



Round-Up of the New York City Council Committee on Transportation and Infrastructure (2022-2025)

December 18, 2025

I. Foreword

For too many New Yorkers, transportation determines access to opportunity. Whether a resident can reach a job, a doctor, a grocery store, or a family member depends on the reliability, affordability, and safety of the systems that shape daily movement.

Historically, these systems have not served every community equally. Many neighborhoods, particularly in the outer boroughs, have endured long commutes, gaps in infrastructure investment, and disproportionate safety risks. These inequities persist today, contributing to widening economic divides and undermining quality of life for millions of residents.

As the Chair of the New York City Council's Committee on Transportation and Infrastructure, our work over the last four years has advanced a people-centered agenda grounded in equity, access, and affordability. For the first time in the Council's history, this Committee directed oversight on infrastructure, not solely transportation. Our work recognizes that transportation is an essential service and that every New Yorker deserves safe streets, reliable transit, and infrastructure that reflects the needs of their community. Our approach has been defined by close oversight of city and state agencies, over 40 pieces of legislation enacted to address long-standing challenges, and proactive investment in our transportation system.

We began the term in 2022 with a focus on equity, which was the subject of the Committee's first oversight hearing. Touring 40 of the City's 51 Council districts, we walked neighborhoods alongside local Council Members to better understand the transportation and infrastructure challenges each community faces, while also seeing firsthand where sustained investment and focused planning have delivered real results. Our work also included direct oversight on the city's public procurement of Minority and Women-owned Business Enterprises across transportation and infrastructure projects.

Across the five boroughs, we have partnered with the Department of Transportation (DOT), the Taxi and Limousine Commission (TLC), the Metropolitan Transportation Authority (MTA), and the Department of Design and Construction (DDC) to support improved performance and clearer public reporting. The goal throughout has been to ensure that major agencies adopt policies rooted in data, that public dollars are spent responsibly, and that progress is measured openly and consistently.

This report provides an overview of the Committee's work over the past several years. It highlights measurable outcomes in street safety, freight and truck management, transit performance, capital transparency, and affordability. It also identifies areas where continued investment and oversight will be essential to building a transportation system capable of meeting the needs of a rapidly growing and climate-vulnerable city. The following sections reflect our Committee's belief that improving mobility is not merely a technical challenge but a moral and economic imperative for New York City's future.



Hon. Selvena N. Brooks-Powers
New York City Council Majority Whip
Chair, Committee on Transportation and Infrastructure
District 31, Queens

II. Executive Summary

The Committee on Transportation and Infrastructure has advanced a comprehensive agenda focused on affordability, equity, safety, and modernizing New York City's streets and transit systems. Through legislative action, budget negotiations, and sustained oversight, the Committee has worked to reduce financial burdens on working families, address long-standing inequities in transportation access, and improve the performance and transparency of public agencies.

A central affordability accomplishment has been the expansion of the Fair Fares program. Between FY23 and FY26, eligibility grew from 100 to 150 percent of the federal poverty level (FPL), and program funding rose from \$75 million to more than \$121 million. These expansions reduce commuting costs for low-income New Yorkers, who spend nearly \$1,900 per year on transportation. The Committee also enacted protections for for-hire vehicle workers through Local Law 90 of 2025, which will lower mandatory insurance requirements and save drivers thousands annually. Additional oversight helped more than 2,000 taxi medallion owners secure financial relief through the Taxi Medallion Relief Programs.

The Committee advanced major streetscape and infrastructure reforms. Local Laws 62 and 63 of 2025 improved public reporting on DOT capital projects, while Local Law 66 of 2023 expanded daylighting to reduce pedestrian injuries. These gains were supported by an 18.7 percent increase in DOT's budget since FY22 and growth in staffing to nearly 6,000 positions.

Transportation equity has been a defining focus of the Committee's work. Local Laws 171 and 142 of 2023 and Local Law 96 of 2025 initiated the city's first modern overhaul of truck routes and truck parking, reducing exposure to heavy-vehicle traffic and pollution in environmental justice communities. Local Law 160 of 2023 further required DOT to prioritize historically underserved neighborhoods in future capital planning. The Committee also addressed inequitable enforcement practices through Local Law 98 of

2024, which legalized jaywalking and reduced disproportionate summonses issued to Black and Latino New Yorkers without negatively affecting pedestrian safety.

Finally, the Committee modernized public infrastructure by expanding the city's public bathroom planning framework through Local Laws 114 of 2022 and 92 of 2025, and improving medians with new greening and stormwater requirements under Local Law 94 of 2024.

Together, these initiatives reflect a cohesive strategy to build a transportation system that is more affordable, equitable, and responsive to community needs. Continued investment, oversight, and interagency coordination will be essential to sustaining this progress in the years ahead.

III. Centering Affordability in our Transit Network

A central priority of the Committee has been reducing the cost burdens that fall most heavily on low-income New Yorkers. Under the current Council, the Fair Fares program has expanded significantly, with eligibility broadened and outreach improved to ensure that discounted transit fares reach more households experiencing financial hardship. In recent years, the Council has called on the Administration to increase the Fair Fares eligibility to 200 percent of the FPL to expand the program to more low-income City residents. While the program has not yet reached this full level of expansion, the Council has successfully negotiated incremental eligibility expansions and additional funding each year. Specifically, the Fair Fares program has increased from 100 percent eligibility of the FPL with \$75.0 million budgeted at the end of FY23,¹ to 150 percent of the FPL with \$121.4 million budgeted as of the FY26 November Plan.²

¹ N.Y.C. Council, *Fiscal 2026 Preliminary Budget Response*, 50 (Apr. 2025), <https://council.nyc.gov/budget/wp-content/uploads/sites/54/2025/04/FY26-Preliminary-Budget-Response.pdf>.

² N.Y.C. OMB, *Fiscal Year 2026 November Plan*, (2025) (on file with the N.Y.C. Council Finance Division, retrieved from the City's Financial Management System).

The program's growth has aligned with the broader affordability strategy advanced by the Council, recognizing that commuting costs represent a substantial share of monthly expenses for many residents. Recent estimates show that New Yorkers spend roughly \$1,900 a year on transportation costs.³ The expansion of Fair Fares has mitigated this burden for hundreds of thousands of riders and represents one of the most direct affordability interventions in the city's transportation system.

The Committee also advanced significant protections for workers in the for-hire vehicle industry. Rising insurance premiums have been a major contributor to economic instability among TLC-licensed drivers. The passage of Local Law 90 of 2025 will reduce minimum insurance requirements for Personal Injury Protection coverage from \$200,000 to \$100,000 once it takes effect in March 2026. The change will save drivers thousands of dollars annually, without compromising safety standards. These savings will improve economic stability for a workforce overwhelmingly composed of working class New Yorkers

Following the economic crises faced by taxi medallion owners during the pandemic, the Council has also supported efforts to restructure medallion debt and stabilize the industry. Under its oversight, the Committee helped ensure that business medallion owners were able to receive financial assistance from TLC's Taxi Medallion Relief Programs. From 2021 to 2024, when these programs ended, over 2,000 owners were approved.⁴ These reforms have enabled many owner-operators to maintain their livelihoods and continue participating in the for-hire sector.

Across these initiatives, the Committee's goal has been consistent: to reduce financial burdens on workers and families and expand access to opportunity for all New Yorkers.

³ Ryan Vinh et al., *Spotlight on: Transportation in New York City*, Robin Hood Poverty Tracker Research Group at Columbia University (Sept. 2025), https://robinhood.org/wp-content/uploads/2025/09/PT_Transportation_Spotlight_2025.pdf.

⁴ N.Y.C. TLC Office of Financial Stability, *Annual Report 2024*, 9 (2024), https://www.nyc.gov/assets/tlc/downloads/pdf/ofs_annual_report_2024.pdf.

IV. Strengthening Our Streetscape

Street and sidewalk conditions have a significant impact on daily life, affecting everything from accessibility for seniors and people with disabilities to commute times for drivers, cyclists, and bus riders. Over the course of the last two terms, the Committee has prioritized oversight of street maintenance, outdoor dining regulation, capital delivery, and safety interventions, leading to measurable improvements across multiple indicators.

A cornerstone of the Committee's work has been strengthening transparency in capital planning and delivery for critical infrastructure projects. Local Laws 62 and 63 of 2025 created new reporting requirements for DOT that provide clearer, more accessible information on capital project timelines, spending, and performance benchmarks. These laws ensure that the public and the Council can track progress on major projects and identify delays or cost changes as they occur. They represent a significant shift toward open and accountable infrastructure management.

The Committee also advanced several pieces of legislation aimed at modernizing street design and improving safety. Local Law 66 of 2023 established a citywide daylighting program, requiring certain intersections to be cleared of visual obstructions to reduce crashes involving turning vehicles. This law was grounded in extensive research showing that blocked sightlines contribute to severe pedestrian injuries. Through two oversight hearings, the Committee also examined the outdoor dining program, scrutinized agency oversight and the rollout process, and identified the need for continued work to strengthen the program while balancing the use of our shared public space.

Alongside this legislation, the Council has championed key investments in agency capacity and budget. DOT's budget increased by approximately 18.7 percent between FY22 and FY26, supporting expanded resurfacing operations, bridge maintenance, and safety interventions.⁵ The Council also secured additional funding for DOT's budgeted

⁵ N.Y.C. Mayor's Office of Operations, *Mayor's Management Report Fiscal Year 2025*, 353 (Sept. 2025), https://www.nyc.gov/assets/operations/downloads/pdf/mmr2025/2025_mmr.pdf.

headcount, which increased from about 5,500 in FY22 to nearly 6,000 in FY26.⁶ Under the Committee's oversight, DOT's operational metrics show important progress in certain areas. Pothole repair performance showed especially notable gains. From FY23 to FY25, the average time to close a pothole complaint had decreased by approximately 24 percent, with more than 180,000 potholes repaired during FY25.⁷ These gains followed enhanced Council oversight and budgetary support on infrastructure and street safety measures.

V. Advancing Transportation Equity

For decades, structural inequities in New York City's transportation system have placed disproportionate burdens on low-income communities and communities of color. Heavy truck traffic, inadequate public investment, poor air quality, and inequitable enforcement have shaped daily life for many neighborhoods that already experience higher rates of asthma, traffic violence, and environmental harm. A central mission of the Committee has been to address these disparities by reshaping policies, redirecting resources, and modernizing regulatory frameworks to ensure that every community shares in the benefits of a safe and sustainable transportation network.

A major component of this equity agenda has been reforming the City's freight and trucking system, which has disproportionately impacted environmental justice communities. Heavy vehicles contribute significantly to crash severity, emissions, and roadway deterioration, and their routes frequently run through neighborhoods that have historically faced neglect and underinvestment. Local Law 171 of 2023 initiated the first comprehensive redesign of the city's truck route network in decades. This effort prioritizes reducing exposure to truck traffic in residential areas and improving routing efficiency to limit unnecessary vehicle miles traveled, addressing long-standing concerns in areas such as the South Bronx, Southwest Brooklyn, and Southeast Queens.

⁶ Adrian Drepaul, *Fiscal 2026-2029 November Plan*, N.Y.C. Council Finance Division 67-68 (Dec. 2025), <https://council.nyc.gov/budget/wp-content/uploads/sites/54/2025/12/Fiscal-2026-November-Plan-Report.pdf>.

⁷ *Id.*

To further mitigate the environmental and quality-of-life impacts associated with freight movement, the Council enacted Local Law 142 of 2023, requiring the DOT to identify feasible off-street truck parking sites. This work is intended to reduce overnight idling and illegal parking on neighborhood streets—conditions that have disproportionately affected communities adjacent to industrial corridors. Building on this foundation, Local Law 96 of 2025 established an overnight parking program for commercial vehicles within Industrial Business Zones. This program represents a shift toward cleaner freight operations and provides structured options for vehicle storage during nighttime hours. Together, these laws form the backbone of the city’s modern freight management strategy, intended to balance economic needs with quality-of-life and safety considerations for residents.

The Committee’s equity work also extends to resource allocation. Local Law 160 of 2023 requires DOT to produce an equity investment roadmap to ensure that neighborhoods with historic underinvestment receive priority in future capital planning. This framework guides the distribution of street safety infrastructure, public space enhancements, and mobility improvements, responding directly to decades of documented disparities. Earlier legislation, including Local Law 115 of 2022, complements this mandate by requiring the identification and planning of new greenway segments with an emphasis on communities lacking safe cycling and recreation infrastructure.

Equity considerations also inform the Committee’s approach to enforcement. Prior to 2024, jaywalking summonses disproportionately targeted Black and Latino New Yorkers despite similar pedestrian behavior across racial and ethnic groups. Local Law 98 of 2024 legalized jaywalking, significantly reducing unnecessary interactions between residents and law enforcement. In localities across the country, legalization of jaywalking has not been found to lead to increases in pedestrian injuries.⁸

⁸ Governor’s Highway Safety Association, *Pedestrian Fatalities by State* (2024), <https://www.ghsa.org/resource-hub/pedestrian-traffic-fatalities-2024-data>.

Together, these initiatives reflect the Committee’s holistic approach to transportation equity. By reducing environmental burdens, ensuring fair distribution of resources, and eliminating inequitable enforcement practices, the Committee has advanced a more just, safe, and inclusive transportation system for all New Yorkers.

VI. Improving Public Transit and Expanding Transportation Alternatives

Reliable public transit is essential to the daily functioning of New York City, and the Committee has prioritized oversight of the MTA to support improved performance. After limited engagement during previous Administrations, the Council has successfully achieved a more consistent and frequent hearing cadence with the MTA under this Committee.

During the last four years, the MTA delivered higher levels of peak bus service. Data from the agency shows the percentage of scheduled bus trips that were actually provided during peak hours improving from 88 percent in 2022 to 95 percent in 2025. This improvement reflects in part the expansion of Transit Signal Priority (TSP) technology, a requirement of the Council’s Streets Plan (Local Law 195 of 2019). TSP reduces signal delays for buses and has been linked to modest but meaningful increases in bus speeds on participating routes. The Committee’s oversight hearings have emphasized the need for coordinated planning between the MTA and DOT on bus lane creation, with particular attention to agency capacity and construction timelines.

Nevertheless, bus speeds continue to lag, seeing no meaningful improvement in the last 10 years. The Committee has repeatedly highlighted the gap between the city’s Streets Plan targets and on-the-ground implementation rates. While the administration has made progress on bus lane mileage, overall creation remains below annual requirements, underscoring the need for continued investment and coordinated interagency planning.

Alternatively, ferry usage has increased, supported by oversight emphasizing fiscal transparency and equitable service patterns. Ridership on the Staten Island Ferry increased by 38 percent from FY22 to FY25, while private ferry ridership grew by 53 percent during the same span, increasing from 10 million riders to 15.4 million riders. Through joint hearings with the Committee on Economic Development, the Committee on Transportation and Infrastructure has scrutinized operational costs, route performance, and subsidy levels, ensuring that ferry service expansion aligns with citywide mobility needs and reaches communities with limited transit options.

Across these areas, the Committee has approached transit and mobility oversight with the goal of strengthening interagency coordination, increasing transparency, and prioritizing communities that have historically lacked robust transportation infrastructure.

VII. Modernizing Public Infrastructure

A core objective of the Committee's work has been modernizing the city's public realm and ensuring that essential infrastructure is accessible, equitably distributed, and responsive to community needs. For many neighborhoods, basic amenities such as public bathrooms, safe medians, or green public spaces have been absent for decades, reflecting historical disinvestment and uneven capital planning. The Committee's legislative agenda has therefore centered on building a more functional, humane, and resilient public realm—one that meets the needs of residents in every borough.

A significant milestone in this effort has been the expansion of public bathroom planning and infrastructure. Local Law 114 of 2022 mandated a citywide analysis of feasible locations for public bathroom facilities across all Zip Code Tabulation Areas. For the first time, the City was required to assess existing bathroom availability, identify gaps, account for accessibility and safety considerations, and evaluate the barriers that have long stalled bathroom construction. This law ensures that the planning process incorporates public input and community board feedback and that neighborhoods historically overlooked in capital siting receive the attention they deserve.

Building upon this foundation, Local Law 92 of 2025 strengthened the City’s long-term bathroom strategy by requiring detailed updates on all active or planned capital projects identified through Local Law 114. These updates must include project scope, start and completion timelines, estimated useful life, funding levels, operational and sanitation plans, and specific site locations. Together, these laws create the most comprehensive public bathroom accountability framework in city history, ensuring that planning translates into construction and that communities receive clear, transparent information about progress.

The Committee also advanced improvements to another long-neglected component of the public realm: the city’s medians. Local Law 94 of 2024 required DOT, in coordination with other city agencies, to upgrade at least one mile of paved medians every two years. These improvements may include planted medians, tree beds, or stormwater infrastructure: design elements that improve drainage, expand green space, and enhance pedestrian safety. By prioritizing high-need investment areas, the law directs resources to communities most affected by heat vulnerability, flooding, and poor air quality. The legislation also mandates ongoing maintenance responsibilities and the creation of a publicly accessible online map that identifies each improved median and the agency charged with its upkeep.

Together, these initiatives represent a new model for public infrastructure policy that pairs long-term planning with transparency, accountability, and an explicit focus on equity. By expanding access to bathrooms, greening medians, and strengthening maintenance practices, the Committee has advanced a more humane, sustainable, and community-responsive approach to public space.

VIII. Looking Ahead: A People-Centered Transportation Future

This report makes clear that building fair, safe, and reliable transportation and infrastructure requires sustained investment and close oversight. While the city has made substantial gains in street maintenance, transit performance, freight management, and capital transparency, significant work remains to fully realize an equitable transportation network.

Future efforts must prioritize bus lane creation, particularly in transit deserts where long commutes limit access to jobs and educational opportunities. Investments in safer street design should continue, with a particular focus on intersections and corridors that disproportionately affect seniors, children, and people with disabilities. Freight management reforms must remain aligned with environmental and public health goals, especially as e-commerce intensity increases truck volumes.

Finally, public agencies must maintain transparent and collaborative relationships with the communities they serve. Transportation infrastructure touches every aspect of civic life, and meaningful progress requires engagement that respects local knowledge and responds to local needs.

The Committee on Transportation and Infrastructure remains committed to advancing a people-centered vision for mobility. Its work will continue to be guided by the principles of equity, affordability, safety, and sustainability, ensuring that every resident of the five boroughs can move through their city with dignity and confidence.

IX. Acknowledgements

The progress reflected in this round-up is the result of a collective effort. I thank Speaker Adrienne E. Adams for her leadership as well as the Members of the Committee on Transportation and Infrastructure from both terms for their partnership in advancing a more equitable transportation system.

I am especially grateful to my staff and the Committee staff—Renee Taylor, Julian Martin, Mark Chen, Theodore Miller, Kevin Kotowski, John Basile, Adrian Drepaull, and all previous staff—for their dedication, expertise, and tireless work throughout these two terms. Their commitment was instrumental to the Committee’s legislative, oversight, and budgetary accomplishments.

I also thank our partner agencies, including the Department of Transportation, the Taxi and Limousine Commission, the Metropolitan Transportation Authority, and the

Department of Design and Construction, as well as the advocates and members of the public whose engagement and testimony strengthened this work.

Together, these contributions made the progress of the past two terms possible.