



**New York City Council**

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**Hearing on the Mayor's Fiscal Year 2011 Preliminary Budget**

**Department of Transportation**

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**Committee on Transportation**

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# Fiscal 2011 Preliminary Budget Summary and Highlights

	2008 Actual	2009 Actual	2010 Adopted	2010 Preliminary	2011 Preliminary	Difference, 2010 – 2011
Personal Services	\$306,514,988	\$311,372,956	\$335,092,138	\$381,298,169	\$329,873,862	(\$5,218,276)
Other than Personal Services	340,750,718	394,445,154	399,348,890	463,356,274	349,326,338	(50,002,552)
<b>Table Total</b>	<b>\$647,265,706</b>	<b>\$705,818,110</b>	<b>\$734,441,028</b>	<b>\$844,654,443</b>	<b>\$679,200,200</b>	<b>(\$55,220,828)</b>

The Department of Transportation's Fiscal 2011 Preliminary Budget totals \$679.2 million which is \$55.2 million less than the Fiscal 2010 Adopted Budget of \$734.4 million. Because the City's fiscal year and the State and Federal fiscal years do not coincide, the Department reports only baseline funding and grants that it anticipates from the other two branches of government at the beginning of each year and makes adjustments throughout the year as additional funds are received. In Fiscal 2010 over \$123 million in State and federal funding was realized post adoption.

The proposed Fiscal 2011 Preliminary Budget includes \$424.7 million of City-tax levy funds - nine percent decrease from the Fiscal 2010 Adopted Budget of \$463.5 million. The Preliminary Budget includes \$27.3 million in Programs to Eliminate the Gap (PEGs), \$3.3 million in new needs for security contracts, and an adjusted net of \$1.2 million in other adjustments, of which \$8.2 million is for costs associated with collective bargaining agreements. The Department was able to offset most of its PEG program requirement with new revenue PEGs, totaling \$15.6 million in Fiscal 2011. The revenue PEGs are:

- **Debris Container Permit:** Beginning in Fiscal 2011, DOT will generate an additional \$500,000 annually by implementing a \$30 permit application fee for the temporary placement of debris containers on City streets. Currently, the \$30 fee requirement applies only to new construction sites.
- **Additional Revenue from Street Opening Permit:** The Department plans to generate an additional \$1.5 million in Fiscal 2010, Fiscal 2011 and the outyears from the issuance of street openings permits and various other revocable consent agreements such as electrical transformers, air rights and franchise rights.
- **Increased Manhattan Parking Rates:** DOT will increase parking rates from \$2 to \$2.50 per hour for multi-space meters in Manhattan (see p. 9).

In addition to the above revenue PEGs, other key actions affecting the DOT's proposed budget include:

- **DOT Security Contract Increase:** DOT has a new need of \$3.3 million for costs associated with its security contracts (see p. 23).
- **Signal Maintenance Contract Savings:** Savings of \$6.2 million in Fiscal 2010 and \$11.4 million in Fiscal 2011 and Fiscal 2012 from new bids for signal maintenance (see p. 9).
- **Elimination of Ponding/Speed Bump Unit:** The Department will eliminate its dedicated Ponding/Speed Bump Unit for a savings of \$720,000 in Fiscal 2010 and \$1.4 million in Fiscal 2011 and the outyears (see p. 12).

- **Planning and Sustainability OTPS Reduction:** Planning and sustainability funding reduction of \$1.1 million in Fiscal 2010 and \$5.1 million in Fiscal 2011 and the outyears (see p. 9).
- **Reduce Injury Claims (Jones act):** The Department anticipates savings of \$1 million in Fiscal 2010 and Fiscal 2011 and the outyears from a reduction in injury claims (see p. 15).
- **Collective Bargaining.** The Department of Transportation will receive City funding of \$1.6 million in Fiscal 2010 and Fiscal 2011 and the outyears to fund additional needs resulting from collective bargaining agreements.

# Department of Transportation

The Department of Transportation (DOT) is responsible for the safe and efficient movement of people and goods in New York City. To fulfill this mission, DOT builds and maintains streets, sidewalks, highways, bridges, and municipal parking facilities; maintains and operates municipal ferry systems and monitors private ferry systems; monitors private bus companies and the MTA Bus Company; participates in traffic regulation efforts; and serves as an advocate for better transportation. DOT is responsible for approximately 5,800 miles of streets and highways and 790 bridge structures, including six tunnels. The Department ensures traffic safety and mobility by mitigating the effects of construction on traffic; implementing engineering improvements; and installing and maintaining traffic signals at more than 11,900 signalized intersections. The Department also maintains over 1.3 million signs, over 300,000 streetlights, 69 million linear feet of markings and approximately 63,000 parking meters. The Department encourages the use of mass transit by operating the Staten Island Ferry and promoting new private ferry routes. The Department also encourages the use of alternative modes of transportation, and administers a citywide program advancing the use of alternative fuels.

By 2030, the City's population is anticipated to grow by 12.5%. In that time, employment in the City is expected to rise approximately 20% while the daily traffic volume is expected to increase by approximately 6%. Increasing congestion on the City's highways will further exacerbate the difficulties of goods movement, as over 95% of all goods are shipped into the City via trucks. DOT's challenge, in the face of these trends, will be to channel as much of this rising demand into mass transit as possible, while still maintaining a viable and safe local street system. At the same time, the City must maintain its aging bridge and arterial network so that vital transportation links do not become either structurally deficient or congested, or pollution-causing bottlenecks, impeding the City's economic growth.

## Key Public Services Areas

- Ensure the safety of motorists, pedestrians, and bicyclists traveling in New York City
- Improve traffic mobility and reduce congestion throughout the City
- Rehabilitate and maintain the City's bridges
- Rehabilitate and maintain the City's streets, sidewalks, and highways
- Encourage the use of mass transit and alternative modes of transportation

## Critical Objectives

- Ensure pedestrian, bicyclist, and motorist safety
- Install and maintain traffic controls and safety devices
- Manage traffic flow
- Manage parking and curbside use
- Complete bridge maintenance and capital projects promptly
- Ensure accessibility of streets and sidewalks citywide
- Ensure cleanliness of the arterial highway system
- Ensure the quality of contractor work
- Expand and improve private ferry service
- Maintain and improve the Staten Island Ferry operation
- Expand the bicycle network.

*SOURCE: Mayor's Management Report*

## Department of Transportation Financial Summary

*Dollars in Thousands*

	2008 Actual	2009 Actual	2010 Adopted	2010 Jan. Plan	2011 Jan. Plan	Difference 2010-2011
<b>Budget by Program Area</b>						
Bridge Engineering and Administration	\$24,989	\$27,017	\$26,452	\$28,474	\$26,599	(\$147)
Bridge Maintenance, Repair & Operations	56,332	59,990	48,352	65,423	46,584	(1,768)
DOT Management & Administration	48,212	56,497	43,966	51,678	44,046	80
DOT Vehicles & Facilities Mgmt & Maintenance	18,421	35,531	30,228	37,816	29,460	(768)
Ferry Administration & Surface Transit	6,816	6,799	3,811	7,911	3,991	180
Municipal Ferry Operation & Maintenance	82,924	80,973	93,765	93,413	82,762	(11,003)
Pre-K Bus Program Intra-City	4	0	0	0	0	0
Roadway Construction Coordination & Admin.	9,230	9,751	11,431	11,823	11,781	350
Roadway Repair, Maintenance & Inspection	175,015	192,321	184,837	198,606	174,059	(10,778)
Traffic Operations & Maintenance	255,397	294,855	279,486	311,194	247,987	(31,499)
Traffic Planning Safety & Administration	20,414	24,258	12,113	38,315	11,931	(182)
WTC Disaster Related Expenses	31	(1)	0	0	0	0
<b>TOTAL</b>	<b>\$697,786</b>	<b>\$787,993</b>	<b>\$734,441</b>	<b>\$844,653</b>	<b>\$679,200</b>	<b>(\$55,241)</b>
<b>Funding</b>						
City Funds	N/A	N/A	\$463,540	\$446,753	\$424,705	(\$38,835)
Other Categorical	N/A	N/A	33	1,399	33	0
State	N/A	N/A	44,347	90,648	40,807	(3,540)
Capital - IFA	N/A	N/A	180,563	181,972	172,751	(7,812)
Federal – Other	N/A	N/A	44,548	122,305	39,494	(5,054)
Intra-City	N/A	N/A	1,409	1,578	1,409	0
<b>TOTAL</b>	<b>N/A</b>	<b>N/A</b>	<b>\$734,441</b>	<b>\$844,655</b>	<b>\$679,199</b>	<b>(\$55,241)</b>
<b>Positions</b>						
Fulltime Positions	4,348	4,423	4,242	4,818	4,163	(79)
Contracts	N/A	N/A	562	574	562	0
<b>TOTAL</b>	<b>4,348</b>	<b>4,423</b>	<b>4,804</b>	<b>5,392</b>	<b>4,725</b>	<b>(79)</b>

## Preliminary Performance Highlights

The following performance measures were reported in the Mayor's Management Report for DOT.

	FY 07	FY 08	FY 09	4-Month Actual FY 10	Target FY 10
Citywide Traffic Fatalities	310	300	276	93	*
Motorist/Passengers	136	123	98	38	*
Bicyclists/Pedestrians	174	177	178	55	*
Overall Traffic Crashes	175,804	184,801	177,909	N/A	*
Average Time to Respond to Traffic Signal defect (hrs)	NA	NA	4.3	3.2	*
Average Time to Repair Priority Regulatory signs after Notification (days)	2.9	1.9	1.6	1.7	*
Average Time to repair street Lights – by DOT (days)	2.4	2.5	2.4	2.4	*
Average Time to Repair Street Lights – by ConEd (days)	16.8	12.5	14.0	11	*
Speed Humps Installed near schools	101	65	73	57	*
Tort Cases commenced	1,894	2,146	2,138	729	*
Tort Dispositions	3,025	2,837	2,406	738	*
Tort Payout (\$000)	\$100,226.4	\$95,314.1	\$85,744.5	\$17,130.1	*

# Capital Program

## Capital Budget Summary

The January 2010 Capital Commitment Plan includes \$5.1 billion in Fiscals 2010 -2013 for the Department of Transportation (including City and Non-City funds). This represents 12.9 percent of the City's total \$39.14 billion January Plan for Fiscals 2010-2013. The agency's January Commitment Plan for Fiscals 2010 - 2013 is 2.3 percent greater than the \$5 billion scheduled in the September Commitment Plan, an increase of \$121.5 million.

Over the past five years the Department of Transportation has only committed an average of 55.3 percent of its annual capital plan. Therefore, it is assumed that a large portion of the agency's Fiscal 2010 capital plan will be rolled into Fiscal 2011 thus greatly increasing the size of the Fiscal 2011-2014 capital plan. Since adoption last June, the Capital Commitment Plan for Fiscal 2010 has decreased from \$2.45 billion to \$2.42 billion, a reduction of \$28.1 million or one percent.

Currently the Department of Transportation's appropriations total \$3.7 billion in city-funds for Fiscal 2010. These appropriations are to be used to finance the agency's \$1.4 billion city-funded Fiscal 2010 capital commitment program. The agency has \$2.4 billion or nearly two times more funding than it needs to meet its entire capital commitment program for the current fiscal year.

## FY 2010 Adopted Capital Commitment Plan

*Dollars in thousands*

	2010	2011	2012	2013	2010-2013
Highway Bridges (HB)	\$661,657	\$330,723	\$552,909	\$304,249	\$1,849,538
Waterway Bridges (BR)	715,830	1,721	1,631	1,631	720,813
Equipment (TD)	23,435	26,465	5,900	3,652	59,452
Ferries & Aviation (FA)	56,644	49,635	11,705	29,352	147,336
Highways (HW)	782,669	553,796	262,872	224,428	1,823,765
Traffic (TF)	182,520	239,971	66853	48,665	538,009
<b>TOTAL</b>	<b>\$2,422,755</b>	<b>\$1,202,311</b>	<b>\$901,870</b>	<b>\$611,977</b>	<b>\$5,138,913</b>

## Issues/Highlights

- Macombs Dam Bridge Retrofit:** The January Plan includes an additional \$2.1 million for the Macombs Dam Bridge retrofit. The additional allocations are to be used to re-encumber funds that were de-registered in 2009, bringing total planned commitments for this project to \$87.3 million.
- Citywide Milling:** The Plan includes \$15.6 million additional funding for the citywide milling program where asphalt is grinded up in preparation for highway work. The Department produces approximately 50 percent of its annual asphalt needs at its Hamilton Avenue Asphalt Plant using 40 percent reclaimed materials. The additional funding is needed to fund the increase in DOT's lane mile target from 700 to 900 miles for Fiscal 2010 in addition to current increased market costs.

- **East 153<sup>rd</sup> Street Bridge at Park Avenue:** Due to design delays, planned commitments totaling \$6 million for the East 153<sup>rd</sup> Street Bridge at Park Avenue have been rolled from Fiscal 2010 to Fiscal 2011.
- **Protection against Marine Borers Citywide:** DOT's ACCO rejected all bids received for this project in Fiscal 2010. As a result, \$32.4 million is being rolled into Fiscal 2011 when the project is expected to be rebid.
- **Belt Parkway Bridge Over Paerdegat Basin:** Due to a re-estimate of costs for construction support services, funding for the Belt Parkway Bridge over Paerdegat Basin project was reduced by \$3.8 million, down from \$55.5 million to \$51.7 million, in Fiscal 2010.
- **Claremont Parkway Bridge/Metro-North:** Due to higher than expected construction bids over the initial estimates prepared in 2003, an additional \$6.5 million has been added to the Claremont Parkway Bridge project in Fiscal 2010. Total planned commitments for this project are now \$14.9 million, reflecting the most recent cost estimate.

# Program Areas

## Traffic Operations and Maintenance

The Division of Traffic Operations is responsible for the safe and efficient movement of people and goods on the City's streets and for the development, installation, and maintenance of the City's traffic signals, street lights, traffic signs and roadway markings. The division manages the municipal parking facilities and parking meters as well as the Department's Traffic Management Center (TMC). The TMC monitors real-time traffic conditions, controls thousands of computerized traffic signals, and operates variable message signs on the City's major arteries. The division also manages the Red Light Camera program, which is designed to promote safe, responsible driving by photographing and fining vehicles that run red lights. Currently, the DOT has 170 cameras installed at 150 locations citywide.

<i>Dollars in thousands</i>	2008	2009	2010		2011	Difference
	Actual	Actual	Adopted	January	January	2011 vs. 2010
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$54,816	\$59,100	\$52,054	\$60,043	\$51,937	(\$117)
Other Salaried and Unsalari ed	984	1,041	781	842	781	0
Additional Gross Pay	3,272	3,254	1,239	1,254	1,239	0
Overtime - Civilian	9,935	11,369	5,594	6,072	5,454	(140)
Fringe Benefits	444	1,075	627	4,583	627	0
Amounts to be Scheduled	0	0	793	793	793	0
<b>Subtotal, PS</b>	<b>\$69,451</b>	<b>\$75,839</b>	<b>\$61,088</b>	<b>\$73,587</b>	<b>\$60,831</b>	<b>(\$257)</b>
<b>Other than Personal Services</b>						
Supplies and Materials	\$8,411	\$10,521	\$30,621	\$17,376	\$19,723	(\$10,898)
Property and Equipment	2,560	1,638	2,559	1,648	3,828	1,269
Other Services and Charges	73,850	82,895	99,680	98,195	86,183	(13,497)
Contractual Services	100,994	123,840	85,400	120,026	77,284	(8,116)
Fixed and Misc Charges	131	122	138	360	137	(1)
<b>Subtotal, OTPS</b>	<b>\$185,946</b>	<b>\$219,016</b>	<b>\$218,398</b>	<b>\$237,605</b>	<b>\$187,155</b>	<b>(\$31,243)</b>
<b>TOTAL</b>	<b>\$255,397</b>	<b>\$294,855</b>	<b>\$279,486</b>	<b>\$311,192</b>	<b>\$247,986</b>	<b>(\$31,500)</b>
<b>Funding</b>						
Capital IFA City	N/A	N/A	\$13,843	\$14,050	\$12,672	(\$1,171)
City	N/A	N/A	239,234	231,371	209,880	(29,354)
Federal – Other	N/A	N/A	24,017	42,910	24,017	0
Other Categorical	N/A	N/A	33	1,174	33	0
State	N/A	N/A	2,360	21,689	1,384	(976)
<b>TOTAL</b>	<b>N/A</b>	<b>N/A</b>	<b>\$279,487</b>	<b>\$311,194</b>	<b>\$247,986</b>	<b>(\$31,500)</b>

In Fiscal 2011, despite proposed funding reduction for planning and sustainability the Department will continue the build-out process of the City's Bicycle Master Plan to create approximately 1,800 lane mile networks of bicycle routes and car-free greenways citywide. Funding for this initiative was provided as part of the City's PlaNYC initiative in the Fiscal 2008 Adopted Budget. The Department is on target to

construct 50 lane miles in the current fiscal year, bringing the total lane miles completed to 475 by the end of Fiscal 2010.

DOT's Fiscal 2011 Preliminary Budget includes \$248 million for traffic operations and maintenance \$31.5 million less than the Fiscal 2010 Adopted Budget of \$279.4 million and \$62.3 million less than the current Modified Budget. These variances are primarily the result of changes in the budget for other than personal services (OTPS) costs. Additional variances exist because the Department reports only baseline funding and State and federal grants that it anticipates at the beginning of the fiscal year, adjustments are made throughout the year as additional State and federal funding is received. The Fiscal 2010 Budget includes an additional \$38.2 in State and federal sources not assumed at adoption last year. These funds include \$6.5 million for bicycle network development, \$11.3 million for thermoplastics markings and \$1.5 million for school safety initiatives.

The Division of Traffic Operations Fiscal 2011 Preliminary Budget includes funding for 1,024 positions for traffic operations and maintenance, a decrease of six positions compared to the Fiscal 2010 Adopted Budget. This decrease is part of an agency-wide reduction in headcount beginning in Fiscal 2011.

Since the Fiscal 2010 Budget was adopted last June, specific actions affecting the Traffic Operations and Maintenance program area include the following:

- **Increased Manhattan Parking Rates:** DOT will increase the hourly parking rate from \$2 to \$2.50 for multi-space meters in Manhattan. The new rate will apply to spaces in the area bounded by Battery Park to 86<sup>th</sup> Street and 2<sup>nd</sup> to 9<sup>th</sup> Avenues for passenger parking and from 14<sup>th</sup> Street to 60<sup>th</sup> Street and 2<sup>nd</sup> to 10<sup>th</sup> Avenues for commercial parking. The Department anticipates additional revenue of \$600,000 in Fiscal 2010 and \$13.6 million in Fiscal 2011 and the outyears that is offset by \$400,000 in Fiscal 2010 and \$1.4 million in Fiscal 2011 and the outyears for related OTPS costs. This action is estimated to bring total parking meter revenue to \$157 million in Fiscal 2011, a 31 percent increase over the actual revenue from parking meters in Fiscal 2009 of \$119.7 million. For Fiscal 2010, parking meters revenue is projected to be \$140 million.
- **Planning and Sustainability OTPS Reduction:** DOT was allocated funding to plan and implement its part of the City's PlaNYC 2030 initiatives. Funds were allocated for three key sustainability initiatives: Bike Network Development, Bus Initiative for bus only lanes, and Intelligent Transportation Systems (ITS) to enable DOT to respond in real-time to emerging traffic conditions citywide. DOT's Fiscal 2011 Preliminary Budget reduces tax-levy OTPS funding for the Bike Network initiative by \$1.1 million in Fiscal 2010 and \$5.1 million in Fiscal 2011 and the outyears. It should be noted that in Fiscal 2010 the Department received \$6.5 million in federal funds, post budget adoption, for Bicycle Network Development. As such, it is foreseeable that additional federal funds could be available in Fiscal 2011 for this initiative.
- **Signal Maintenance Contract Savings:** The Department anticipates a savings of \$6.2 million in Fiscal 2010 and \$11.4 million in Fiscal 2011 and Fiscal 2012 as the result of recently implemented changes in signal maintenance contracts. In the past, bids for these contracts were made separately for each borough. The new process simplifies the process by allowing bidders to bid across borough lines.

## Performance Measures

	FY 07	FY 08	FY 09	4-Month Actual FY 10	Target FY 11
Percent of metered spaces that have muni-meters (multi-space meters)	25.5	29.9	36.6	38.3	*
Average vehicular travel speeds (miles per hour) – Manhattan Central Business District	N/A	N/A	N/A	N/A	*

In the first four months of Fiscal 2010, the proportion of metered spaces with multi-space parking increased to over 38 percent citywide compared to the Fiscal 2009 actual of 36.6 percent. Nearly 75 percent of all muni-metered parking accepts credit cards.

To date, data reporting for the new metric on vehicular travel speeds, a key yardstick for measuring improved mobility and congestion continues to be delayed by the Department due to technical issues. DOT expects reporting to begin in Fiscal 2010. The new metric measure will provide data on the average weekday travel speed of yellow taxi cabs within Manhattan's Central Business District – south of 60<sup>th</sup> Street.

## Roadway Repair, Maintenance and Inspection

The Department's Roadway Repair, Maintenance and Inspection program area is responsible for the maintenance and inspection of approximately 5,700 linear miles of streets and arterial highways within the five boroughs. In an effort to maintain the arterial highways within the City, and increase community participation, the Department manages the Adopt-a-Highway Program. This program enables sponsors to adopt up to 362 miles of highway and contribute funding for the cleaning and maintenance of the roadside. Additionally, the Division utilizes available State aid to perform both road maintenance and repair activities. The Division annually cleans and maintains 1,175 lane miles of arterial highway and 2,525 acres of landscaped areas and shoulders. The Division also monitors "street cut" activity by utilities, private contractors and other agencies to ensure that repairs meet required standards.

	2008	2009	2010	2011	Difference	
<i>Dollars in thousands</i>	Actual	Actual	Adopted	January	2011 vs. 2010	
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$68,333	\$71,535	\$74,584	\$80,563	\$72,391	(\$2,193)
Other Salaried and Unsalariated	8,994	12,558	7,504	7,504	7,504	0
Additional Gross Pay	7,656	6,596	3,349	3,349	3,349	0
New Positions			14	14	14	0
Overtime - Civilian	14,048	14,952	10,006	10,515	9,862	(144)
Fringe Benefits	530	698	486	3,724	486	0
<b>Subtotal, PS</b>	<b>\$99,561</b>	<b>\$106,339</b>	<b>\$95,943</b>	<b>\$105,669</b>	<b>\$93,606</b>	<b>(\$2,337)</b>
<b>Other than Personal Services</b>						
Supplies and Materials	\$56,629	\$65,036	\$55,987	\$53,225	\$55,691	(\$296)
Property and Equipment	963	532	1,265	1,202	1,265	0
Other Services and Charges	9,693	12,918	11,518	24,144	9,515	(2,003)
Contractual Services	8,163	7,496	20,104	14,356	13,961	(6,143)
Fixed and Misc Charges	5	2	20	10	20	0
<b>Subtotal, OTPS</b>	<b>\$75,453</b>	<b>\$85,984</b>	<b>\$88,894</b>	<b>\$92,937</b>	<b>\$80,452</b>	<b>(\$8,442)</b>
<b>TOTAL</b>	<b>\$175,014</b>	<b>\$192,323</b>	<b>\$184,837</b>	<b>\$198,606</b>	<b>\$174,058</b>	<b>(\$10,779)</b>
<b>Funding</b>						
Capital IFA City	N/A	N/A	\$138,167	\$138,998	\$131,118	(\$7,049)
City	N/A	N/A	38,803	38,169	35,074	(3,729)
Intra City	N/A	N/A	0	44	0	0
State	N/A	N/A	7,867	21,394	7,867	0
<b>TOTAL</b>	<b>N/A</b>	<b>N/A</b>	<b>\$184,837</b>	<b>\$198,605</b>	<b>\$174,059</b>	<b>(\$10,778)</b>

DOT's Fiscal 2011 Preliminary Budget includes \$174 million in Fiscal 2011 for roadway repair, maintenance and inspections, \$10.8 million less than the amount allocated in the Fiscal 2010 Adopted Budget. This decrease in funding is primarily attributable to reduced intra-funding agreements (IFAs), which are funding shifts from the capital budget to the expense budget for capital work performed by the Department's staff. The Fiscal 2011 Preliminary Budget includes only \$131 million in IFA-funds for this program area compared to \$138 million in Fiscal 2010. The funding may increase post adoption if additional intra-funds agreements are recognized.

The Fiscal 2011 Preliminary Budget provides funding for 991 positions for roadway repair, maintenance and inspection, a decrease of 16 positions compared to the Fiscal 2010 Adopted Budget number of 1,007 positions. This reduction is in line with the agency-wide reduction in headcount beginning in Fiscal 2011.

Since the Fiscal 2010 Budget was adopted last June, two PEG actions that affected this program area have been taken, resulting in City tax-levy savings of \$2.5 million in Fiscal 2011.

- Eliminate Ponding/Speed Bump Unit:** The Department will eliminate its dedicated Ponding and Speed Bump Unit for a savings of \$720,000 in Fiscal 2010 and \$1.4 million in Fiscal 2011 and the outyears. The ponding unit consists of 10 positions and was recently added to provide citywide response to street ponding conditions in addition to speed bump installation. Future speed bump and ponding work will now be completed by Roadway Repair and Maintenance division units. This could lead to reduced response times for repairing ponding issues and installing speed bumps.
- Arterial Highway Weekend Overtime Reduction:** DOT anticipates savings of \$66,000 in Fiscal 2010 and \$1.1 million in Fiscal 2011 and the outyears from the reduction of weekend overtime. Of the proposed savings, \$66,000 in Fiscal 2010 and \$133,000 Fiscal 2011 and the outyears is from the Department’s arterial community service weekend cleaning program. This program provides avenue for individuals to comply with court ordered community service sentencing by cleaning highways. Program participants will now have to complete their mandated service during weekday hours.

**Performance Measures**

	FY 07	FY 08	FY 09	4-Month Actual FY 10	Target FY 11
Streets maintained with a pavement rating of – Good (%)	70.3	66.4	70.9	N/A	*
Percentage of city highways with a cleanliness rating of – Good (%)	95.7	98.3	98.3	N/A	*
Average time to close a Pothole Work Order where Repair was done (days)	2.1	2.7	4.1	5.9	*
Average Cost per Lane Mile Resurfaced Citywide (\$)	\$118,594	\$137,113	\$136,191	N/A	*

According to the Preliminary Mayor’s Management Report (PMMR), in the first four months of Fiscal 2010 average time to close a pothole work order where repair was done was 5.9 days compared to 2.8 days during the same period of Fiscal 2009. Overall average for Fiscal 2009 to close pothole order was 4.1 days. The increase in the number of days it takes to repair a pothole is due in part to the harsher weather of the last year; as a result Fiscal 2010 began with a comparatively higher number of pending pothole work orders. In addition, the Department opened 15 percent more pothole work orders and repaired 26 percent more potholes than during the same period last year.

## Roadway Construction Coordination and Administration

The Department supervises street resurfacing and repair work, permits management, and maintains and repairs vehicles and equipment used for street and arterial maintenance programs.

<i>Dollars in thousands</i>	2008 Actual	2009 Actual	2010 Adopted	2010 January	2011 January	Difference 2011 vs. 2010
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$7,327	\$7,731	\$8,812	\$9,174	\$9,157	\$345
Other Salaried and Unsalaries	648	706	835	841	841	6
Additional Gross Pay	252	320	343	343	343	0
Overtime - Civilian	624	726	788	788	788	0
Fringe Benefits	0	0	0	71	\$0	0
New Positions	0	0	0	0	0	0
<b>Subtotal, PS</b>	<b>\$8,851</b>	<b>\$9,483</b>	<b>\$10,778</b>	<b>\$11,217</b>	<b>\$11,129</b>	<b>\$351</b>
<b>Other than Personal Services</b>						
Supplies and Materials	\$130	\$74	\$121	\$91	\$121	0
Property and Equipment	16	15	27	46	27	0
Other Services and Charges	43	19	30	26	30	0
Contractual Services	191	156	476	444	476	0
Fixed and Misc Charges	0	3	0	0	0	0
<b>Subtotal, OTPS</b>	<b>\$380</b>	<b>\$267</b>	<b>\$654</b>	<b>\$607</b>	<b>\$654</b>	<b>\$0</b>
<b>TOTAL</b>	<b>\$9,231</b>	<b>\$9,750</b>	<b>\$11,432</b>	<b>\$11,824</b>	<b>\$11,783</b>	<b>\$351</b>
<b>Funding</b>						
Capital IFA City	N/A	N/A	\$2,180	\$2,181	\$2,185	\$5
City	N/A	N/A	9,250	9,432	9,596	346
Federal – Other	N/A	N/A	0	56	0	0
State	N/A	N/A	0	154	0	0
<b>TOTAL</b>	<b>N/A</b>	<b>N/A</b>	<b>\$11,430</b>	<b>\$11,823</b>	<b>\$11,781</b>	<b>\$351</b>

DOT's Fiscal 2011 Preliminary Budget includes \$11.8 million in Fiscal 2011 for roadway construction coordination and administration – a slight increase of \$351,000 compared to the Fiscal 2010 Adopted Budget amount of \$11.4 million, primarily due to collective bargaining adjustments. The Fiscal 2011 headcount for this program area remains at 114 positions, the same as at Fiscal 2010 Adoption.

### Performance Measures

	FY 07	FY 08	FY 09	4-Month Actual FY 10	Target FY 11
Construction Permits Issued (000)	227.4	253.9	268.9	85.0	
Inspections of Permitted Street Work (000)	437.1	532.7	606.8	193.2	*
Summonses issued (000)	26.1	33.4	26.6	6.7	*

## Municipal Ferry Operation and Maintenance

This program area is responsible for the operation of the Staten Island Ferry and the Hart Island Ferry services, as well as the maintenance of dock and ferry terminal facilities. The Staten Island Ferry currently carries over 20 million passengers annually on a 5.2-mile run between the St. George Terminal in Staten Island and the Whitehall Terminal in lower Manhattan. Service is provided 24 hours a day, 365 days a year. A typical weekday schedule involves the use of five boats to transport approximately 65,000 passengers daily (110 daily trips). During the day, between rush hours, boats are regularly fueled and maintenance work is performed. Terminals are cleaned around the clock and routine terminal maintenance is performed on the day shift. On weekends, three boats are used (64 trips each weekend day). Over 33,000 trips are made annually. The Fiscal 2010 Adopted Budget contains federal stimulus funding of \$10.1 million in Fiscal 2010, Fiscal 2011 and Fiscal 2012 for ferry transit maintenance in addition to the \$277 million which was allocated in Fiscal 2009 only for various capital projects. The funded projects include the reconstruction of ramps at the St. George Ferry Terminal and the dry-docking of six Molinari and Barberi class ferryboats.

	2008	2009	2010	2011	Difference	
<i>Dollars in thousands</i>	Actual	Actual	Adopted	January	2011 vs. 2010	
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$30,281	\$31,982	\$45,656	\$43,656	\$41,527	(\$4,129)
Other Salaried and Unsalariated	418	438	109	109	109	0
Additional Gross Pay	3,112	3,316	1,748	1,748	1,748	0
Overtime - Civilian	13,491	12,073	6,352	6,023	6,600	248
Fringe Benefits	97	716	380	380	380	0
<b>Subtotal, PS</b>	<b>\$47,399</b>	<b>\$48,525</b>	<b>\$54,245</b>	<b>\$51,916</b>	<b>\$50,364</b>	<b>(\$3,881)</b>
<b>Other than Personal Services</b>						
Supplies and Materials	\$15,707	\$11,243	\$6,892	\$8,437	\$6,892	\$0
Property and Equipment	686	335	247	275	247	0
Other Services and Charges	234	70	5,936	5,057	2,911	(3,025)
Contractual Services	18,883	20,784	26,427	27,706	22,331	(4,096)
Fixed and Misc Charges	14	15	18	22	18	0
<b>Subtotal, OTPS</b>	<b>\$35,524</b>	<b>\$32,447</b>	<b>\$39,520</b>	<b>\$41,497</b>	<b>\$32,399</b>	<b>(\$7,121)</b>
<b>TOTAL</b>	<b>\$82,923</b>	<b>\$80,972</b>	<b>\$93,765</b>	<b>\$93,413</b>	<b>\$82,763</b>	<b>(\$11,002)</b>
<b>Funding</b>						
Capital IFA City	N/A	N/A	\$1,881	\$1,886	\$1,891	\$10
City	N/A	N/A	42,022	30,226	38,091	(3,931)
Federal – Other	N/A	N/A	20,014	31,324	15,300	(4,714)
Intra City	N/A	N/A	1,075	1,075	1,075	0
State	N/A	N/A	28,773	28,902	26,405	(2,368)
<b>TOTAL</b>	<b>N/A</b>	<b>N/A</b>	<b>\$93,765</b>	<b>\$93,413</b>	<b>\$82,762</b>	<b>(\$11,003)</b>

DOT's Fiscal 2011 Preliminary Budget includes \$82.8 million in Fiscal 2011 for municipal ferry operation and maintenance –\$11 million less than the Fiscal 2010 Adopted Budget amount of \$93.8 million. The

decrease is partly attributable to three main actions that include State and federal funding which is not recognized in the budget until the funds are made available during the fiscal year, Funding transfer of \$3.7 million from DOT to Economic Development Corporation's (EDC) budget for an East River ferry initiative, and a decrease in personal services costs in line with the agency-wide reduction in headcount effective Fiscal 2011. The Fiscal 2011 Preliminary Budget headcount for this program area is 598 – a decrease of 34 positions compared to the Fiscal 2010 Adopted Budget amount of 632 positions.

Actions taken which affect this program area since the Fiscal 2010 Budget adoption last June are as follows:

- **ARRA Operating Assistance Funding Switch:** DOT will use federal stimulus funds no longer needed for capital ferry projects in place of City tax-levy funds for Staten Island Ferry maintenance projects. This action will result in a savings of \$4.7 million in Fiscal 2010 only.
- **Reduce Injury Claims (Jones act):** Since the implementation of a Safe Management System that governs interstate boating, DOT has experienced a significant annual decrease in lost time due to injuries. As a result, the Department anticipates savings of \$1 million in Fiscal 2010, Fiscal 2011 and the outyears from injury related claims.
- **Ferry Maintenance Funding Switch:** DOT will use Federal Transit Administration (FTA) funds in place of City tax-levy funds for Staten Island Ferry maintenance. This action will result in a savings of \$3.9 million in Fiscal 2010 and \$2.4 million in Fiscal 2011.
- **Eliminate Men's Room Deckhand:** DOT will, through attrition, eliminate 12 deckhand positions, not subject to the Coast Guard Certification requirement, responsible for the cleaning of the men's room on the Staten Island Ferry. This action will reduce the Department's budget by \$841,000 in Fiscal 2011.
- **Eliminate Cleaning Crew Deckhand Position:** DOT will, through attrition, eliminate eight deckhand positions from the Staten Island Ferry's cleaning crew. It is anticipated that DOT will redeploy Matron Position (City Attendants) to replace the eliminated deckhand positions. This action will reduce the Department's budget by \$363,000 in Fiscal 2011.
- **Rockaway Ferry Service Elimination:** Funding for ferry service to the Rockaways totaling \$300,000 has been removed from the Fiscal 2011 Preliminary Budget, effective April 2010. The Rockaway Ferry initiative was first funded in Fiscal 2002 by the City Council as a pilot ferry program to help introduce water borne transportation alternative for the Rockaways.
- **East River Ferry Funding Transfer:** This action transfers funding of \$2.1 million in Fiscal 2010, \$3.7 million in Fiscal 2011 and \$3.9 million in Fiscal 2012 from DOT to EDC for an East River ferry service pilot program.

## Performance Measures

	FY 07	FY 08	FY 09	4-Month Actual FY 10	Target FY 11
Staten Island Ferry – Trips that are on-time	91.7%	91.0%	91.1%	89.6%	90%
Ridership (millions)	18.9	19.7	20.1	7.8	*
Average cost per passenger (\$)	4.6	5.69	5.38	N/A	*

Ridership on the Staten Island Ferry continues to increase. In the first four months of Fiscal 2010 ridership grew to 7.8 million compared to the same period a year ago. Ridership on the Ferry grew to more than 20 million in Fiscal 2009 compared to 19.7 million in Fiscal 2008. As a result, the average cost per passenger decreased by 31 cents to \$5.38 compared to \$5.69 in Fiscal 2008.

## Ferry Administration and Surface Management

This program area is responsible for regulating private ferries, in addition to overseeing subsidies to the MTA Bus Company (MTABC) and the Atlantic Bus Express paid from the City's Miscellaneous Budget. In 2006, the City finalized the transfer of subsidized local and express bus service formerly provided by private franchise bus companies to the MTABC. MTABC is primarily funded through farebox revenues and City subsidies. In addition to five facilities leased from private owners, the City currently owns three bus depots dedicated to MTABC operations, located in Yonkers, Southeast Brooklyn, and College Point, Queens.

	2008	2009	2010	2011	Difference	
<i>Dollars in thousands</i>	Actual	Actual	Adopted	January	2011 vs. 2010	
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$3,775	\$3,934	\$3,284	\$4,340	\$3,463	\$179
Other Salaried and Unsalaries	168	100	17	105	17	0
Additional Gross Pay	118	127	309	309	309	0
Overtime - Civilian	341	336	136	136	137	1
Fringe Benefits	0	0	0	500	0	0
<b>Subtotal, PS</b>	<b>\$4,402</b>	<b>\$4,497</b>	<b>\$3,746</b>	<b>\$5,390</b>	<b>\$3,926</b>	<b>\$180</b>
<b>Other than Personal Services</b>						
Supplies and Materials	\$545	\$527	\$19	\$667	\$19	\$0
Property and Equipment	33	11	6	6	6	0
Other Services and Charges	370	1,048	27	867	27	0
Fixed and Misc Charges	N/A	N/A	N/A	0	0	0
Contractual Services	1,466	717	12	981	12	0
<b>Subtotal, OTPS</b>	<b>\$2,414</b>	<b>\$2,303</b>	<b>\$64</b>	<b>\$2,521</b>	<b>\$64</b>	<b>\$0</b>
<b>TOTAL</b>	<b>\$6,816</b>	<b>\$6,800</b>	<b>\$3,810</b>	<b>\$7,911</b>	<b>\$3,990</b>	<b>\$180</b>
<b>Funding</b>						
Capital IFA City	N/A	N/A	\$120	\$120	\$120	\$0
City	N/A	N/A	2,251	4,124	3,871	1,620
Federal – Other	N/A	N/A	340	2,391	0	(340)
State	N/A	N/A	1,100	1,276	0	(1,100)
<b>TOTAL</b>	<b>N/A</b>	<b>N/A</b>	<b>\$3,811</b>	<b>\$7,911</b>	<b>\$3,991</b>	<b>\$180</b>

DOT's Fiscal 2011 Preliminary Budget includes \$4 million in Fiscal 2011 for ferry administration and surface management –\$180,000 more than the Fiscal 2010 Adopted Budget amount of \$3.8 million. This increase is primarily due to collective bargaining adjustments. In line with the agency-wide headcount reduction, the Fiscal 2011 Preliminary Budget includes funds for 42 positions in Fiscal 2011 for this program area –a decrease of eight positions compared to the Fiscal 2010 Adopted Budget amount of 50 positions. Savings from the headcount reduction are partly offset by the increases for collective bargaining adjustments.

While funding for this program area remains relatively unchanged since Fiscal 2010 Adoption, the sources of funding have shifted. At adoption last year this program area included \$1.4 million in federal and State funds, which increased to \$3.6 million by January. The current plan for Fiscal 2011 includes no federal or State funding for this program area and \$1.6 million additional funds from the City.

## Performance Measures

	FY 07	FY 08	FY 09	4-Month Actual FY 10	Target FY 11
Private Ferry – average weekday ridership	33,610	33,627	30,694	29,640	*
Private Ferry – number of routes	20.5	18.7	20	21	*

Unlike the Staten Island Ferry, users of private ferry services must pay market rate fares. In Fiscal 2009, ridership on private ferries declined by 8.7 percent due to the down turn in the economy. In the first four months of Fiscal 2010, ridership on private ferries has continued to decline dropping to 29,640 compared to 30,694 in the same period last year. Currently, major providers of private ferry service under DOT's supervision include, New York Water Way, Seastreat, Liberty Water Taxi, and New York Water Taxi.

## Bridge Maintenance, Repair and Operations

The Department's Division of Bridges is responsible for the inspection, maintenance, repair and operation of 789 structures, including 758 non-movable bridges, 25 movable bridges, and six tunnels including the four East River bridges. While the Division is responsible for the capital rehabilitation of the 61 culverts in Staten Island, maintenance and inspection responsibilities remain with the New York City Department of Environmental Protection. In addition, the Bridge Division designs and supervises consultant designs of bridge projects and oversees major bridge reconstruction and construction work. The Division is comprised of six bureaus: Roadway Bridges; East River Bridges/Movable Bridges/Tunnels; Engineering Review; Bridge Maintenance/Inspections/Operations; Specialty Engineering and Construction; and Management Support Services.

<i>Dollars in thousands</i>	2008 Actual	2009 Actual	2010 Adopted	2010 January	2011 January	Difference 2011 vs. 2010
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$27,895	\$28,749	\$31,131	\$34,159	\$30,926	(\$205)
Other Salaried and Unsalariated	880	950	2	2	2	0
Additional Gross Pay	1,592	1,120	563	563	563	0
Overtime - Civilian	7,908	8,241	4,285	5,345	4,291	6
Fringe Benefits	3,611	2,723	2,435	3,980	2,435	0
<b>Subtotal, PS</b>	<b>\$41,886</b>	<b>\$41,783</b>	<b>\$38,416</b>	<b>\$44,049</b>	<b>\$38,217</b>	<b>(\$199)</b>
<b>Other than Personal Services</b>						
Supplies and Materials	\$2,611	\$2,469	\$2,429	\$3,184	\$2,429	\$0
Property and Equipment	238	181	359	396	359	0
Other Services and Charges	738	742	801	979	733	(68)
Contractual Services	10,803	14,806	6,330	16,799	4,830	(1,500)
Fixed and Misc Charges	57	10	15	16	15	0
<b>Subtotal, OTPS</b>	<b>\$14,447</b>	<b>\$18,208</b>	<b>\$9,934</b>	<b>\$21,374</b>	<b>\$8,366</b>	<b>(\$1,568)</b>
<b>TOTAL</b>	<b>\$56,333</b>	<b>\$59,991</b>	<b>\$48,350</b>	<b>\$65,423</b>	<b>\$46,583</b>	<b>(\$1,767)</b>
<b>Funding</b>						
Capital IFA City	N/A	N/A	\$1,631	\$1,632	\$1,641	\$10
City	N/A	N/A	43,232	40,856	40,307	(2,925)
Federal – Other	N/A	N/A	0	15,088	0	0
Intra City	N/A	N/A	285	410	285	0
State	N/A	N/A	3,203	7,437	4,351	1,148
<b>TOTAL</b>	<b>N/A</b>	<b>N/A</b>	<b>\$48,351</b>	<b>\$65,423</b>	<b>\$46,584</b>	<b>(\$1,767)</b>

DOT's Fiscal 2011 Preliminary Budget includes \$46.6 million for bridge maintenance, repair and operations in Fiscal 2011 - a decrease of \$1.8 million or 3.6 percent compared to the Fiscal 2010 Adopted Budget of \$48.3 million. These funds will help the Department to continue to provide adequate maintenance of the City's bridges. In Fiscal 2010, total federal funding for this program area is \$15.1 million, of which \$5.2 million is for movable bridges; \$3.8 million is for the maintenance of the Manhattan, Queens Borough and Brooklyn Bridges, and \$2.6 million is for bridges inspection, among others. The Fiscal 2011 Plan includes no federal funding for bridge maintenance, repair and operations. It is worth noting that in prior fiscal years actual funding for bridge operations increased post adoption as federal funds became available. Thus, it is likely that funding for bridge operations will increase in Fiscal 2011 as additional federal funds are recognized.

In addition, in line with the agency-wide headcount reduction the Fiscal 2011 Preliminary Budget includes funding for 454 positions in this program area –a decrease of 49 positions compared to the Fiscal 2010 Adopted Budget amount of 503 positions. Anticipated savings from the headcount reduction is offset by needs for collective bargaining adjustments.

Since the adoption of the Fiscal 2010 Budget there has been one funding shift using State funds in place of City tax-levy funds for bridge maintenance.

- **CHIPS Funding Switch for Bridge Program:** DOT will use State funding from the Consolidated Highway Improvement Program (CHIPS) in place of City tax-levy funds under the bridge maintenance program for 13 positions and associated OTPS costs for a savings of \$1.8 million in Fiscal 2010 and \$2.1 million in Fiscal 2011.

## Performance Measures

	FY 07	FY 08	FY 09	4-Month Actual FY 10	Target FY 11
Bridges Rated Fair (%)	57.9%	58.2%	57.8%	N/A	*
Bridges Rated Good or Very Good (%)	41.7%	41.4%	41.8%	N/A	*
Bridges rated Poor (%)	0.4%	0.4%	0.4%	N/A	*
Bridge Projects (Structural) completed on Schedule –East River	100%	100%	100%	N/A	100%
Bridge Projects (Structural) completed on Schedule –Non East River	89%	100%	67%	N/A	100%

## Bridge Engineering and Administration

This program area is responsible for the design of bridge projects and supervision of consultant designs of bridge projects and to oversee capital budget work on City-owned bridges. The funding for bridge engineering and design is provided primarily from the City's capital budget through intra-fund agreements (IFA). Since 2000, this Division has managed over \$3 billion in bridge capital reconstruction projects including a number of projects to rehabilitate the East River Bridges, namely the Brooklyn, Manhattan, Williamsburg and Queensboro Bridges. Over the last few years other major bridges have been completely replaced, including the Third Avenue, Macombs Dam and 145<sup>th</sup> Street spans over the Harlem River. Over the next ten years, DOT has \$4.5 billion in the Ten Year Capital Strategy plan to spend on bridge reconstruction projects.

<i>Dollars in thousands</i>	2008	2009	2010	2011	Difference	
	Actual	Actual	Adopted	January	2011 vs. 2010	
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$19,992	\$21,368	\$22,721	\$23,932	\$23,247	\$526
Other Salaried and Unsalaries	294	304	2	4	4	0
Additional Gross Pay	866	885	842	842	842	0
Overtime - Civilian	969	1,046	815	815	815	0
Fringe Benefits	0	0	1	369	1	0
<b>Subtotal, PS</b>	<b>\$22,121</b>	<b>\$23,603</b>	<b>\$24,381</b>	<b>\$25,962</b>	<b>\$24,909</b>	<b>\$526</b>
<b>Other than Personal Services</b>						
Supplies and Materials	\$142	\$100	\$283	\$278	\$283	\$0
Property and Equipment	157	9	283	265	283	0
Other Services and Charges	2,205	2,332	582	596	400	(182)
Contractual Services	302	972	898	1,347	698	(200)
Fixed and Misc Charges	61	0	26	26	26	0
<b>Subtotal, OTPS</b>	<b>\$2,867</b>	<b>\$3,413</b>	<b>\$2,072</b>	<b>\$2,512</b>	<b>\$1,690</b>	<b>(\$382)</b>
<b>TOTAL</b>	<b>\$24,988</b>	<b>\$27,016</b>	<b>\$26,453</b>	<b>\$28,474</b>	<b>\$26,599</b>	<b>\$144</b>
<b>Funding</b>						
Capital IFA City	N/A	N/A	\$18,452	\$18,745	\$18,757	\$305
City	N/A	N/A	8,000	8,487	7,841	(159)
Federal – Other	N/A	N/A	0	1,242	0	0
State	N/A	N/A	0	0	0	0
<b>TOTAL</b>	<b>N/A</b>	<b>N/A</b>	<b>\$26,452</b>	<b>\$28,474</b>	<b>\$26,598</b>	<b>\$146</b>

DOT's Fiscal 2011 Preliminary Budget includes \$26.6 million in Fiscal 2011 for engineering and administration– an increase of \$146,000 over the Fiscal 2010 Adopted Budget amount of \$26.4 million. This increase is the result of collective bargaining adjustments. DOT was able to secure \$1.2 million for this program area post-adoption. The agency does not currently assume these funds for Fiscal 2011, however if and when they become available they may be added to the budget.

## DOT Management and Administration

This program area consists of the commissioner's office and all other agency-wide administrative services, including management information and analysis, management planning, finance, personnel, labor relations, general procurement services, data processing, general counsel, public information and information systems. The agency's six Borough Commissioners, including the Borough Commissioner for Lower Manhattan, are also included in this program area. The Borough Commissioners are charged with dealing directly with borough wide issues.

<i>Dollars in thousands</i>	2008	2009	2010		2011	Difference
	Actual	Actual	Adopted	January	January	2011 vs. 2010
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$25,422	\$27,390	\$25,315	\$30,102	\$25,895	\$580
Other Salaried and Unsalaries	1,754	2,020	1,087	1,103	1,103	16
Additional Gross Pay	1,337	919	627	627	627	0
Overtime - Civilian	862	1,190	1,021	1,021	1,021	0
Fringe Benefits	0	0	10	2,059	10	0
P.S. Other	(273)	(69)	0	0	0	0
<b>Subtotal, PS</b>	<b>\$29,102</b>	<b>\$31,450</b>	<b>\$28,060</b>	<b>\$34,912</b>	<b>\$28,656</b>	<b>\$596</b>
<b>Other than Personal Services</b>						
Supplies and Materials	\$276	\$1,244	\$1,402	\$459	\$1,383	(\$19)
Property and Equipment	551	458	625	740	385	(240)
Other Services and Charges	16,741	21,569	12,447	12,665	12,189	(258)
Contractual Services	1,521	1,774	1,428	2,895	1,428	0
Fixed and Misc Charges	20	2	4	8	4	0
<b>Subtotal, OTPS</b>	<b>\$19,109</b>	<b>\$25,047</b>	<b>\$15,906</b>	<b>\$16,767</b>	<b>\$15,389</b>	<b>(\$517)</b>
<b>TOTAL</b>	<b>\$48,211</b>	<b>\$56,497</b>	<b>\$43,966</b>	<b>\$51,679</b>	<b>\$44,045</b>	<b>\$79</b>
<b>Funding</b>						
Capital IFA City	N/A	N/A	\$3,788	\$3,858	\$3,865	\$77
City	N/A	N/A	39,151	40,407	39,154	3
Federal – Other	N/A	N/A	177	3,549	178	1
Intra City	N/A	N/A	49	49	49	0
Other Categorical	N/A	N/A	0	225	0	0
State	N/A	N/A	800	3,588	800	0
<b>TOTAL</b>	<b>N/A</b>	<b>N/A</b>	<b>\$43,965</b>	<b>\$51,676</b>	<b>\$44,046</b>	<b>\$81</b>

DOT's Fiscal 2011 Preliminary Budget includes \$44 million for this program area, \$81,000 more than the Fiscal 2010 Adopted Budget amount of \$43.9 million. However, compared to the current Modified Budget the Fiscal 2011 Preliminary Budget shows a decrease of \$7.7 million the result of additional State and federal funds received post adoption and used for 85 positions and other administrative overhead costs associated with the implementation of federal and State funded projects agency-wide. Because State and federal grants are generally recognized post adoption, the 85 positions are not currently recognized in the Fiscal 2011 Preliminary Budget. The increase between the Fiscal 2011 Budget and the Adopted Budget is reflective of the additional funding needed for collective bargaining adjustment and offset by decreases in OTPS funding.

Since adoption of the Fiscal 2010 Budget last June, funding for this program area has increased as a result of the following actions:

- **DOT Security Contract Increase:** Due to increased security costs resulting from a prevailing wage rate determination, DOT has a new need of \$3.3 million for costs associated with its security contract with Allied Barton for armed and unarmed guards. This action is agency-wide and brings DOT's annual security contract costs with Allied Barton to \$14.8 million in Fiscal 2011 and the outyears.

## DOT Vehicles, Facilities Management and Maintenance

Funding in this program area provides for the maintenance of the Department's approximately 3,000 vehicles and facilities citywide.

<i>Dollars in thousands</i>	2008 Actual	2009 Actual	2010 Adopted	2010 January	2011 January	Difference 2011 vs. 2010
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$8,718	\$9,517	\$8,804	\$9,627	\$8,217	(\$587)
Full-Time Salaried - Uniformed	2	0	0	0	0	0
Other Salaried and Unsalaries	180	241	25	25	25	0
Additional Gross Pay	417	234	160	160	160	0
Overtime - Civilian	1,059	1,203	1,256	1,756	1,256	0
Fringe Benefits	201	240	249	721	249	0
<b>Subtotal, PS</b>	<b>\$10,577</b>	<b>\$11,435</b>	<b>\$10,494</b>	<b>\$12,289</b>	<b>\$9,907</b>	<b>(\$587)</b>
<b>Other than Personal Services</b>						
Supplies and Materials	\$2,285	\$2,166	\$2,508	\$6,969	\$2,368	(\$140)
Property and Equipment	1,579	1,636	1,683	1,747	783	(900)
Other Services and Charges	2,724	12,388	13,931	13,952	13,931	0
Contractual Services	1,256	1,441	1,610	2,855	2,469	859
Fixed and Misc Charges	1	6,466	2	2	2	0
<b>Subtotal, OTPS</b>	<b>\$7,845</b>	<b>\$24,097</b>	<b>\$19,734</b>	<b>\$25,525</b>	<b>\$19,553</b>	<b>(\$181)</b>
<b>TOTAL</b>	<b>\$18,422</b>	<b>\$35,532</b>	<b>\$30,228</b>	<b>\$37,814</b>	<b>\$29,460</b>	<b>(\$768)</b>
<b>Funding</b>						
Capital IFA City	N/A	N/A	\$250	\$250	\$250	\$0
City	N/A	N/A	29,978	30,556	29,210	(768)
Federal – Other	N/A	N/A	0	5,273	0	0
State	N/A	N/A	0	1,737	0	0
<b>TOTAL</b>	<b>N/A</b>	<b>N/A</b>	<b>\$30,228</b>	<b>\$37,816</b>	<b>\$29,460</b>	<b>(\$768)</b>

DOT's Fiscal 2011 Preliminary Budget includes \$29.5 million in Fiscal 2011 for vehicles, facilities management and maintenance – \$768,000 less than the Fiscal 2010 Adopted Budget amount of \$30.2 million. This decrease is primarily due to vacancy reduction for auto service worker positions and OTPS costs in this program area. The Fiscal 2011 Preliminary Budget is \$8 million less than the current Modified Budget. This is due in part to increased State and federal funding, post adoption, for fleet-wide emission reduction initiatives totaling more than \$6.2 million, including \$2 million for Hunts Point Diesel Emission program, in Fiscal 2010. The Fiscal 2011 Preliminary Budget includes funding for 127 positions in Fiscal 2011 for this program area – a decrease of 11 positions compared to the Fiscal 2010 Adopted Budget amount of 138 positions.

Since adoption of the Fiscal 2010 Budget last June, the following actions have altered the DOT vehicle, facilities management and maintenance program area budget:

- **Eliminate Auto Service Worker Vacancies:** DOT will eliminate senior auto service worker vacancies from its Fleet Services unit that have been vacant for more than a year. These positions responsibilities include preventive maintenance inspection and preparation work for repairs. This action will eliminate five positions for a savings of \$277,000 in Fiscal 2011.

## Traffic Planning Safety and Administration

This program area is responsible for the supervision, planning and research, and general support of the Department's traffic and parking programs. The division also develops programs to enhance mobility for bicyclists and pedestrians, and studies traffic patterns and impacts of major projects and development.

<i>Dollars in thousands</i>	2008 Actual	2009 Actual	2010 Adopted	2010 January	2011 January	Difference 2011 vs. 2010
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$9,359	\$11,083	\$6,633	\$12,181	\$7,007	\$374
Other Salaried and Unsalariated	559	578	48	63	63	15
Additional Gross Pay	296	482	1,084	1,084	1,084	0
Overtime - Civilian	421	535	147	272	147	0
Fringe Benefits	0	0	30	2,706	30	0
<b>Subtotal, PS</b>	<b>\$10,635</b>	<b>\$12,678</b>	<b>\$7,942</b>	<b>\$16,306</b>	<b>\$8,331</b>	<b>\$389</b>
<b>Other than Personal Services</b>						
Supplies and Materials	\$2,086	\$931	\$440	\$1,025	\$440	\$0
Property and Equipment	3,177	823	988	1,284	988	0
Other Services and Charges	1,024	2,650	1,635	2,217	1,064	(571)
Contractual Services	3,489	7,176	1,105	17,477	1,105	0
Fixed and Misc Charges	2	0	2	5	2	0
<b>Subtotal, OTPS</b>	<b>\$9,778</b>	<b>\$11,580</b>	<b>\$4,170</b>	<b>\$22,008</b>	<b>\$3,599</b>	<b>(\$571)</b>
<b>TOTAL</b>	<b>\$20,413</b>	<b>\$24,258</b>	<b>\$12,112</b>	<b>\$38,314</b>	<b>\$11,930</b>	<b>(\$182)</b>
<b>Funding</b>						
Capital IFA City	N/A	N/A	\$250	\$250	\$250	\$0
City	N/A	N/A	11,863	13,124	11,681	(182)
Federal – Other	N/A	N/A	0	20,470	0	0
State	N/A	N/A	0	4,472	0	0
<b>TOTAL</b>	<b>N/A</b>	<b>N/A</b>	<b>\$12,113</b>	<b>\$38,316</b>	<b>\$11,931</b>	<b>(\$182)</b>

DOT'S Fiscal 2011 Preliminary Budget includes \$11.9 million for traffic planning safety and administration - \$182,000 less than the Fiscal 2010 Adopted Budget of \$12.1 million. However, when compared to the current Modified Budget for Fiscal 2010, the decrease jumps to \$26.3 million. This variance is due to the fact that DOT does not typically recognize State and federal funds until post budget adoption. The post adoption increases in State and federal funding for this program area include \$7.3 million for traffic signal modems, \$4.4 million for sub-regional planning, \$3.9 million for bus stop management, and \$3.5 million for bus rapid transit. As a result of the additional State and federal funds the traffic planning safety and administration's headcount increased from 76 to 182, an increase of 106 positions. The additional positions, however, are not recognized in the Fiscal 2011 Preliminary Budget but would be recognized, post adoption, when and if State and federal grants become available.

**Performance Measures**

	FY 07	FY 08	FY 09	4-Month Actual FY 10	Target FY 11
Bicycle Lane Miles Installed	41.8	70.6	88.7	N/A	50
Bicycle Racks Installed	320	1,377	1,529	N/A	300
Construction Permits Issued (000)	227.4	253.9	268.9		
Inspections of Permitted Street Work (000)	437.1	532.7	606.8	*	*
Speed Humps Installed Near Schools	101	65	73	46	*

As of June 2009, the City's on-street bicycle network totaled 424.5 lane miles and includes 6,830 bike racks. As laid out in the PlaNYC 2030, the City is committed to have 1,800 bike-lane miles (on street, in parks and along paths) by the year 2030. Currently, DOT plans to install 50 lane miles each year until the citywide bicycle network is completed.

## Appendix A: Budget Actions in the November and January Plans

<i>Dollars in thousands</i>	FY 2010			FY 2011		
	City	Non-City	Total	City	Non-City	Total
<b>Agency Budget as of June 2009 Plan</b>	<b>\$463,540</b>	<b>\$270,900</b>	<b>\$734,440</b>	<b>\$450,020</b>	<b>\$248,587</b>	<b>\$698,607</b>
<b>Program to Eliminate the Gap (PEGs)</b>						
Agency-wide PS Reduction	\$0	\$0	\$0	(\$1,984)	\$0	(\$1,984)
ARRA Operating Assistance Fund Switch	(4,670)	4,670	0	0	0	0
Arterial Highway Weekend O/T Reduct	0	0	0	(1,025)	0	(1,025)
CHIPS Funding Switch for Bridge Prog	(1,792)	1,792	0	(2,092)	2,092	0
Eliminate Auto Service Worker Vacancy	(137)	0	(137)	(277)	0	(277)
Eliminate Cleaning Crew Deckhand Pos	(30)	0	(30)	(363)	0	(363)
Eliminate Men's Room Deckhand	(69)	0	(69)	(841)	0	(841)
Eliminate Ponding/Speed Bump Unit	(720)	0	(720)	(1,447)	0	(1,447)
Ferry Maintenance Funding Switch	(3,872)	3,872	0	(2,400)	2,400	0
Increase Manhattan Passg Parking Rates	(600)	0	(600)	(13,595)	0	(13,595)
Additional Revenue – Street Opening	(1,559)	0	(1,559)	(1,559)		(1,559)
Debris Container Permit	0	0	0	(500)	0	(500)
Planning & Sustainability OTPS Reduct	(1,094)	0	(1,094)	(5,086)	0	(5,086)
Reduce Injury Claims (Jones Act)	(1,045)	0	(1,045)	(1,045)	0	(1,045)
Reduction in O/T Weekend Cleaning Prog	(66)	0	(66)	(133)	0	(133)
Reduction of East River Ferry Service Fund	(88)	0	(88)	(320)	0	(320)
Rockaway Ferry Service Elimination	(300)	0	(300)	(300)	0	(300)
Signal Maintenance Contract Savings	(6,221)	0	(6,221)	(11,428)	0	(11,428)
<b>Total, PEGs</b>	<b>(\$22,263)</b>	<b>\$10,334</b>	<b>(\$11,929)</b>	<b>(\$44,395)</b>	<b>\$4,492</b>	<b>(\$39,903)</b>
<b>New Needs</b>						
Increase Manhattan Passg Parking Rates	\$400	\$0	\$400	\$1,413	\$0	\$1,413
DOT Facility Security Contract Increase	3,265	725	3,990	3,265	725	3,990
<b>Total, New Needs</b>	<b>\$3,665</b>	<b>\$725</b>	<b>\$4,390</b>	<b>\$4,678</b>	<b>\$725</b>	<b>\$5,403</b>
<b>Other Adjustments</b>						
Anti Icing Program	\$0	\$1,627	\$1,627	\$0	\$0	\$0
Bicycle Network Development	0	6,516	6,516	0	0	0
Brooklyn Bridge FA -PM	0	1,408	1,408	0	0	0
Bus Rapid Transit	0	3,864	3,864	0	0	0
Bus Stop Management	0	1,366	1,366	0	0	0
Bus Lane Improvements	0	663	663	0	0	0
State CHIPS Funding	0	31,262	31,262	0	0	0
City State Roadside Maint SAMP	0	6,245	6,245	0	0	0
Citywide Congested Corridors	0	1,236	1,236	0	0	0
Cobblestone Reconstruction	0	1,578	1,578	0	0	0
Ferry Ridership & Design Study	0	1,582	1,582	0	0	0
Fleetwide Emission Reduction	0	1,076	1,076	0	0	0
Hunts Point Diesel Emission Prog	0	1,905	1,905	0	0	0
Manhattan Bridge FA/PM	0	953	953	0	0	0
Movable Bridges	0	5,193	5,193	0	0	0
Queensboro Bridge FA/PM	0	2,373	2,373	0	0	0
Safe Street for Seniors	0	932	932	0	0	0
SAFETEA-LU Thermoplastics	0	11,342	11,342	0	0	0
Stop DWI	0	2,404	2,404	0	0	0

<i>Dollars in thousands</i>	FY 2010			FY 2011		
	City	Non-City	Total	City	Non-City	Total
Sub regional Planning	\$0	\$3,739	\$3,739	\$0	\$0	\$0
Variable Pilot Pricing Prog VPPP	0	815	815	0	0	0
Williamsburg Bridge	0	2,637	2,637	0	0	0
Other FY10 Nov Plan Actions	0	4,009	4,009	0	0	0
Agency-wide PS Reduction	0	0	0	170	0	170
Arterial Highway Weekend O/T Reduction	0	0	0	73	0	73
Bridge When & Where	0	1,200	1,200	0	0	0
Bridges Inspection Program	0	2,633	2,633	0	0	0
Bus Rapid transit Supp - FED	0	1,500	1,500	0	0	0
Collective Bargaining	1,617	683	2,300	1,617	683	2,300
East River Ferry Funding Transfer	(2,112)	0	(2,112)	(3,680)	0	(3,680)
Eliminate Auto Service Worker Vacancy	35	0	35	74	0	74
Eliminate Cleaning Crew Deckhand Posit	9	0	9	112	0	112
Eliminate Men's Room Deckhand SI Ferry	15	0	15	189	0	189
Eliminate Ponding/Speed Bump Unit	93	0	93	194	0	194
Increase Manhattan Parking Rates	(10)	0	(10)	(1)	0	(1)
Municipal On-Road Diesel	0	2,972	2,972	0	0	0
Reduction in O/T Weekend Cleaning Prog	5	0	5	9	0	9
SI Asset Maint & Capital - Fed	0	984	984	0	0	0
Sub regional Planning - Support	0	696	696	0	0	0
Traffic signal Modems	0	7,302	7,302	0	0	0
Other FY10 Jan Plan Actions	0	3,247	3,247	0	0	0
Adjustment for Revenue PEG	2,159	0	2,159	15,654	0	15,654
<b>Total, Other Adjustments</b>	<b>\$1,811</b>	<b>\$115,942</b>	<b>\$117,753</b>	<b>\$14,441</b>	<b>\$683</b>	<b>\$15,094</b>
<b>Agency Budget as of January 2010 Plan</b>	<b>\$446,753</b>	<b>\$397,901</b>	<b>\$844,654</b>	<b>\$424,714</b>	<b>\$254,487</b>	<b>\$679,201</b>

\*Continued from previous page

## Appendix B: Reconciliation of Program Areas to Units of Appropriation

*Dollars in thousands*

U/A	Personal Services					OTPS					TOTAL
	001	002	003	004	006	007	011	012	013	014	
Bridge Engineering and Administration	\$	\$	\$	\$	\$24,909	\$1,690	\$	\$	\$	\$	\$26,599
Bridge Maintenance, Repair & Operations					38,217	8,367					\$46,584
DOT Management & Administration	28,656						15,390				\$44,046
DOT Vehicles&Facilities Mgmt&Maintenance	8,984	922					19,554		0		\$29,460
Ferry Administration & Surface Transit			3,926						64		\$3,990
Municipal Ferry Operation & Maintenance			50,363						32,398		\$82,761
Roadway Construction Coordination&Admin		11,128						653			\$11,781
Roadway Repair, Maintenance & Inspection		93,606						80,453			\$174,059
Traffic Operations & Maintenance				60,831						187,156	\$247,987
Traffic Planning Safety & Administration				8,331						3,599	\$11,930
<b>Grand Total</b>	<b>\$37,640</b>	<b>\$105,656</b>	<b>\$54,289</b>	<b>\$69,162</b>	<b>\$63,126</b>	<b>\$10,057</b>	<b>\$34,944</b>	<b>\$81,106</b>	<b>\$32,462</b>	<b>\$190,755</b>	<b>\$679,197</b>