

THE COUNCIL OF THE CITY OF NEW YORK

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Chair, Committee on Transportation



Report to the Committee on Finance and the Committee on Transportation on the
Fiscal 2020 Executive Plan and the Fiscal 2020 Executive Capital Commitment Plan

Department of Transportation

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DOT Overview

This report presents a review of the Department of Transportation's (DOT or the Department) Fiscal 2021 Executive Budget. The section below is an overview of the Department's budget and how it has changed during the course of Fiscal 2020, followed by a review of the significant budget actions introduced in the Fiscal 2021 Executive Budget. Major issues related to the Department's budget are then discussed. Analysis and highlights of DOT's Fiscal 2020–2024 Capital Commitment Plan follows the discussion of the expense budget. Appendix 1 reports the changes made to the Fiscal 2020 and Fiscal 2021 Budgets since Adoption of the Fiscal 2020 Budget. For additional information on the Department's budget and its various programs, please refer to the Fiscal 2021 Preliminary Budget Report for DOT at: <https://council.nyc.gov/budget/wp-content/uploads/sites/54/2020/03/841-DOT.pdf>

Below is a summary of key funding changes by program area and source when comparing DOT's Fiscal 2021 Executive Budget to its Fiscal 2020 Adopted Budget.

Department of Transportation Financial Summary						
<i>Dollars in Thousands</i>						
	2018	2019	2020	Executive Plan		*Difference
	Actual	Actual	Adopted	2020	2021	2020 - 2021
Spending						
Personal Services	\$486,255	\$510,500	\$527,818	\$523,598	\$515,926	(\$11,892)
Other Than Personal Services	497,434	529,873	576,418	610,213	579,758	3,340
TOTAL	\$983,689	\$1,040,373	\$1,104,236	\$1,133,810	\$1,095,684	(\$8,552)
Budget by Program Area						
Bridge Engineering and Administration	\$27,712	\$28,281	\$33,437	\$30,769	\$33,186	(\$251)
Bridge Maintenance, Repair & Operations	68,146	72,446	80,707	81,251	78,818	(1,889)
DOT Management & Administration	68,707	75,060	72,980	74,690	68,864	(4,116)
DOT Vehicles & Facilities Mgmt. & Maintenance	60,997	63,435	63,524	68,222	66,885	3,361
Ferry Administration & Surface Transit	3,313	3,525	4,245	4,999	4,495	250
Municipal Ferry Operation & Maintenance	98,739	103,908	100,941	102,061	95,140	(5,801)
Roadway Construction Coordination & Admin	15,872	18,690	21,507	22,562	22,239	732
Roadway Repair, Maintenance & Inspection	275,828	292,671	297,982	288,518	256,110	(41,872)
Traffic Operations & Maintenance	318,826	329,319	391,876	405,316	431,068	39,192
Traffic Planning Safety & Administration	45,548	53,037	37,036	55,422	38,878	1,842
TOTAL	\$983,688	\$1,040,373	\$1,104,236	\$1,133,810	\$1,095,684	(\$8,552)
Funding						
City Funds			\$664,623	\$656,610	\$685,767	\$21,144
Other Categorical			1,600	5,845	1,717	117
Capital- IFA			264,703	247,653	220,876	(43,827)
State			104,645	119,196	118,907	14,262
Federal - Other			65,763	100,000	65,509	(254)
Intra City			2,902	4,507	2,909	7
TOTAL	\$983,688	\$1,040,373	\$1,104,236	\$1,133,810	\$1,095,684	(\$8,552)
Budgeted Headcount						
Full-Time Positions - Civilian	4,842	4,941	5,440	5,529	5,442	2
Full-Time Equivalent Positions - Civilian	707	763	397	363	396	(1)
TOTAL	5,549	5,704	5,837	5,892	5,838	1

*The difference of Fiscal 2020 Adopted Budget compared to Fiscal 2021 Executive Budget

DOT's Fiscal 2021 Executive Budget of \$1.09 billion is \$8.6 million less than the Fiscal 2020 Adopted Budget amount of \$1.1 billion and consists of \$516 million in Personal Services (PS) costs and \$580 million in Other Than Personal Services (OTPS) costs. As will be discussed in greater detail in this report, the \$8.6 million decrease is primarily due to the emergence of COVID-19 in New York, and PEGs associated with the City's diminished financial position. See Appendix 1 for a listing of all budget actions since the Fiscal 2020 budget adoption.

Below is a summary of key funding changes by funding source and program areas when comparing DOT's Fiscal 2021 Executive Budget to its Fiscal 2020 Adopted Budget.

COVID-19 and Decreases to the DOT's Budget

When DOT released its Preliminary Budget for Fiscal Year 2021 in February 2020, the Agency's, State's, and City's fiscal positions were entirely different than it is at present. During the intervening months, COVID-19 has ravaged our health care system and economy. The threat of COVID-19 was not factored into DOT's Preliminary Plan. The first case of COVID-19 in New York was reported on March 1, 2020, nine days before the City's scheduled budget hearing on DOT's Preliminary Budget.

Since the Committee's Preliminary Budget hearing, both the Governor and the Mayor have declared states of emergencies for the State and the City due to COVID-19, with the World Health Organization (WHO) declaring COVID-19 a global pandemic. COVID-19, as well as the protective measures taken to slow the spread of the virus, has upended the lives of millions of New Yorkers and businesses with the implementation of social distancing measures and workplace and school closures including non-essential construction citywide. The full impact of these measures on DOT's capital projects, although undetermined at this time, could mean significant delays in project completion time.

Overall, the Fiscal 2021 Executive Budget for DOT includes no new needs, but includes Other Adjustments that decreased the Agency's budget by a net of \$304,000 in Fiscal 2020 and \$3.1 million in Fiscal 2021. In addition, the Department's budget includes Programs to Eliminate the Gaps (PEGs) totaling \$21.5 million in Fiscal 2020 and \$33.4 million in Fiscal 2021. Combined, the above actions reconcile the Department to its current budget of \$1.13 billion for Fiscal 2020 and \$1.1 billion for Fiscal 2021. See Appendix 1 on [page 10 for](#) a list of all budget actions since the Fiscal 2020 budget adoption.

Changes by Funding Source

The Department's budget is largely City-funded, with City funds accounting for 63 percent of its Fiscal 2021 Executive Budget. Federal and State funding are expected to account for 6 percent and 11 percent respectively of the Department's budget in Fiscal 2021. Compared to the Fiscal 2020 Adopted Budget, federal funding decreases by \$254,000 while State funding increases by \$14.3 million, approximately 14 percent. Overall, City funding increases by \$21.1 million or 3 percent, when compared to the Fiscal 2020 Adopted Budget. However, since 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 as additional grant funding becomes available. Therefore, it is likely additional federal and State funds will be recognized by DOT during the course of the fiscal year.

Significant Programmatic Changes. The Fiscal 2021 Executive Budget for DOT supports 10 program areas within the Department. However, the majority of the funding decrease in the Fiscal 2021 Executive Budget is allocated to Roadway Repair, Maintenance, and Inspection, which decreased by \$41.9 million. In contrast, there was a significant funding increase of \$39.2 million in the Traffic Operations and Maintenance program area.

Headcount Changes. The Department's Fiscal 2021 headcount totals 5,838, an increase of one position when compared to the Fiscal 2020 Adopted Budget headcount of 5,837 positions.

New in the Executive Budget

DOT's Fiscal 2020 Executive Budget introduces no new needs in the Fiscal 2021 Executive Plan, which can be attributed to the emergence of COVID-19.

Other Adjustments

- **Bridge IFA Surplus Takedown.** The Department anticipates capital-IFA savings of \$2 million in Fiscal 2020 only due to a re-estimate of IFA Personal Services costs. In general, the funding for bridge engineering and design is provided primarily from the City's Capital Budget through intra-fund agreements (IFA). As such, each year DOT conducts a technical adjustment exercise that identifies projected spending for IFA funded operations based on the number of employees and materials purchased for the year.
- **Bus Stop Management FY20 and Out.** The Fiscal 2021 Executive Budget includes a baseline adjustment of \$346,000 in other categorical funding starting in Fiscal 2020 for DOT's bus stop management program. This action is due to an agreement between DOT and the MTA in which MTA reimburses DOT for certain work done at bus stops.
- **Collective Bargaining.** The Department's Fiscal 2020 Executive Plan includes funding for collective bargaining adjustments added since the Preliminary Plan totaling \$4.2 million in Fiscal 2020, \$6.1 million in Fiscal 2021, and \$6.8 million in the outyears.
- **Connected Vehicles Phases 2 & 3.** The Department will use federal funding of \$3.3 million in Fiscal 2020 only in place of City funds for costs associated with its connected vehicles program.
- **Pedestrian Ramp Program Expansion Delay.** As an ongoing project, DOT has been installing pedestrian ramps at street corners in order to become compliant with the Americans with Disability Act (ADA). The emergence of COVID-19 has led to a suspension of non-essential construction in New York. As a result, DOT anticipates a savings of \$2 million in expense funding in Fiscal 2020 due to the postponement of construction. DOT does not yet have a specific number of ramps that will be delayed as a result of COVID-19; however, the Department is presently assessing the impact the delay will have on its in-house forces ability to meet this year's production.
- **Reflect FTA Funding.** The Department will use \$891,000 in Federal Transit Administration (FTA) Section 5307 program funding in place of City tax-levy for costs associated with the Staten Island Ferry preventative maintenance program in Fiscal 2020 only. These funds are allocated by the federal fiscal year, which lasts from October through September. The Executive Plan reflects a prorated amount for this program, in order to align the City's fiscal year, which lasts from July through June, with the federal fiscal year.

- **Resurfacing PS Takedown.** The Department anticipates a savings of \$1.5 million in Fiscal 2020 only in Personal Services costs related to street resurfacing. This adjustment was calculated prior to COVID-19 halting resurfacing operations. Due to an error, the budget provided resurfacing work for the full year, despite the fact resurfacing crew only work for three quarters of the year. This adjustment will not impact DOT's resurfacing mileage target.
- **Silver Stars.** The Department anticipates a baseline savings of \$311,000 and ten positions starting in Fiscal 2021 from the Silver Star program. Formerly known as *Redeploy*, the Silver Stars program allows employees eligible for retirement to shift from full-time to part-time status, at the discretion of the Agency, while officially filing for retirement. This initiative follows Section 212 of the New York State Retirement and Social Security Law (RSSL), which caps earnings at \$35,000 for individuals under sixty-five who return to public employment.
- **Lease Adjustment.** Due to re-estimates, DOT anticipates an increase of \$150,000 in Fiscal 2021 and in the outyears for costs associated with leased space.
- **Motor Fuel.** Due to re-estimates, DOT anticipates a decrease of \$1.2 million in Fiscal 2020 and \$1.3 million in Fiscal 2021 and in the outyears for costs associated with motor fuel.
- **Heat, Light and Power.** Due to re-estimates, DOT anticipates a decrease of \$5.2 million in Fiscal 2020 and \$1.9 million in Fiscal 2021 and in the outyears for costs associated with heat, light and power.
- **Heating Fuel Adjustment.** Due to re-estimates, DOT anticipates a decrease of \$16,000 in Fiscal 2021 and in the outyears for costs associated with heating fuel.

PEG Associated Savings

Citywide Savings Program. In conjunction with the Fiscal 2021 Executive Plan, the Office of Management and Budget (OMB) released a Citywide Savings Program that outlined a plan to reduce City spending by \$2.7 billion in Fiscal 2020 and Fiscal 2021 combined. To develop the program, OMB asked all agencies to identify efficiencies, alternative funding sources and programmatic changes, including Programs to Eliminate the Gap (PEGs) that would yield budgetary savings. DOT has identified the following savings totaling \$27 million in Fiscal 2020 and \$33.4 million in Fiscal 2021.

- **Highway Inspection and Quality Assurance code fine increases.** As a budget efficiency, DOT will generate additional revenue of \$382,000 in Fiscal 2021, \$1.4 million in Fiscal 2022, \$1.2 million in Fiscal 2023, and \$1 million in Fiscal 2024 by increasing fines for seven existing Highway Inspection and Quality Assurance violations to incentivize better compliance from contractors and utility companies.
- **One Times Square.** DOT anticipates to generate additional revocable consent revenue from a new agreement with One Times Square of \$500,000 in Fiscal 2021 and \$1.1 million in Fiscal 2022 and in the outyears.
- **Traffic Enforcement Agency vacancy reduction.** The Fiscal 2021 Executive Plan includes savings of \$416,000 in Fiscal 2020 and \$848,000 in Fiscal 2021 and in the outyears resulting from the elimination of ten vacant Traffic Enforcement Agent positions at DOT originally assigned to combat placard abuse.

- **Vacancy Reduction.** The Fiscal 2021 Executive Plan includes savings of \$985,000 in Fiscal 2021 and in the outyears from the elimination of vacant positions across DOT's executive and administrative, traffic, highways, bridges, and ferries divisions.
- **Additional State Funding for Staten Island Ferry.** The Department will use State funding of \$1.5 million in Fiscal 2020 and \$6 million in Fiscal 2021 and in the outyears in place of City funds for costs associated with the Staten Island Ferry.
- **Arterial highway drainage study delay.** DOT has identified a savings of \$300,000 in Fiscal 2020 only due to a delay of an arterial highway drainage study.
- **Delay of Parking Meter Upgrade.** During the Preliminary Budget Hearing, DOT reported that beginning in the Summer of 2020, DOT planned on fully implementing the City's pay-by plate parking program. However, due to COVID-19 related delays, DOT anticipates to save \$3.7 million in Fiscal 2020 and \$3.2 million in Fiscal 2021.
- **Fleet Fuel Savings.** As a result of the COVID-19 slowdown, DOT anticipates a savings of \$200,000 in Fiscal 2020 only from fleet fuel costs.
- **Fleet Parts Underspending.** Due to the age of DOT's fleet and the number of vehicles currently under warranty, DOT anticipates a savings of \$100,000 in Fiscal 2020 and \$24,000 in Fiscal 2021 from underspending on fleet parts for DOT's vehicles.
- **Gowanus HOV Lane Savings.** Due to a delay in contracting registration for the Gowanus High Occupancy Vehicle (HOV) lane contract, DOT anticipates savings of \$1.4 million in Fiscal 2020 only. Originally, the City planned to procure a contractor to manage this HOV lane with costs split between the City, State, and the MTA. However, since the contract for the project is no longer in place, the Fiscal 2020 funds are no longer needed.
- **Markings Contract Underspending.** DOT anticipates a savings of \$1.4 million in Fiscal 2020 only due to anticipated underspending in the markings contract budget.
- **Pay-by-Cell Contract Savings.** Due to surplus funding in the pay-by-cell contract budget, the Department anticipates a savings of \$932,000 in Fiscal 2021 only.
- **Prior Year Revenue.** DOT anticipates that revenue recognized in prior fiscal years will be realized in the current year. As a result, the Department included a net adjusted savings of \$2.7 million in Fiscal 2020.
- **Reduce Sidewalk Management Spending.** Due to the COVID-19 slowdown, DOT anticipates savings of \$300,000 in Fiscal 2020 only from reduced spending on materials and contracts for sidewalk inspection and management.
- **Reduced Engineering Contract Spending.** As a result of the COVID-19 slowdown, DOT has identified a savings of \$750,000 in Fiscal 2020 and Fiscal 2021 tied to traffic Engineering Service arrangements.
- **Reduced OTPS Spending for Bridge Operations.** As a result of the COVID-19 slowdown, DOT anticipates a savings of \$600,000 in Fiscal 2020 only due to reduced OTPS spending for bridge operations in various contracted services.
- **Reduced Overtime Spending.** Due to the COVID-19 slowdown, the Department anticipates a savings of \$2 million in Fiscal 2020 only from reduced overtime spending.

- **Reduced Spending for Highway Inspection and Quality Assurance Enforcement.** Due to the COVID-19 slowdown, there is underspending for supplied needed for Highway Inspection and Quality Assurances enforcement, resulting in a savings of \$100,000 in Fiscal 2020 only.
- **Reduced Streetlight Maintenance Contract Spending.** DOT anticipates savings of \$250,000 in Fiscal 2020 and Fiscal 2021 due to streetlight contract slowdown, stemming for the COVID-19 slowdown.
- **Reduction of Expense Funding for Capitally Ineligible Components of Projects.** DOT anticipates a savings of \$1 million in Fiscal 2020 and Fiscal 2021 due to a reduction of expense funding for capitally ineligible components of projects.
- **Reduction of Lease Funding Surplus.** Due to lease funding surplus, DOT anticipates a savings of \$800,000 in Fiscal 2021 only.
- **Re-Estimate Bikeshare Ridership and Sponsorship Revenue.** Due to a re-estimate, DOT anticipates additional ridership and sponsorship revenue of \$132,000 in Fiscal 2020 only from the Bikeshare program.
- **Vision Zero Funding Reduction.** The Fiscal 2021 Executive Budget includes reduced Vision Zero funding of \$3 million in Fiscal 2020 and \$7.1 million in Fiscal 2021. Specific reductions include the following.
 - **Vision Zero Public Awareness Campaign.** Last year during DOT’s Fiscal 2020 Executive Budget Hearing, the Committee called on DOT to increase Vision Zero’s outreach campaign, which had been reduced in Fiscal 2019. As a result, DOT’s Adopted Budget included an additional \$5 million in Fiscal 2020 and in the outyears to increase Vision Zero’s outreach funding to \$7.2 million annually. The proposed PEG would reduce funding for the Vision Zero public awareness campaign by \$3 million over Fiscal 2020 and 2021, a 21 percent reduction from the originally planned amount.
 - **Green Wave.** To address the increase in cyclist deaths, in 2019 the City launched a \$58.4 million plan “Green Wave – Bike Safety Plan” to enhance street safety. The November 2019 Plan included \$5.6 million in Fiscal 2020, \$11.9 million in Fiscal 2021, \$12.8 million in Fiscal 2022, and \$13.5 million in Fiscal 2023 to support this program. The Bike Safety Plan included the installation of 30 miles of protected bicycle lanes annually, intersection redesign, and progressive signal-timing. Funding included new headcount positions totaling 48 in Fiscal 2020, 55 in Fiscal 2021, 58 in Fiscal 2022, and 59 in Fiscal 2023. The proposed PEG would reduce funding for protected bike lanes by \$3 million over Fiscal 2020 and 2021, a 17 percent reduction over the two years.
 - **Vision Zero Street Improvement Projects.** The proposed PEG would reduce funding by \$4 million for various street improvement projects.
- **Better Bus Initiative Funding Reduction.** Early last year, the Administration committed to increasing citywide bus speeds by 25 percent. The November 2019 Plan included a new need of \$3 million in Fiscal 2020 and \$3.1 million in Fiscal 2021 and in the outyears for the Better Bus Action Plan, which funded initiatives, including additional bus lane markers, barriers, signage, and two additional headcount positions, to help achieve the initiative’s goal. As a result of COVID-19 delays and traffic easing, this proposed PEG would reduce the Better Bus Action Plan by \$2.7 million in Fiscal 2020 and \$5.7 million in Fiscal 2021. This PEG would

reduce funding for transit signal priority (TSP) and bus lane improvements. In addition, some programs, such as community outreach prior to the implementation of a new bus lane, cannot take place while New Yorkers maintain social distancing. After this PEG is enacted, the remaining funding in DOT's budget for the Better Bus Initiative program in Fiscal 2020 and 2021 will be approximately \$9 million.

- **Eliminate Lower Level Boarding at St. George Terminal.** By eliminating lower level boarding at the St. George Ferry Terminal in Staten Island, DOT anticipates savings of \$909,000 in Fiscal 2021 only.
- **Funding Reduction for SIF Overnight Service.** As a result of decreased demand for Staten Island Ferry overnight service due to COVID-19, DOT has reduced service in alignment with decreased demand, resulting in savings of \$600,000 in Fiscal 2020 and \$4.9 million in Fiscal 2021.

Budget Issues

The following section provides issues and concerns as it pertains to DOT's Executive Budget.

Federal Funding History. The Fiscal 2021 Executive Plan includes \$65.5 million in federal funds for DOT in Fiscal 2021, which comprises approximately six percent of the Agency's budget. However, the amount of federal funding reflected in DOT's budget is expected to increase. This is because the City's fiscal year and the federal fiscal year do not coincide, as such, it is unclear at this time, particularly given the COVID-19 pandemic response, how much federal funding DOT will receive until after the City's fiscal year begins. To date, DOT has received \$100 million in federal funds - representing nearly 9 percent of its current Fiscal 2020 budget. Accordingly, program areas that are funded, in part, with non-City funds might initially show a decrease in Fiscal 2021, but then eventually align with the Fiscal 2020 Adopted Budget once the Agency confirms these federal allocations.

Capital Program

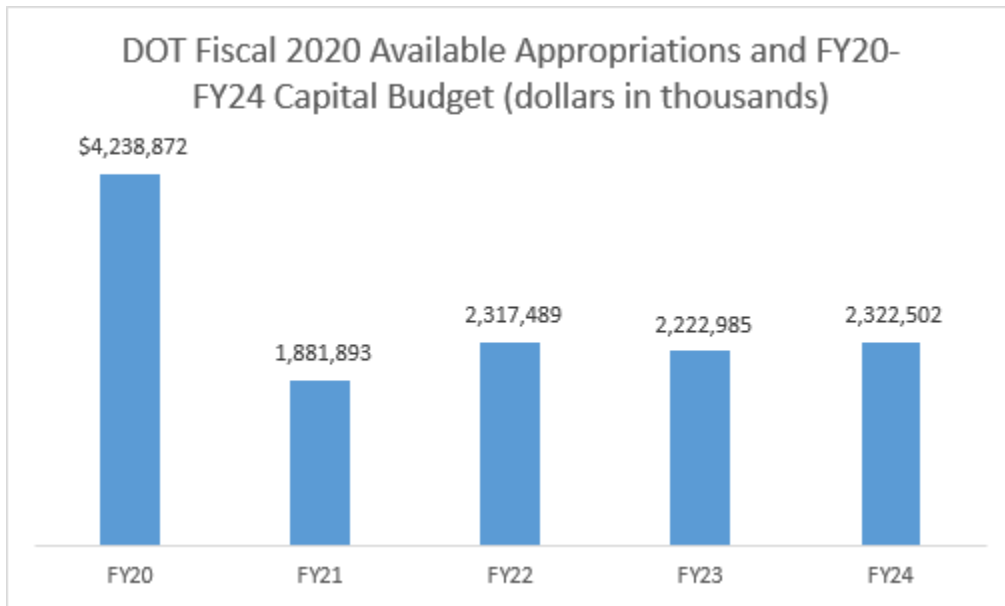
Fiscal 2021 Executive Capital Budget and Commitment Plan for Fiscal 2020-2024

The Capital Budget provides the estimated need for new appropriations for Fiscal 2021 along with projections for the subsequent three-year capital program. Appropriations represent the legal authority to spend capital dollars and are what the Council votes on at budget adoption. The Commitment Plan, which is a five-year spending plan, is the plan to spend those appropriations. The Capital Budget is significantly less than the Capital Commitment Plan because it does not include the current appropriations for Fiscal 2020 or the amount of funding that may be re-appropriated or rolled into Fiscal 2021 in the Adopted Budget. This section will provide an overview of the Capital Budget and Commitment Plan for DOT.

DOT's Fiscal 2021 Executive Capital Budget includes \$7.5 billion in Fiscal 2021-2024, with \$1.4 billion in Fiscal 2021.¹ This represents 13.6 percent of the City's total \$55.3 billion Capital Budget for 2021-2024. Available appropriations for Fiscal 2020 total \$4.2 billion as of February 29, 2020. This includes \$2.9 billion in reauthorized prior appropriations and \$1.8 billion in authorized

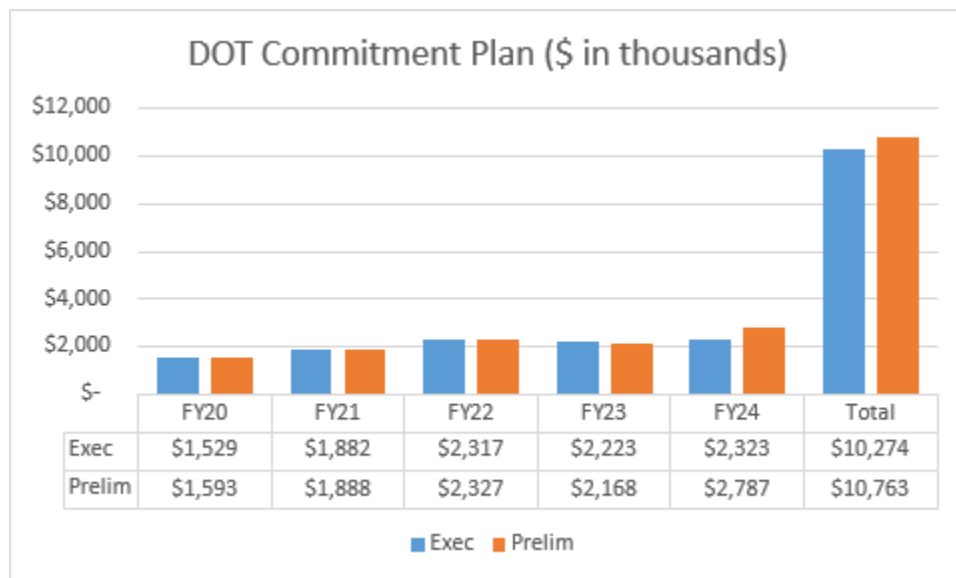
¹ The Capital Budget provides the required appropriations for Fiscal 2020 and planned appropriations for the subsequent three-year capital program. Appropriations represent the legal authority to spend capital dollars and are what the Council votes on at budget adoption.

appropriations, less actual commitments of \$480.3 million in the current fiscal year. The Executive Capital Budget does not include any additional changes that will be made prior to Adoption, which will likely increase the City’s overall capital budget.



Capital Commitment Plan

DOT’s Executive Capital Commitment Plan totals \$10.3 billion in Fiscal 2020-2024, with \$1.9 billion in Fiscal 2021. This represents approximately 12.3 percent of the City’s total \$83.2 billion Executive Capital Commitment Plan. The Agency’s \$10.3 billion Executive Capital Commitment Plan for Fiscal 2020-2024 reflects a decrease of \$489 million from the amount scheduled in the Preliminary Commitment Plan.



Fiscal 2021 Executive Capital Commitment Plan Highlights

- **Manhattan Bridge Reconstruction.** The Executive Capital Commitment Plan includes a reduction of \$7.8 million in funding for reconstruction work on the Manhattan Bridge. This represents a 27 percent reduction from the Preliminary Budget. DOT has shifted this funding

to other projects, including \$41 million to the reconstruction of Roosevelt Ave Bridge over the Van Wyck Expressway, and \$1.9 million to East 169th Street over Metro North Rail Road.

- **Bridge Painting, Citywide.** Due to delays and the COVID-19 slowdown, the Executive Capital Commitment Plan shifted \$23.3 million into the outyears for this project. However, the Ten-year plan window increased Bridge Painting by \$2.4 million overall.
- **Improvements to Highway Bridges & Structures, Citywide.** The Executive Capital Commitment Plan shifted \$186.8 million in funding into the outyears for various improvements to citywide highway bridges and structures. An additional \$70.5 million was added in the ten-year plan, which is primarily attributed to an additional \$67 million in federal grants made available in other budget lines swapping out City funds, and those City funds were moved into this budget line for future distribution to other projects.
- **Reconstruction of Two Hempstead Avenue Bridges Over Cross Island Parkway, Queens.** Due to delays, \$77.8 million of the \$85.9 million in planned commitments allocated for this project was shifted beyond the plan years to Fiscal 2025.
- **Reconstruction & Structural Rehabilitation Bridge at 21st Avenue, Brooklyn.** Due to delays, \$89.1 million of the \$101.2 million in planned commitments for this project was shifted beyond the plan years to Fiscal 2025.
- **Reconstruction of Bridge and Approaches at East 153rd Street.** Due to delays, \$8 million of the \$11.5 million commitments for this project was shifted beyond the plan years to Fiscal 2025.
- **Reconstruction of Jewel Street Area, Brooklyn.** Due to delays, this \$27.7 million project has been shifted from Fiscal 2024, beyond the plan years to Fiscal 2026.
- **Sidewalk Construction.** Due to a reallocation of funding, DOT has shifted \$29.8 million from the budget line for sidewalk construction to the Installation of Street-Surface Markings and Traffic Signals, All Boros, budget line (see below for additional information on this project). Discounting this transfer within DOT's budget, Sidewalk Construction will actually see a slight increase of \$8 million.
- **Installation of Street-Surface Markings and Traffic Signals, All Boros.** The Executive Capital Plan increased the funding for this budget line by \$61.3 million in the five-year plan and \$44.1 million in the ten-year plan. Of the \$61.3 million, \$38 million is a transfer from the reallocation of funding mentioned above for traffic signal work associated with pedestrian ramp construction. An additional \$17 million was added for thermoplastic markings by reallocating existing funds from other areas and \$6.1 million of new funding was added to support the replacement of approximately 1,000 corroded street light and signal pole bases at high pedestrian density areas in Manhattan. These markings are applied after streets are repaved, so exact installation locations will be dependent on where resurfacing takes place.
- **Vision Zero.** The Executive Capital Commitment Plan includes \$1.4 billion for Vision Zero projects in the five-year window and \$1.8 billion in the ten-year window. New funding added to the Capital Commitment Plan includes \$27 million funding for Vision Zero work and \$31 million in the ten-year window.

Appendix 1: Fiscal 2021 Budget Actions since Fiscal 2020 Adoption

<i>Dollars in Thousands</i>	FY2020			FY2021		
	City	Non-City	Total	City	Non-City	Total
DOT Budget as of the Fiscal 2020 Adopted Budget	\$664,624	\$439,612	\$1,104,236	\$660,201	\$389,182	\$1,049,383
New Needs - November and Preliminary Plans						
Backup Cameras and Rain-Gear	\$0	\$0	\$0	\$3,064	\$0	\$3,064
Better Buses Action Plan	2,954	422	3,376	11,877	0	11,877
Green Wave - Bike Safety Plan	5,597	0	5,597	3,692	0	3,692
Lease Funding	3,455	0	3,455	402	0	402
Master Plan Studies and Outreach	1,750	0	1,750	36,118	0	36,118
Review of sidewalk violations caused by street tree damage	806	0	806	0	0	0
Speed Camera Program Expansion	6,706	0	6,706	0	0	0
Subtotal, New Needs	\$21,268	\$422	\$21,690	\$55,153	\$0	\$55,153
Other Adjustments - November and Preliminary Plans						
\$ Only - SIM Mega -GA-1	\$0	\$4,822	\$4,822	\$0	\$0	\$0
Agency Phone Plan Review	(44)	0	(44)	(88)	0	(88)
Beacon Tech Vision Impaired	0	600	600	0	0	0
BEPA/DOT consultants	0	702	702	0	0	0
BEPA/DOT consultants Tast #4	0	9	9	0	0	0
Bicycle Network Development	0	5,152	5,152	0	0	0
Bridge Inspections Program	0	1,000	1,000	0	0	0
Bus Stops Under the EL	0	50	50	0	0	0
CITS-Coordnatd Intel Transp Sy	0	53	53	0	0	0
City Council funded initiatives	10	0	10	0	0	0
Collective Bargaining Cement Masons	2,997	1,987	4,984	4,242	2,079	6,321
Congestion Pricing New Need	0	3,899	3,899	0	0	0
Connected Vehicles Phase 2 &3	0	4,000	4,000	0	0	0
DC37 Equity Panel	670	0	670	718	0	718
Energy Peronnel	0	86	86	0	0	0
ExCEL Projects	0	712	712	0	0	0
Federal Funding for the Traffic Management Center	(3,745)	3,745	0	(745)	745	0
Fleet Hiring Delay	(191)	0	(191)	(111)	0	(111)
FY20 CHIPS-Lighting Maint	0	10,458	10,458	0	0	0
FY20 SubRegional Traffic-True UP	0	698	698	0	0	0
FY21 - CHIPS Lighting Maint	0	0	0	0	10,174	10,174
Hiring Delays	(475)	(15,008)	(15,483)	0	0	0
Hunts Point Diesel Emission Red	0	1,151	1,151	0	0	0
Intall Hoop Racks - CHIPS	0	606	606	0	0	0
Janitorial Contract Insourcing	0	0	0	(792)	0	(792)
Markings Contract Capacity Reduction	(810)	0	(810)	(850)	0	(850)
Muni Plug In & Adv Vehicles	0	181	181	0	0	0
New York City Greenways	0	121	121	0	0	0
Off Hour Deliveries	0	75	75	0	0	0
Raisd Crsswalk&Intersection-FY20	0	25	25	0	0	0
Recalibrate IFA Indirect Budget Code	0	151	151	0	302	302
Reorganize Customer Service and Language Access Group	(116)	0	(116)	(160)	0	(160)
Safe Steps to Transit	0	155	155	0	0	0
Safe Strs for Senors-Wayfndng	0	100	100	0	0	0
School Safety - CHIPS	0	1,820	1,820	0	0	0
Seattle Smrt Share Moblty-FY20	0	407	407	0	0	0
Smart Choice	0	575	575	0	0	0

<i>Dollars in Thousands</i>	FY2020			FY2021		
	City	Non-City	Total	City	Non-City	Total
St George Passngr Slp Wire Rpe	0	600	600	0	0	0
Transit Signal Priority	0	691	691	0	0	0
Transp Access Vision Impairmnt	0	40	40	0	0	0
VisionZero Education Initiative	0	457	457	0	0	0
Wayfinding - 5310	0	68	68	0	0	0
Wayfinding - New Freedom	0	255	255	0	0	0
Wayfinding - Use it or Lose it	0	950	950	0	0	0
Subtotal, Other Adjustments	(1,704)	31,393	29,689	2,214	13,300	15,514
TOTAL, All Changes	\$19,564	\$31,815	\$51,379	\$57,367	\$13,300	\$70,667
DOT Budget as of the Preliminary 2020 Budget	\$684,188	\$471,427	\$1,155,615	\$717,568	\$402,482	\$1,120,050
New Needs - Fiscal 2021 Executive Plan						
Subtotal, New Needs	\$0	\$0	\$0	\$0	\$0	\$0
Other Adjustments - Executive Plan						
Bridge IFA Surplus Takedown	\$0	(\$2,000)	(\$2,000)	\$0	\$0	\$0
Bus Stop Managmt-FY20 and Out	0	346	346	0	346	346
Bus Stops under the EI (PS)	0	171	171	0	0	0
Collective Bargaining	3,178	999	4,177	5,000	1,117	6,118
Connectd Vehicls Phases 2 & 3	3,256	0	3,256	0	0	0
Energy personnel	0	43	43	0	0	0
ExCEL Round 2	0	55	55	0	0	0
Heat, Light and Power	(5,227)	0	(5,227)	(1,945)	0	(1,945)
Heating Fuel Adjustment	0	0	0	(16)	0	(16)
Lease Adjustment	0	0	0	151	0	151
Motor Fuel	(1,189)	0	(1,189)	(1,282)	0	(1,282)
Pedestrian ramp program expansion delay	0	(2,099)	(2,099)	0	0	0
Reflect FTA Funding	0	892	892	0	0	0
Resurfacing PS Takedown	0	(1,500)	(1,500)	0	0	0
Safe Routes to School Program	0	66	66	0	0	0
Silver Stars	0	0	0	(311)	0	(311)
Technical Adjustment revenue offset in Citywide structure	2,706	0	2,706	0	0	0
Subtotal, Other Adjustments	\$2,724	(\$3,027)	(\$303)	\$1,597	\$1,463	\$3,061
PEGs, Restorations & Substitutions						
Additional State Funding for Staten Island Ferry	(\$1,493)	\$1,493	\$0	(\$5,972)	\$5,972	\$0
Arterial highway drainage study delay	(300)	0	(300)	0	0	0
Better Bus Initiative funding reduction	(2,700)	0	(2,700)	(5,721)	0	(5,721)
Delay of parking meter upgrade	(3,671)	0	(3,671)	(3,223)	0	(3,223)
Eliminate lower level boarding at St. George Terminal	0	0	0	909	0	909
Fleet fuel savings	(200)	0	(200)	0	0	0
Fleet Parts Underspending	(100)	0	(100)	(24)	0	(24)
Funding reduction for SIF overnight service	(600)	0	(600)	(4,875)	0	(4,875)
Gowanus HOV Lane Savings	(1,400)	0	(1,400)	0	0	0
Markings Contract Underspending	(1,415)	0	(1,415)	0	0	0
Pay-by-cell contract savings	0	0	0	(932)	0	(932)
Prior year revenue	(6,761)	4,055	(2,706)	0	0	0
Reduce sidewalk management spending	(300)	0	(300)	0	0	0
Reduced engineering contract spending	(750)	0	(750)	(750)	0	(750)
Reduced OTPS spending for bridge operations	(600)	0	(600)	0	0	0
Reduced overtime spending	(2,000)	0	(2,000)	0	0	0
Reduced spending for HIQA enforcement	(100)	0	(100)	0	0	0

<i>Dollars in Thousands</i>	FY2020			FY2021		
	City	Non-City	Total	City	Non-City	Total
Reduced streetlight maintenance contract spending	(250)	0	(250)	(250)	0	(250)
Reduce expense fund capially ineligible components of projects	(1,000)	0	(1,000)	(1,000)	0	(1,000)
Reduction of lease funding surplus	0	0	0	(800)	0	(800)
Traffic Enforcement Agent vacancy reduction	(416)	0	(416)	(848)	0	(848)
Vacancy Reduction	0	0	0	(985)	0	(985)
Vision Zero funding reduction	(2,990)	0	(2,990)	(7,110)	0	(7,110)
Tech Adjustment	0	0	0	(1,816)	0	(1,816)
Subtotal, PEGs, Restorations & Substitutions	(\$27,046)	\$5,548	(\$21,498)	(\$33,397)	\$5,972	(\$27,425)
TOTAL, All Changes	(\$24,322)	\$2,521	(\$21,801)	(\$31,800)	\$7,435	(\$24,364)
DOT Budget as of the Fiscal 2021 Executive Budget	\$659,866	\$473,948	\$1,133,810	\$685,768	\$409,917	\$1,095,684