment process and supported community-based planning to put neighborhood needs ahead of developer profits. He created “School Overcrowding War Rooms” and forced the Department of Education to build new schools. He helped launch the campaign against fracking in New York State, worked to reduce food insecurity and asthma rates in East Harlem, fought for more protected bike lanes and stronger traffic enforcement, and was an early and outspoken critic of the NYPD’s use of stop-and-frisk. ²

Elected City Comptroller in 2013 after an upset victory over former Governor Eliot Spitzer, Scott has overseen growth in New York City’s pension funds from \$147 billion to \$240 billion. He overhauled the back office of the pension funds, instituted new ethics, risk management, and compliance practices, banned “placement agents,” and aligned fees paid to investment advisors with their performance on behalf of city workers and retirees. ³

Under Scott’s leadership, the Comptroller’s office has audited every city agency, saving millions of taxpayer dollars and improving city services. His investigations have exposed unsafe and deplorable conditions at homeless shelters and public housing, forcing much-needed improvements. His creation of ClaimStat, a tool to transparently analyze claims against the City and encourage agencies to improve their practices, has already saved taxpayers tens of millions of dollars. And he has been a consistent voice for responsible budgeting and long-term planning, calling for more savings from City Hall to better prepare for fiscal downturns. ⁴

At the same time, Scott led New York City’s pension funds to make the historic decision to divest \$4 billion from the fossil fuel industry. Scott was called “one of the strongest voices for climate action in the financial sector” by Bill McKibben, a founder of the climate advocacy group 350.org and a leader of fossil fuel divestment efforts. And he has used the power of the pension funds to diversify boardrooms across America and strengthen corporate governance at Fortune 500 companies. ⁵

Building on his decades of activism against systemic racism in the criminal justice system, Scott also led the pension funds to divest from the private prison industry. He has published detailed plans to end the criminalization of poverty, reinvest police dollars in communities, and transform the City’s approach to public safety, and was the first citywide official to call for the closure of the jail on Rikers Island. ⁶

Scott has brought his commitment to tenants’ rights and affordable housing to the Comptroller’s office, opposing rezonings that would increase displacement pressures on longtime residents and auditing NYCHA more times than all previous Comptrollers combined. He has put out detailed plans to create a land bank and use vacant lots to create permanently affordable housing, refocus the City’s investments on low-income housing, and require affordability in every new development. ⁷

A leader in the fight for diversity and inclusion throughout city agencies and in city contracts, Scott grades every City agency, every year, on their work with minority- and women-owned businesses (M/WBEs). He increased the share of M/WBE spending in the Comptroller's office from 13% to 50%. And after years of advocacy, in 2020, City Hall heeded Scott's call for Chief Diversity Officers at every agency.

Scott and his wife, Elyse Buxbaum, live in Manhattan and are the proud parents of Max (9) and Miles (7), who are students at P.S. 33. Like so many New Yorkers — and with greater advantages than most — they have faced the challenges of the pandemic, first-hand. The Stringer family tragically lost Scott's mom, Arlene, to the coronavirus in April 2020. And today, in their two-bedroom apartment, Scott and Elyse continue to juggle two jobs and two kids' schooling.

P. Positions on Transportation Issues³

Pandemic Recovery	
Taxi and For-Hire Vehicle Industry Relief	Believes people must feel safe to get into taxis and for-hire vehicles.
Taxi Medallion Owner Debt	Is a supporter of the NYTWA proposal.
Public Transit Ridership	Would build 35 miles of new bus lanes and busways every year and would realign transit service for a 24-hour economy – including opening up commuter lines for in-city use and investing in rapid around-the-clock transit service.
Vaccine Priority for Taxi, For-Hire Vehicle, and Bus Drivers	Supported Matt Daus's call for vaccine prioritization for drivers.
Food & Package Delivery Workers	N/A
Tourism & Business Travel	N/A
Transportation Governance, Agency Coordination & Management	
MTA Reform, City Takeover & Privatization	Believes it is “not practical” for the city to take on the debt service.
Passenger Rail	Would opening up commuter lines for in-city use and lower fares at New York City's Metro-North and LIRR stations to \$2.75.
Transportation Official Appointments & Staffing	All appointments will be based on four goals: sustainability, community, safety, and accessibility. He strongly believes that policy needs to be made across agencies in a coordinated fashion.
Transportation Management Programs	N/A
NYC Master Transportation Plan	N/A
Equity & Accessibility	

Wheelchair Accessible Services & Access-A-Ride Reform	Believes AAR should be on-demand. Would push MTA to make our subways accessible to all, making stations ADA compliant, reopening closed subway entrances, and improving station design for mobility-impaired residents, seniors, and children.
Fair Fares Program	N/A
Micro-Transit: Commuter Vans & Shuttle Services (Dollar Vans)	N/A
First-and-Last-Mile Public Private Partnerships	N/A
NYC Ferry	Would “rip up” the mayor’s contract with the ferry operator.
Congestion Mitigation, Tolls & Pricing	
Congestion Pricing	Stood up as one of the earliest advocates for congestion pricing.
Bus Lanes, Bus Rapid Transit, and Busways	Wants to be the “Bus Mayor”; would build 35 miles of new bus lanes and busways every year
For-Hire Vehicle Cap	Believes some kind of cap for for-hire companies such as Uber and Lyft should exist.
Transportation Labor Issues	
Gig Worker Classification, Living or Minimum Wages for Rideshare Drivers, and Collective Bargaining & Organized Labor	As Comptroller, urged the state to expand its unemployment, healthcare, and other safety net programs to cover all “gig workers” during the pandemic.
New & Innovative Modes & Mobility Services	
Automated & Connected Vehicles	N/A
Urban Air Mobility	N/A
Mobility-as-a-Service (MaaS)	N/A
Traffic & Curb Space Management	
Parking	Would rationalize parking by metering parking on commercial corridors (and reinvesting the revenue into local business corridors), ending placard abuse, and eliminating off-street parking minimums for new housing development.
Open Restaurants and Open Streets (Outdoor Dining)	Would work to expand the program into neighborhoods with low participation and, following the roadmap of the Open Streets Coalition, dedicate resources to volunteer groups that manage open streets.
Bike Lane Expansion & Management	Wants to double the number of cycling trips a year to 42 million and wants to double the number of available bike parking spots to meet this new demand. Also wants to

	give away free bikes to high school students and build 75 miles of protected bike lanes around 50 high schools in five years.
Pedestrian Plazas	Would scale back highway infrastructure and build out community green spaces, rolling back the Robert Moses legacy of destructive highway building and advancing environmental justice, starting with the BQE, which can be transformed into a two-mile linear park.
Intercity Bus Curb Space Management	N/A
Taxi & For-Hire Vehicle Relief Stands	N/A
Truck & Freight Delivery Policy	Would bring order to commercial and residential delivery by designating sufficient curb space for commercial loading and unloading and stimulating the use of sustainable alternatives (like cargo bikes).
Sustainable Transportation	
Electric Vehicles & Infrastructure	Encourage the electrification of vehicles, especially school buses and convert the dirtiest 25% of the City's fleet to clean, electric alternatives by 2025.
Continuation of PlaNYC & OneNYC Sustainability Policies	Would scale back highway infrastructure and build out community green spaces, rolling back the Robert Moses legacy of destructive highway building and advancing environmental justice, starting with the BQE, which can be transformed into a two-mile linear park; would build out a 425-mile five borough bikeway, connecting and completing existing greenways to ease travel between neighborhoods and throughout the city.
Micromobility: Bikes, Scooters & Mopeds	Would extend Citi Bike across the five boroughs, and subsidize the purchase of e-bikes; would support setting aside public funding to fuel the growth of bikeshare in New York City; will provide a deep subsidy for bike-share membership and e-bike purchases for low-income New Yorkers and students, and free bike classes.
Safety – Passengers, Drivers & Pedestrians	
Vision Zero	Vision Zero would be a top priority; would maximize bike and public transit ridership and minimize car ridership.
Safety Technology & Telematics	N/A
Speed & Red Light Camera Programs	N/A
Bike License Plates	Opposes bike license plates in general.
School Bus & Pupil Transportation	

Department of Education Takeover of Private School Bus Service	N/A
Fleet Diversification & Technology	N/A
Department of Small Business Services School Bus Grant Program (Employee Protection Provisions)	N/A
Transportation Preferences	Stringer believes that we should move towards a car-free city. He wants to be the next “streets mayor” and “bus mayor.”

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Maya Wiley (Democrat)¹



Website: mayawileyformayor.com/³

Q. Campaign Website Bio⁴

Maya Wiley has spent her entire life overcoming trauma and fighting for our communities and against structural racism. Despite the hardship of losing her father, a civil rights leader, at 9 years old, she went on to overcome the challenges of being a Black student at Dartmouth College and Columbia Law School. Her life and experiences lead her to become a Civil Rights lawyer. After graduating, Maya worked for the NAACP where she fought to protect a maternity ward in Harlem. Wanting to give back, Maya founded a non-profit and spent the next dozen years dedicated to addressing racism, and later as legal counsel to the mayor. In the 5 years since she resigned from the de Blasio administration, she has taught at The New School and held NYPD officers accountable as the volunteer chair of the Civilian Complaint Review Board. She now lives in Brooklyn with her long-term partner, Harlan, and their two daughters.⁵

Maya is a leader in city government and in spurring democratic change. As Counsel to the Mayor, she delivered for New York City on civil and immigrant rights, women and minority owned business contracts, universal broadband access and more. In the five years since leaving City Hall she held police accountable as Chair of the Civilian Complaint Review Board, and worked to improve public education as a Co-Chair of the School Diversity Task Force. At the New School, where she served as a University Professor, she founded the Digital Equity Laboratory on universal and inclusive broadband.⁶

Maya is a veteran of both the NAACP Legal Defense and Education Fund and the ACLU, was a former Legal Analyst for NBC News and MSNBC — where she argued against Trump's attacks on our civil liberties and democratic norms — and was the founder and president of the Center for⁷

Social Inclusion. Maya was also Senior Advisor on Race and Poverty at the Open Society Foundations, the largest funder of human rights work the world over.

Maya Wiley is committed to a New York City where every New Yorker can afford to live with dignity, that's why she is running for Mayor. She will fight for New Yorkers of all races, all religions, all classes, all types; so that no matter who we are or how we see ourselves, we can find a home here. Maya is the progressive choice for New York — her vision is a New York that rises from the ashes of twin pandemics — coronavirus and systemic racism that denies opportunity to people of color. New York must rise together; rising above hate, rising from joblessness to dignity, rising from homelessness to hope, rising from an affordability crisis to communities that sustain all of us.

This is within our reach, but it requires courageous leadership that fearlessly confronts the realities New Yorkers face. Leadership that marshals all of the government's resources to make history, not deals; and that transcends the business-as-usual governmental tinkering to make truly transformational progress. New Yorkers cannot afford the politics of least resistance and deserve leadership that will beat a path to shared prosperity — to become one city, rising together, out of the ashes, and into a future we build and live together.

R. Positions on Transportation Issues

Pandemic Recovery	
Taxi and For-Hire Vehicle Industry Relief	N/A
Taxi Medallion Owner Debt	Would focus on providing medallion loan relief.
Public Transit Ridership	Wiley would build 30 miles of bus lanes each year, wants to expand a city program that provides half-price fares to low-income riders by reallocating funds from policing for fare evasion, and also supports more bus lane cameras and signal priority technology for buses.
Vaccine Priority for Taxi, For-Hire Vehicle, and Bus Drivers	Supported Matt Daus's call for vaccine prioritization for drivers.
Food & Package Delivery Workers	N/A
Tourism & Business Travel	N/A
Transportation Governance, Agency Coordination & Management	
MTA Reform, City Takeover & Privatization	Would support municipal control of the MTA if it meant the City would also control its revenue stream, as well as bridge and tunnel revenue. Short of city control, in addition to smart and knowledgeable Mayoral appointees on the MTA board, I will establish a new relationship with Albany so that we are working as partners to revive and improve our public transit system. While the MTA is currently under State control, the Mayor is a key player in

	reform and improvement efforts and has an important role in MTA management through board appointees and public advocacy campaigns. As Mayor, I will leverage my role as ‘Rider in Chief’ to bring about dramatic improvements across the system. Chief among these changes will be safety considerations, including improved lighting throughout the system, and countdown clocks and help points at every station. I will also work to identify new revenue streams, including advocating for NYS to target revenues from the legalization of cannabis to the MTA.
Passenger Rail	N/A
Transportation Official Appointments & Staffing	Would support creation of Deputy Mayor for Transportation & Infrastructure or a similar empowered position or office that reports directly to the Mayor, which would oversee all transportation policy, and supervise related transportation agencies and/or transportation/infrastructure divisions of other agencies (e.g., the NYC Department of Transportation, the Department of Finance’s Parking Violations Division, the NYC Taxi & Limousine Commission &/or the City Fleet Division of the NYC Department of Citywide Administrative Services).
Transportation Management Programs	Would not support the expansion of the NYPD’s COMPSTAT-related program known as TrafficStat, to cover not just traffic safety goals, but also all transportation related matters citywide, to be run out of the Mayor’s office (or another suitable oversight agency) to hold all mobility related agencies responsible for performance measures and inter-agency coordination.
NYC Master Transportation Plan	Would support the creation of a PlaNYC-like Master Plan for Transportation, which would cover any of the following policy goals - Safety, Service Delivery, Sustainability, Equity & Multi-Modal Planning for the Future (e.g., Seattle Department of Transportation’s Playbook; Singapore’s Bringing People Together 2040 Plan).
Equity & Accessibility	
Wheelchair Accessible Services & Access-A-Ride Reform	Would “elevate the power” of the Mayor’s Office for People with Disabilities.
Fair Fares Program	Would expand Fair Fares by reallocating funds from policing for fare evasion.
Micro-Transit: Commuter Vans & Shuttle Services (Dollar Vans)	Supports subsidizing Private Commuter (Dollar) Vans & Shuttles (and coordinate micro-transit service delivery to transit deserts).

First-and-Last-Mile Public Private Partnerships	N/A
NYC Ferry	Would expand the ferry system, focusing both on service and increasing the rates.
Congestion Mitigation, Tolls & Pricing	
Congestion Pricing	Wiley supports congestion pricing. Supports exemptions for all low income NYC residents, and all 3 Manhattan crossings above 60th Street.
Bus Lanes, Bus Rapid Transit, and Busways	Would build 30 miles of new bus lanes and busways every year; envisions creating a full-fledged Bus Rapid Transit network.
For-Hire Vehicle Cap	N/A
Transportation Labor Issues	
Gig Worker Classification; Living or Minimum Wages for Rideshare Drivers; Collective Bargaining & Organized Labor	Would strengthen protections for workers and protect gig workers and workers in the cash economy.
New & Innovative Modes & Mobility Services	
Automated & Connected Vehicles	Undecided on whether she would consider AVs/CVs for testing and/or adoption in NYC
Urban Air Mobility	Undecided on whether she would consider UAM for testing and/or adoption in NYC
Mobility-as-a-Service (MaaS)	Would consider MaaS for testing and/or adoption in NYC.
Traffic & Curb Space Management	
Parking	Would actively explore proposals to meter streets or otherwise charge for parking that do not currently produce revenue for the city.
Open Restaurants and Open Streets (Outdoor Dining)	Would incorporate an open streets concept into a more long- term part of city planning.
Bike Lane Expansion & Management	Would create 300 miles of bike lanes.
Pedestrian Plazas	N/A
Intercity Bus Curb Space Management	N/A
Taxi & For-Hire Vehicle Relief Stands	N/A
Truck & Freight Delivery Policy	Would expand metered and efficient loading options by creating more commercial loading zones on side streets, night-time deliveries and incentives for off-hour freight deliveries.
Sustainable Transportation	
Electric Vehicles & Infrastructure	Supports the transition to electric vehicles; would use City purchasing power to transition the existing fleet to

	electric; would start with school buses; begin planning for an eventual ban of internal-combustion cars; would be more aggressive with the goal to phase out non-EVs before 2040.
Continuation of PlaNYC & OneNYC Sustainability Policies	Would take a comprehensive approach to reimagining streetspace, reducing our dependence on cars, and increasing access to sustainable transportation, including bikes; would reduce the size of the City's fleet of owned and leased vehicles, and more aggressively transitioning it to zero-emissions.
Micromobility: Bikes, Scooters & Mopeds	N/A
Safety – Passengers, Drivers & Pedestrians	
Vision Zero	Would continue as is. Commitment to achieving Vision Zero, and taking immediate steps toward eliminating traffic deaths and serious accidents on our streets by 2024.
Safety Technology & Telematics	Would continue with changes.
Speed & Red Light Camera Programs	<p>Would continue with changes. Will strengthen and expand the City's speed camera and red light camera programs, as well as the use of in-vehicle safety technology. A Wiley Administration will:</p> <ul style="list-style-type: none"> • Create a comprehensive plan to daylight intersections: clear sight lines between pedestrian crossings and traffic by creating no-parking zones at the curbs in front of crosswalks at intersections • Increase the number of protected cross-walks, including addition of physical barriers • Expand coverage of pedestrian and cyclist islands across the city, with a focus on historically dangerous intersections • Scale up the city's successful street redesigns, and fast track completion of projects including the Queens Boulevard redesign • Explore modifications to the timing of traffic signals to ensure pedestrian safety at crosswalks • Advocate for the City to have home rule over setting speed limits, to cut the citywide speed limit to 20 mph and even lower on Open Streets • Increase the number of speed bumps in residential and school zones • Fully fund and enforce the Dangerous Vehicle Abatement Program, which first targets reckless drivers with restorative justice programming to

	<p>reduce re-offending, and with harsher penalties up to impounding following multiple violations.</p> <p>Support the passage of the Crash Victim Rights and Safety Act at the State level, which includes measures to expand speed cameras, and permits the city to lower speed limits.</p>
Bike License Plates	Opposes bike license plates in general.
School Bus & Pupil Transportation	
Department of Education Takeover of Private School Bus Service	N/A
Fleet Diversification & Technology	N/A
Department of Small Business Services School Bus Grant Program (Employee Protection Provisions)	N/A
Transportation Preferences	Wiley has said she “already rides the subway all the time- it’s the fastest way to get around our city, and as Mayor of course I will continue to do so.”

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Andrew Yang (Democrat)¹



Website: yangforny.com³

S. Campaign Website Bio⁴

I moved to Manhattan when I was 21 years old, right after college. I remember driving in my parents' Honda Accord full of belongings to my first apartment, which I shared with a roommate. The city felt enormous, but arriving here felt like a victory.⁵

*Andrew's Early Years in New York City*⁶

I went to my friends' shows. I was at the Garden for Larry Johnson's 4-point play. I watched the towers fall, and was part of the crowd that silently walked uptown away from the smoke.⁷

I came of age, fell in love, and became a father here. My wife, Evelyn, is from Queens; we went on our first date at Amy's Bread on 9th Avenue. Both my sons were born at St. Luke's Hospital. I used to bike them to school on the West Side Highway, but they've been on Zoom lately.⁸

*Andrew's Family*⁹

I started a small business that failed, but the energy of this city kept me going. Eventually, I became CEO at an education company in Koreatown, and we grew it to be among the largest in the country. I started a non-profit here called Venture for America, which helps young people build small businesses across the nation, particularly in struggling cities. President Obama named me a Champion of Change and an Ambassador of Entrepreneurship. When I ran for President, I set our offices here, and recruited our team from all five boroughs.¹⁰

It was here we built an anti-poverty movement.¹¹

Whatever I aspired to and whatever I accomplished, it was because of New York City.¹²

Seeing New York the way it is now hurts my heart. The thought that I might be able to contribute to my city's revival is both an incredible responsibility and opportunity. What we do in the months ahead will determine our city's trajectory for decades to come.

That's why I'm running for mayor. I want to serve my community in this time of need and bring bold, innovative solutions to the table. I want to lead us forward as we rise above our current politics. I want to see every last New Yorker thrive in our City.

We will run the largest basic income program in US history and we will rebuild the economy and how the City is run so that it doesn't simply restore the status quo, but creates a City that works for all New Yorkers.

This will be a spirited race. But if we put forward a positive vision — that we understand the problems people face and that we are here to help — we will win. Most importantly, we will rebuild and restore the city we love — not as it was, but how it deserves to be.

The Democratic primary is June 22nd, 2021. I can't wait for you to join us on our campaign to revive our city, our home.

T. Positions on Transportation Issues

Pandemic Recovery	
Taxi and For-Hire Vehicle Industry Relief	N/A
Taxi Medallion Owner Debt	Aligns most closely with MARP.
Public Transit Ridership	Wants to see an all-electric bus fleet by 2030.
Vaccine Priority for Taxi, For-Hire Vehicle, and Bus Drivers	Supported Matt Daus's call for vaccine prioritization for drivers.
Food & Package Delivery Workers	N/A
Tourism & Business Travel	N/A
Transportation Governance, Agency Coordination & Management	
MTA Reform, City Takeover & Privatization	Yang would call for full municipal control of the operations of the subways and buses.
Passenger Rail	N/A
Transportation Official Appointments & Staffing	Yang's vision for municipal control includes mayoral control over operations, capital budgeting and execution over subways and buses, while working in conjunction with, and delegating to, the commissioner of the Department of Transportation, who will be appointed by and report to the mayor.
Transportation Management Programs	N/A
NYC Master Transportation Plan	N/A
Equity & Accessibility	

Wheelchair Accessible Services & Access-A-Ride Reform	Believes accessible taxis should be integrated into the Access-a-Ride program, and that streets and sidewalks should be cleaned more quickly to increase access for those with disabilities; would invest in Access-A-Ride for Staten Islanders with Disabilities.
Fair Fares Program	Would expand the Fair Fares program to CUNY students and others.
Micro-Transit: Commuter Vans & Shuttle Services (Dollar Vans)	N/A
First-and-Last-Mile Public Private Partnerships	Believes there is ample room for public-private partnerships for transportation to serve transit deserts in NYC.
NYC Ferry	Would cut routes that go underused while supporting the routes that are in demand; would maintain connection from Staten Island to the NYC Ferry network.
Congestion Mitigation, Tolls & Pricing	
Congestion Pricing	Supports congestion pricing.
Bus Lanes, Bus Rapid Transit, and Busways	A top priority will include building Bus Rapid Transit throughout the City. Every New Yorker in every neighborhood should expect affordable and fast transit. Would also expand express bus service and restart review process for bus rapid transit on Staten Island.
For-Hire Vehicle Cap	N/A
Transportation Labor Issues	
Gig Worker Classification; Living or Minimum Wages for Rideshare Drivers; Collective Bargaining & Organized Labor	Would create a Universal Portable Benefits Fund for gig workers modeled after New York State's Black Car Fund, the New Benefits Fund.
New & Innovative Modes & Mobility Services	
Automated & Connected Vehicles	N/A
Urban Air Mobility	N/A
Mobility-as-a-Service (MaaS)	N/A
Traffic & Curb Space Management	
Parking	Would crackdown on placard abuse by creating a citizen enforcement program for reporting placard abuse, shifting to a fully digitized system for reporting placard abuse, improving funding for enforcement, and reducing the number of placards in circulation.
Open Restaurants and Open Streets (Outdoor Dining)	Would make Open Streets permanent and pledged to dedicate more resources to Open Streets (e.g., barricades, benches, and signage).

Bike Lane Expansion & Management	Believes NYC needs to expand its bike lane network into underserved areas, even where lanes have met some local resistance.
Pedestrian Plazas	Supports modeling open space after Madrid's "Superblocks." Committed to achieving 100% park access within a 10-minute walk for all New Yorkers transform public spaces into open spaces, starting with pedestrian plazas and school playgrounds.
Intercity Bus Curb Space Management	N/A
Taxi & For-Hire Vehicle Relief Stands	N/A
Truck & Freight Delivery Policy	N/A
Sustainable Transportation	
Electric Vehicles & Infrastructure	Wants to see an all-electric bus fleet by 2030.
Continuation of PlaNYC & OneNYC Sustainability Policies	N/A
Micromobility: Bikes, Scooters & Mopeds	N/A
Safety – Passengers, Drivers & Pedestrians	
Vision Zero	Supports Vision Zero, but not the idea that every traffic death can be eliminated.
Safety Technology & Telematics	N/A
Speed & Red Light Camera Programs	N/A
Bike License Plates	Supports licensing for e-bikes that "can go above a certain speed."
School Bus & Pupil Transportation	
Department of Education Takeover of Private School Bus Service	N/A
Fleet Diversification & Technology	N/A
Department of Small Business Services School Bus Grant Program (Employee Protection Provisions)	N/A
Transportation Preferences	As he has done for the past 25 years, Andrew will regularly ride the subway, bus and ride his bike as Mayor.

Appendix C



**About the Author,
The UTRC & Contributors**
(Advisory Committee)

1

About the Author:¹



Matthew W. Daus, Esq.³

*Transportation Technology Chair, City University of New York's (CUNY) Transportation Research Center, of The City College of New York*⁴

Matthew W. Daus, Esq. currently serves as Transportation Technology Chair at the City University of New York's (CUNY) Transportation Research Center of The City College of New York, where he conducts research, and continues to be extensively published as an expert on ground transportation regulation and technology. As a CUNY Distinguished Lecturer from 2010 - 2018, he taught courses on transportation history, policy, sustainability, for-hire regulation and technology. Mr. Daus also continues to serve since 2009 as President of the International Association of Transportation Regulators (IATR), a non-profit educational and advocacy peer group of government transportation regulators from around the world promoting best regulatory and innovative practice. Commissioner Daus is the longest serving Commissioner/Chair & CEO of the New York City Taxi and Limousine Commission (TLC), serving for 8 ½ years. Prior to his tenure as Commissioner, Mr. Daus served in executive and other positions in NYC government for almost 20 years at several agencies including as General Counsel to the TLC and the NYC Community Development Agency, as Special Counsel to the TLC and NYC Trade Waste Commission, as a NYC Human Rights Prosecutor, and as Commissioner of the NYC Civil Service Commission. Mr. Daus is a partner and currently chairs the Transportation Practice Group at Windels Marx Lane & Mittendorf, LLP.⁵

About the UTRC¹

UTRC Website: <http://www.utrc2.org/>²

The Region 2 University Transportation Research Center (UTRC) is one of ten original University Transportation Centers established in 1987 by the U.S. Congress. These Centers were established with the recognition that transportation plays a key role in the nation's economy and the quality of life of its citizens. University faculty members provide a critical link in resolving our national and regional transportation problems while training the professionals who address our transportation systems and their customers on a daily basis.³

The UTRC was established in order to support research, education and the transfer of technology in the field of transportation. The theme of the Center is "Planning and Managing Regional Transportation Systems in a Changing World." Presently, under the direction of Dr. Camille Kamga, the UTRC represents USDOT Region II, including New York, New Jersey, Puerto Rico and the U.S. Virgin Islands. Functioning as a [consortium of nineteen \(19\) major universities](#)* throughout the region, UTRC is located at the CUNY Institute for Transportation Systems at The City College of New York, the [lead institution of the consortium](#). The Center, through its consortium, an Agency-Industry Council and its Director and Staff, supports research, education, and technology transfer under its theme.⁴



Dr. Camille Kamga⁵⁶

Director, University Transportation Research Center (UTRC) Region 2⁷

Dr. Camille Kamga is an Associate Professor of Civil Engineering at the City College of New York, the flagship institution of The City University of New York (CUNY). He has been the Director of the Region 2 – University Transportation Research Center (UTRC) since 2012; the Acting Director of UTRC since 2009; and the Associate Director of the CUNY Institute for Urban Systems (CIUS) since 2002. A consortium of 19 major U.S. academic institutions, UTRC asserts a significant role in the region and nationally, conducting research and projects on surface transportation, carrying out training and educational programs and actively disseminating the results of its work. The CUNY Institute for Urban Systems (CIUS) is a multi-campus Institute⁸

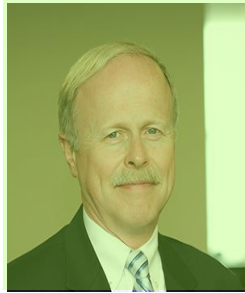
addressing infrastructure issues that incorporate new technologies, institutional forms and change and issues of financing. ¹

Since 2010, Dr. Kamga has continued to serve in a leadership capacity as member of the Board of Directors of the Intelligent Transportation Society of New York (ITS-NY) - a professional group providing education and outreach to foster the understanding of ITS applications and technologies. He chairs the education committee of the society. Since 2011, he has been very active with the governance of the International Association of Transportation Regulators (IATR) with the responsibility to develop its educational program. He also serves in many other professional organizations and committees. He is a member of the standing committee on Urban Transportation Data and Information Systems (AED20) and was a member of the standing committee on International Cooperation (A0010). He is the chair of the Research Council for the Urban Transportation Data and Information Systems committee. ²

Dr. Kamga continues to actively participate in numerous transportation-related projects at UTRC. ³ His research interests include: intelligent transportation system; modeling and traffic simulation; analysis of very large transportation networks; use of real-time information for travel; transportation modeling using mobile sensors; transportation planning and policy, transportation operations; sustainability and environment; and transportation safety.

Dr. Kamga's research has been funded by numerous grants from the U.S. Department of Transportation; the New York State Department of Transportation; the New York Metropolitan Transportation Council; the New York State Energy and Research Development Authority; the New Jersey Department of Transportation; New York City Transit; the Port Authority of New York & New Jersey; the National Science Foundation, and the Volvo Research and Education Foundation. ⁴

Contributors (Advisory Committee Members)¹



Christopher P. Boylan³

Director for Transportation and Infrastructure, Harris Rand Lusk; Director, Governmental & Strategic Partnerships, General Contractors Association of New York⁴

After over 31 years of senior executive experience in federal, state, and local governments, Chris currently serves the Director of Governmental & Strategic Partnerships for the General Contractors Association of NY (GCA).⁵

Prior to the GCA, he served as Deputy Executive Director of the Metropolitan Transportation Authority (MTA) here in New York, where he was responsible for internal and external relations, government and community relations, marketing, corporate communications, and customer service. During his 21 years at the MTA, he also served as Chief of Staff to two Chairmen & CEOs, and as its Director of Government Relations.⁶

Of specific note at the MTA, Chris oversaw the introductions of the MetroCard automated fare collection system, and was the MTA's point person in the effort to recover transit service in Lower Manhattan after 9/11. He was also responsible for two unique quality of life initiatives, the Arts for Transit Program, the first of its kind in the U.S., and the New York Transit Museum, the nation's largest public transit museum.⁷

Before joining the MTA, he served in the administration of the late Mayor Edward I. Koch where he handled Congressional Affairs. Additionally, he worked in the New York State Assembly and the NYS Department of State in Albany.⁸

Separately, Chris served for over two and a half decades in the U.S. Navy/Navy Reserve, retiring as a Captain (O-6). His last reserve assignment was as the Navy's Deputy Chief of Information in the Pentagon, where he reported directly to the Chief of Information, the Navy's top spokesperson.⁹

Chris holds a B.A. from Fordham University, an M.P.A. from the State University of New York at Albany, and he completed graduate work at the Naval War College, the National Defense University, and the Defense Information School.¹⁰



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Robert M. Brill, Esq.²

*Law Offices of Robert M. Brill, LLC.*³

Robert M. Brill, Esq., has been a practicing attorney in New York State and City since 1982. His practice concentration areas include the regulation of telecommunications, transportation, and land use. He also litigates for clients on business, banking, and employment matters. Robert is in his second tour of duty (2019-2022) as the Chair of the New York City Bar Association's Committee on Transportation; the first tour was 1991-1994. Among other publications, Robert is co-drafter of the NYCBA Committee on Transportation Report, "For Whom the Bell Tolls: New York's Mortal Crisis in Goods Movement," The Record, NYCBA, Vol. 46, No. 7, Nov. 1991, and co-author of "Can Local and Federal Regulatory Structures Co-Exist?", The National Law Journal, Oct. 30, 2000, p.B14. Mr. Brill is a graduate of Princeton University, where he majored at the School of Public and International Affairs, and of the University of Chicago Law School, where he was the 1980 Hinton Moot Court Champion.

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Patrick W. Condren⁶

*President, Patcon Associates Ltd. & Vice President, Bus4NYC*⁷

Patrick W. Condren is VP of recently newly formed BUS4NYC Coalition Inc., and a BANY Board Member - Bus Association of New York, founded in 1938. BUS4NYC is a NYC-based advocacy group of Private Bus operators who provide the riding public transportation services, including Commuter, Transit, Inter-City, Charter, Tour, Sightseeing, Contract, Shuttle and Airport Services.

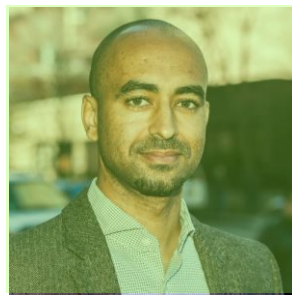
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BUS4NYC members include bus and motorcoach companies, regional associations, and industry suppliers.

BUS4NYC (www.BUS4NYC.org) is a NYC-based and -focused advocacy group comprised of private bus company owners – and related business and associations – promoting the industry as a viable transportation solution and local economic driver. The group is responsible for raising the industry’s overall profile in NYC through sustained education and public awareness campaigns, which seek out supportive public policies that will encourage the growth of the private bus company.

Mr. Condren is a transportation consultant. As President of Patcon Associates, Ltd. he provides government relations for bus operators in NY. His lifelong participation in the motorcoach/bus industry in NYC includes owning/operating a NYC franchised bus company in earlier years. He is a member of American Bus Association (ABA) and United Bus Association (UMA) as well as regional bus associations.

Mr. Condren is active in NYC civic affairs and many not for profit organizations for years. He remains Co-Chair of the New York “Big Apple Greeter” program. He is a graduate of Brooklyn Prep and St. Francis College and a lifelong resident of New York City.



Marco Conner DiAquoi

Deputy Director, Transportation Alternatives

Marco Conner DiAquoi is Deputy Director at Transportation Alternatives in New York City. He oversees the organization's advocacy, whose mission it is to create livable, inclusive and safe streets in NYC and to advocate for walking, biking and public transit as alternatives to car travel. In this role he helped lead a multi-year state-wide campaign to successfully enact historic legislation allowing speed safety cameras near most NYC schools. He also helped lead the recent successful effort to legalize e-bikes and e-scooters in New York. He has written extensively about the proper role of enforcement in Vision Zero and how to achieve both effective and equitable enforcement practices to reduce traffic fatalities, injuries and the harm from inequitable policing. Marco has a background in freight logistics and distribution, and holds a law degree from Cardozo School of Law and a bachelor in Politics and International Relations from the London School of Economics.



Alex Elegudin

President and Co-founder, Wheeling Forward

Alex has spent almost a decade working as an advocate and mentor in the disability community.

In 2003, when Alex was a college sophomore, he was in a deer related car accident and sustained a C6 level spinal cord injury. He faced an uphill battle to reclaim his independence, managing his medical needs and working tirelessly to complete college. Alex continued on to Hofstra University Law School and became a patent attorney.

After working several years as attorney, he saw the incredible challenges facing the disability community and the lack of advocates. Thus, he turned to being a full-time disability advocate and putting his skills to improving the quality of life for those with disabilities.

Alex co-founded Wheeling Forward in 2012 to help others like himself get the support and resources they need to lead active lives. Alex uses his personal and professional experience to tackle challenging areas of need in the disability community and offer hope to those who face barriers toward fully participating in our society.

Recently, Alex worked as the Accessibility Program Manager at the New York City Taxi and Limousine Commission, where he was responsible a variety of initiatives to increase the accessibility of New York's taxi industry. Then, Alex served as the Senior Advisor for Systemwide Accessibility at MTA New York City Transit, where he oversaw accessibility initiatives for subways, buses, and paratransit with the goal of greater accessibility for New Yorkers of all abilities.



Glenn R. Every

President + Director of BUS4NYC Coalition, Inc.

Glenn R. Every is the President and a Director of BUS4NYC Coalition, Inc., a New York City-based advocacy group of private bus company owners and related businesses and associations dedicated to raising the bus industry's profile through sustained education and public awareness campaigns, and promoting the growth and safety of the private bus industry in the NYC area.

He is also the president of TTI (Tonche Transit, Inc.), a motorcoach and school bus transportation company located in the Mid-Hudson Valley region of New York State where he has worked since 1999. Prior to becoming an operator in the transportation industry, he was a corporate and business attorney in New York and Washington, DC. He attended Union College (BA 1979) and George Washington

University (JD 1982).

Mr. Every is a member of the bar in New York and in Washington, DC and serves as an Officer and Director of the Bus Association of New York (BANY). He is a transportation attorney/consultant with a particular focus on finding practical, common sense approaches to the regulatory, legal, insurance and operational issues faced by motorcoach operators.



Ira J. Goldstein

Executive Director, New York Black Car Fund

Since November 2010, Mr. Goldstein has served as the Executive Director of the New York Black Car Fund (Fund). The Fund is responsible for providing full workers' compensation benefits to approximately 100,000 independent contractor black car and limousine drivers in the State of New York. Since his arrival at The Fund, claims activity has increased over seven fold necessitating extreme improvements in operations efficiencies, as well as advocating on issues affecting the industry at the state and local level. He is an active member of the international The Transportation Alliance (former TLPA) where he serves on its Board of Directors and was previously a Vice-President for three years. Of all his accomplishments at the Fund, Ira is most proud of is the expansion of driver's benefits which includes offering an enhanced defensive driving course, a wellness class where the drivers get paid to attend these classes. During Mr. Goldstein's tenure, drivers also now have access to no cost dental and vision plans as well as a mental wellness program. Prior to joining the Black Car Fund, Mr. Goldstein served as Chief of Staff for most of his nine plus years at the New York City Taxi and Limousine Commission (TLC).

Mr. Goldstein received a Masters of Law in Banking, Corporate and Finance Law from Fordham University School of Law, as well as a Juris Doctor from Touro School of Law where he was also the Managing Editor of the Law Review and founded the Environmental Law Society.

Despite the breadth and depth of Mr. Goldstein's notable accomplishments, he is probably best known for his pivotally crucial role in the conception, creation and implementation of the TLC's Taxicab Passenger Enhancement Project also known as T-PEP. T-PEP is the technology upgrade that, amongst its many (and growing number of) attributes, allows taxicab passengers to pay for rides with a credit or debit card, enjoy an ever-changing array of fresh entertainment and informational content, and has facilitated the return of thousands of lost personal items ranging from cell phones to millions of dollars in jewelry and irreplaceable antiques. It is for this role that Mr. Goldstein received his highest honor to date, the New York City Department of Information, Telecommunications & Technology's (DoITT) highly prestigious Demonstrated Excellent in Project Management Award, a part of DoITT's 2007 Excellence in Technology Awards Program. Most recently, Mr. Goldstein received The Transportation Alliance's prestigious Executive of the Year Award. In June 2010, Mr. Goldstein also received the Award for Outstanding Community Service from the New York State Broadcasters Association and the New York State Amber Alert

Partners in recognition of his role in introducing Amber Alerts into the New York City Taxi Fleet. In 2012, Mr. Goldstein received the League of Mutual Taxicab Owners' (LOMTO) Man of the Year Award. Mr. Goldstein has also received significant recognition from various law enforcement agencies such as the Federal Bureau of Investigation and the Secret Service for his longstanding assistance in sensitive investigations "to safeguard the City's and the nation's security". In 2015, Ira received an award for Corporate Social Responsibility in the Banking, Finance and Insurance fields from City & State Reports. In September 2016 Mr. Goldstein also received the Simon Wiesenthal Center's First Annual 9/11 Commemoration Hero for Tolerance Award. Also in 2015, Ira won a 50 Over 50 Award from City & State New York which recognized him as a prominent leader in government, business and media over the age of fifty.



Betsy Plum

Executive Director, Riders Alliance

Betsy is the Executive Director of the Riders Alliance, a grassroots membership organization of subway and bus riders dedicated to winning better public transit in New York City. Before joining the Riders Alliance, Betsy was the Vice President of Policy for the New York Immigration Coalition. While at the NYIC, Betsy led multiple winning policy campaigns, oversaw robust rapid response efforts and organizational growth, and helped set the vision for what a more inclusive New York must look like. She joined the Riders Alliance in 2020 bringing her commitment to build a stronger, more thriving New York to the transit world. In addition to her role at the Riders Alliance, Betsy serves on the Board of Directors of Central American Legal Assistance and is a Sterling Fellow, a network of systems leaders working to increase economic mobility across New York City, with racial equity as a central guiding value. She is a graduate of Bard College and the London School of Economics.



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Kenneth J. Podziba

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President + Chief Executive Officer, Bike New York

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Ken Podziba is the President and Chief Executive Officer of Bike New York, a nonprofit organization that produces the TD Five Boro Bike Tour, the world's largest charitable bike ride, and Bike Expo New York, the country's most-attended consumer bike show. Ken is most proud of the tremendous growth of Bike New York's education program - the largest of its kind in the country - and the success of its recently launched Bike Path program that trains formerly incarcerated New Yorkers to become bike mechanics. Additionally, Bike New York operates the Recycle-A-Bicycle shop in Brooklyn.

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Prior to joining Bike New York, Podziba served as the New York City Sports Commissioner for 12 years. Prior to that he served as Deputy Commissioner/Chief Financial Officer of the NYC Taxi and Limousine Commission, Assistant Commissioner of the NYC Department of Youth & Community Development and Urban Planner for the NYC Department of Housing Preservation & Development

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Ken has been the recipient of many awards, including the Arnold Schwarzenegger Legacy Award.

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Ken serves on the board of directors of Achilles International, National Sports Marketing Network, and UJA's Sports for Youth Committee. He is also the Chair of the League of American Bicyclists.

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He earned an MS at Columbia University's School of Architecture, Planning, and Preservation, and a BS at Syracuse University's Newhouse School of Public Communications and Whitman School of Management.

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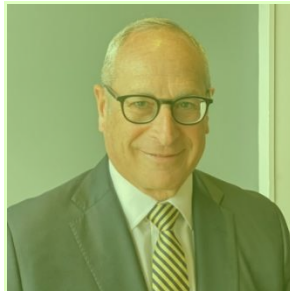


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Renae Reynolds 2***Executive Director, Tri-State Transportation Campaign*** 3

Renae Reynolds is the newly appointed Executive Director of the Tri-State Transportation Campaign (TSTC), a non-profit policy advocacy organization dedicated to mobility, accessibility and livability in New York, New Jersey, and Connecticut. TSTC uses data and policy analysis, along with strategic media outreach, to influence decision-making throughout the metropolitan region. Prior to assuming leadership at TSTC Renae spent 3 years working with the New York City Environmental Justice Alliance, where she managed the organization's transportation advocacy efforts aimed at reducing greenhouse gas emissions and the harmful impacts of transportation pollution in New York's most vulnerable communities. She has also worked with the U.S. Forest Service in the NYC Urban Field Station on research and program initiatives focused on social resilience following the impact of natural disasters like Superstorm Sandy and stewardship of green spaces in New York City. Renae received her Master's in the Theories of Urban Practice at Parsons School of Design.

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Elliot Sander 6***Vice Chairman, KS Engineering & Board Member, Regional Plan Association*** 7

Elliot "Lee" Sander is Vice Chairman of KS Engineering, and Senior Advisor/Board Director to several private and non-profit sector organizations working at a global, national and regional level in the area of infrastructure, urban planning, and economic development. He has served as Chief Executive of several of the highest profile organizations in this sector, including Bombardier Transportation Americas, Global Transportation AECOM and Hatch, as well as the Metropolitan Transportation Authority of New York and the NYC Department of Transportation. He has also

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served as Chairman of the Regional Plan Association (RPA), Senior Independent Director of the Board of National Express, and as a Commissioner on the NYC Taxi and Limousine Commission. He is Vice Chairman of the Greater Jamaica Development Corporation and on the board of RPA. His work in successfully leading organizational turn-arounds in large, complex organizations has been profiled by The NY Times and by other media. He founded the Rudin Transportation Center at NYU, where he taught transportation policy and management as an Adjunct Associate Professor, and he has also lectured at the John F Kennedy School of Government at Harvard, Cooper Union, and City College.



Samuel I. Schwartz

P.E., President + CEO, Sam Schwartz Transportation Consultants

Mr. Schwartz is CEO of Sam Schwartz Transportation Consultants, a firm that specializes in transportation planning and engineering. He also writes a column on traffic for The New York Daily News. Previously Mr. Schwartz was New York City's Traffic Commissioner and was the Chief Engineer of the NYC Department of Transportation. He started his transportation career in the late 1960's as a NYC cabbie and joined the Traffic Department, as a junior engineer, in 1971.

Mr. Schwartz's most recent books, *No One at the Wheel: Driverless Cars and the Road of the Future* (2018) and *Street Smart: The Rise of Cities and The Fall of Cars* (2015) lay out a recipe for cities faced with rapid changes in modes, automation, demographic shifts and travelers' preferences.

Mr. Schwartz specializes in creative problem-solving for seemingly intractable situations. He is expert at getting people out of their cars and into other forms of transportation. He is also proficient at moving those people who remain in their cars more swiftly and safely. Mr. Schwartz has created many win-win-win situations whereby traffic moves better, pedestrians are safer, and the community gains more sidewalk and green space. He's been called an Urban Alchemist for making grass grow from asphalt. Mr. Schwartz, often referred to by his nom de plume "Gridlock Sam," released the word "Gridlock" into the lexicon during the 1980 NYC Transit strike.

Mr. Schwartz has been an adjunct professor for 40 years at some of New York City's most respected colleges and universities including Cooper Union, Long Island University, Hunter College and Brooklyn College. He is a Charter Board Member of the Institute of Design &

Construction (IDC) Innovation Hub at NYU's Tandon School of Engineering, Dept. of Civil & Urban Engineering. ¹

Mr. Schwartz is active in community affairs and helped found two New York City public schools: The School for the Physical City and the Metropolitan Expeditionary Learning School. He is a board member of the Regional Plan Association and is a Fellow of the Institute of Transportation Engineers. ²

He obtained his Bachelor of Science degree in Physics at Brooklyn College and received a Master of Science degree in Civil Engineering at the University of Pennsylvania. He is a licensed Professional Engineer in New York, New Jersey, Pennsylvania, Connecticut and Florida. ³



Tom Wright ⁵

President + Chief Executive Officer, Regional Plan Association (RPA) ⁶

Tom Wright is president and chief executive officer of Regional Plan Association (RPA), the nation's oldest independent metropolitan research, planning and advocacy organization. A private, non-profit corporation, RPA improves the prosperity, infrastructure, sustainability, health and quality of life of the New York-New Jersey-Connecticut metropolitan region by preparing long-range plans and advocating for their implementation. ⁷

As president, Tom led the production of RPA's landmark Fourth Regional Plan, released in 2017, ⁸ which proposed 61 recommendations to reform public institutions; modernize our transportation systems; tackle the challenge of climate change; and provide affordable and livable communities for all the region's residents. RPA is now working to implement the major ideas in the plan, such as charging all drivers to enter the Manhattan CBD; cutting carbon emissions and scaling up renewable energy sources; creating healthy, affordable housing in every community; modernizing the NYC subways; and building a new commuter rail tunnel under the Hudson River connected to a new Penn Station.

Tom is a frequent public speaker and commentator on regional governance, economic growth and development, transit investments, and other policy issues. Prior to being named RPA's president in 2015, Tom was RPA's executive director. In his 20+ years with the organization, Tom has participated in many key RPA initiatives, including the historic Civic Alliance to Rebuild ⁹

Downtown New York following the Sept. 11, 2001, attacks; the campaign to create a mixed-use district at Manhattan's Hudson Yards; the protection of the New Jersey Highlands; and a vision plan for the City of Newark. Tom was also in charge of producing A Region at Risk, RPA's third plan published in 1996. ¹

Previously, Tom was deputy executive director of the New Jersey Office of State Planning, where he coordinated production of the New Jersey State Development and Redevelopment Plan. ²

In January, 2020, Governor Phil Murphy appointed Tom as the Chairman of the New Jersey State Planning Commission. Tom is also a member of New York City's Sustainability Advisory Board and the Friends of the BQX. A visiting lecturer at the Columbia University Graduate School of Architecture, Planning and Preservation, Tom has a master's in urban planning from Columbia University and a bachelor's in history and a certificate in American Studies from Princeton University. He resides in Princeton with his wife Cameron Manning and three fabulous daughters. ³