

Good morning. My name is Rohit T. Aggarwala and I am the Director of New York City's office of Long-Term Planning and Sustainability. On behalf of Mayor Bloomberg, thank you for the opportunity to testify today.

New York City is a model of sustainable transportation. Ninety percent of American households own a car; only 44 percent of New Yorkers do. Overwhelmingly, New Yorkers rely on transit and their own two feet to get around. It's one reason we have the lowest per-capita carbon footprint in the United States.

PlaNYC, our long-term sustainability plan, covers transportation as part of an overall plan to improve our economy, environment, and quality of life. It includes:

- guiding growth to areas near transit;
- investing the billions needed to achieve a state of good repair on our roads, subways, and railroads;
- completing major transit expansions -- such as the Second Avenue Subway -- as well as lower-cost projects such as Bus Rapid Transit;
- promoting walking and cycling by rebalancing the way our streets are designed;
- promoting efficient vehicles -- especially high-usage cars like taxicabs -- and I'd like to thank Congressman Nadler for his leadership on this issue;
- and managing the use of our infrastructure better, which is why Mayor Bloomberg proposed piloting congestion pricing in Manhattan.

Whatever you think about it, congestion pricing highlights our -- and the nation's -- biggest transportation challenge: finding new sources of funding. We not only need new policies; we also need greater investment and new revenue sources. Americans have shown that they understand this need, telling pollsters time and again that they are willing to pay more to fund transportation if they trust the system to be non-partisan, performance-based, and accountable.

PlaNYC did not provide a solution to everything. We need to move freight more efficiently -- and get it off the road when possible. We need to invest in aviation to reduce delays and increase capacity. We need a revitalized Amtrak, and new high-speed rail. We need streamlined Federal programs, including direct grants to large cities. And we need to ensure that Federal funding formulas reward efficient policies, not more highway expansion.

Despite New York City's uniqueness, I believe our needs reflect the policies America needs if we are to have a sustainable transportation future. Thank you again for your time, and I look forward to your questions.