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**Report on the Fiscal 2023
Preliminary Plan and the Fiscal 2022
Mayor's Management Report for the**

**Department of
Transportation**

March 16, 2022

(Report prepared by John Basile)

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Department of Transportation Overview

The Department of Transportation (DOT or the Department) is responsible for the condition and operation of 6,300 miles of streets, highways and public plazas, 796 bridge structures, and the nine boats for the Staten Island Ferry program. DOT operates 13,250 traffic signals and over 315,000 streetlights, and maintains over 350 million linear feet of markings on City streets and highways. DOT manages the City's Bus Rapid Transit program, Select Bus Service (SBS), in partnership with the MTA, oversees the City's bike share system and maintains over 1,316 miles of cycling network, including over 140 miles of on-street protected bike lanes. DOT also manages the Joint Traffic Management Center; pedestrian ramp and sidewalk repair; and oversees the on-street parking meter system. There are no tolls on bridges operated by DOT.

In addition, DOT's infrastructure programs include an extensive bridge capital investment and life-cycle maintenance program; roadway resurfacing, and pothole repair; ferry boat and terminal upgrades and maintenance; and a capital program that performs street and sidewalk reconstruction and additional projects such as greenway construction. DOT's alternative fuel program promotes the use of cleaner vehicles in both the public and private sectors.

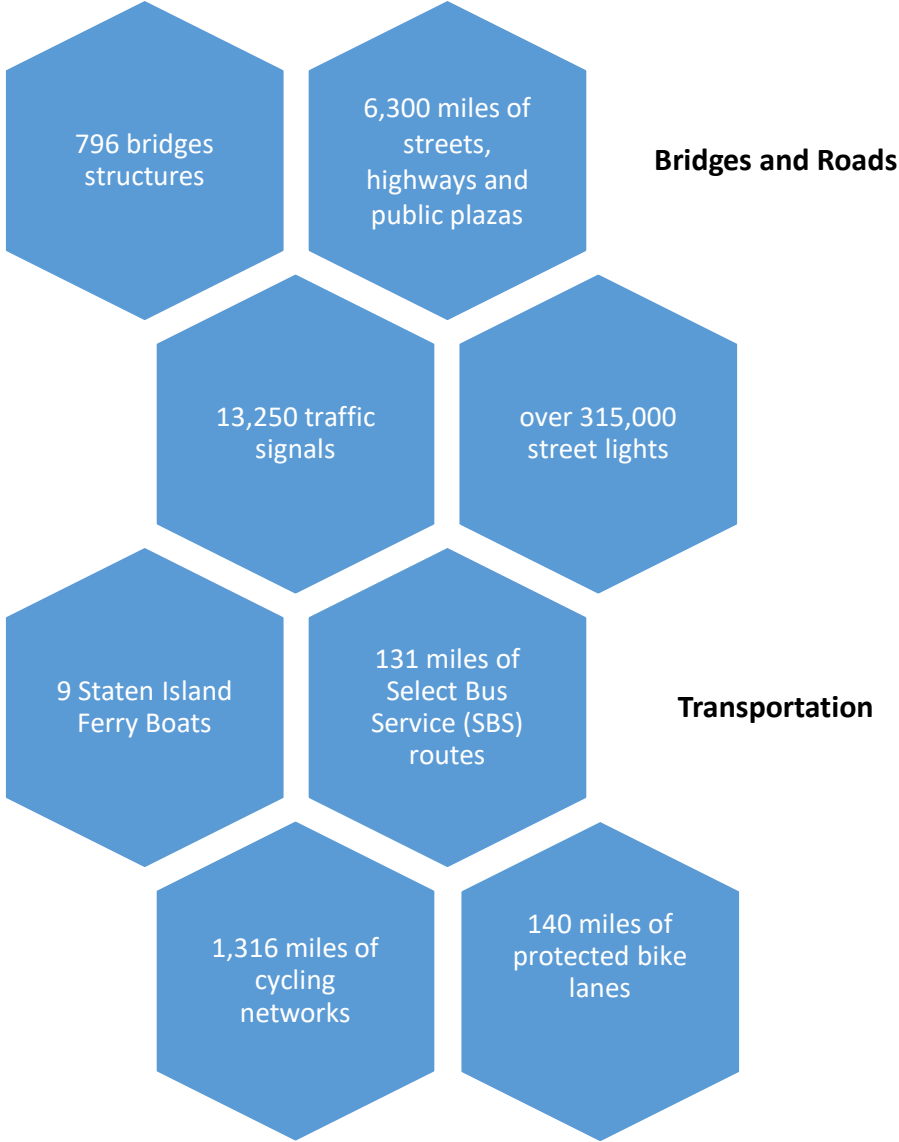
Agency Mission

The Department of Transportation's mission is to provide for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York and to maintain and enhance the transportation infrastructure crucial to the economic vitality and quality of life of City residents.

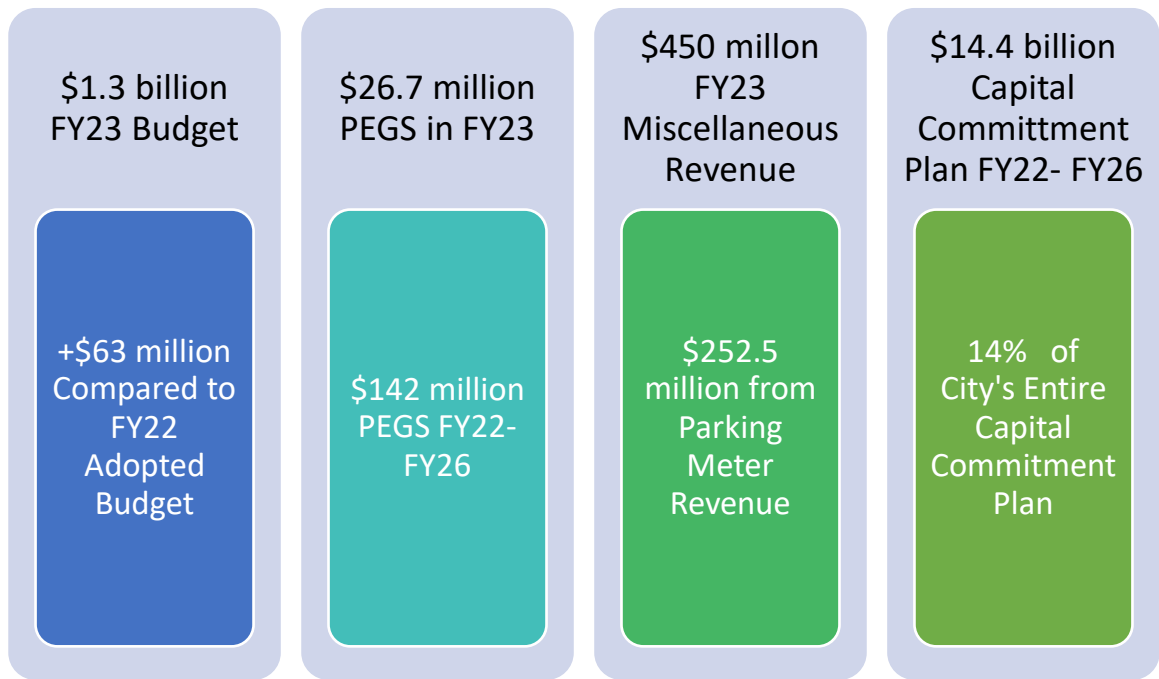
DOT's activities include:

- Managing the City's bridge inventory to achieve a high state of good repair;
- Providing efficient passenger transportation via the Staten Island Ferry;
- Improving safety for pedestrians, motorists, bus and bike riders; and
- Maximizing efficient use of street/sidewalk space, among others.

Snapshot of Agency Portfolio



DOT’s Fiscal 2023 Budget Snapshot

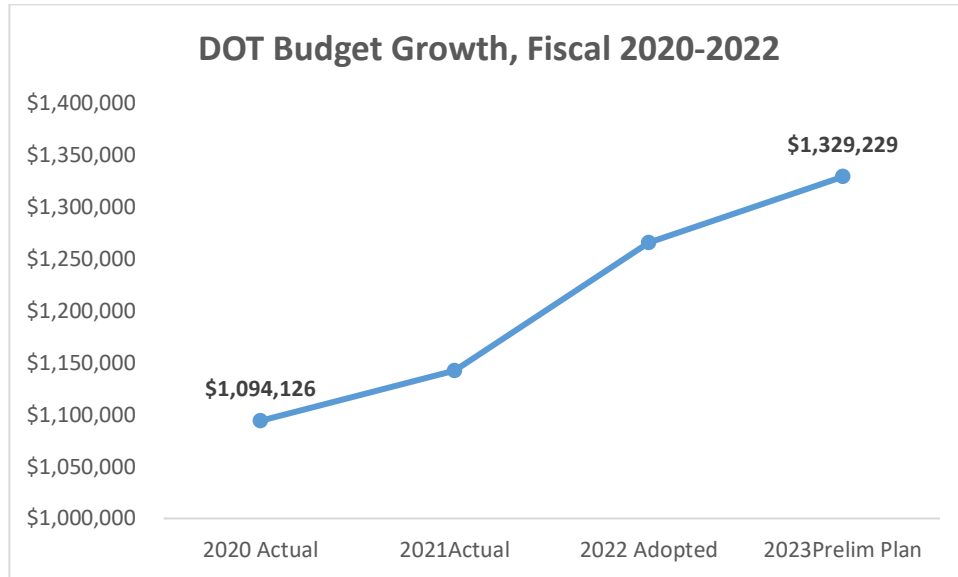


DOT’s Financial Plan Overview

The Department of Transportation’s (DOT or the Department) Fiscal 2023 Preliminary Budget totals \$1.3 billion (including City and non-City funds); this represents approximately one percent of the City’s Budget totaling \$98.5 billion. Of the Department’s Fiscal 2023 Preliminary Budget, \$814.8 million is City tax-levy funding, \$275.3 million is Capital IFA, \$113.4 million is State, \$121.3 million is federal and the remaining \$4.3 million is Other Categorical and intra-City funding. DOT’s Fiscal 2023 Preliminary Budget is \$63 million or five percent more than the Fiscal 2022 Adopted Budget of \$1.27 billion despite the inclusion of \$26.7 million in Program to Eliminate the Gap (PEG) savings in Fiscal 2023.

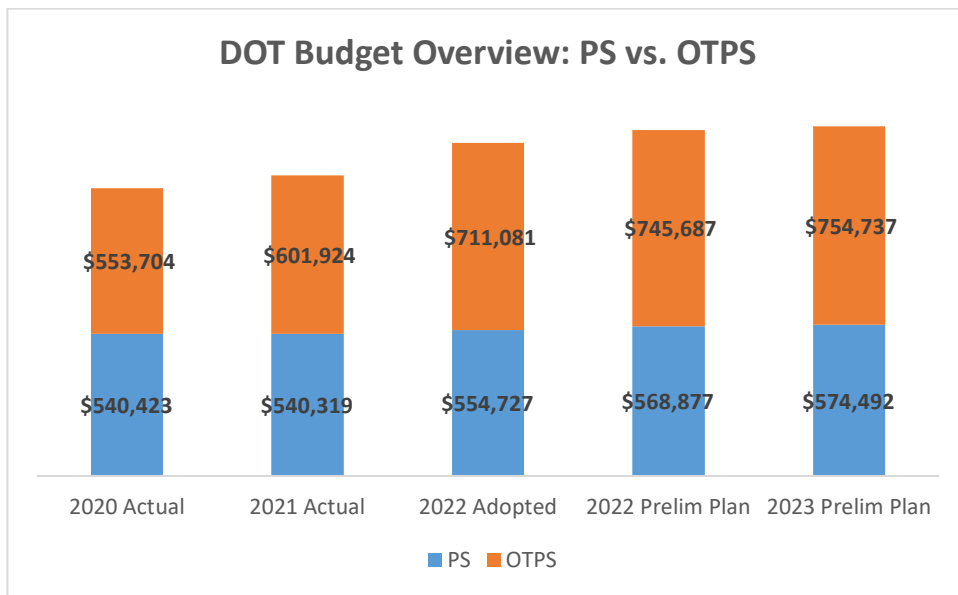
Since Fiscal 2019, DOT’s budget has grown by more than \$235 million (21.5 percent) as illustrated in the below chart (figure 1) and now accounts for approximately one percent of the City’s total budget of \$98.5 billion.

Figure 1: DOT Budget Growth



DOT’s Fiscal 2022 Preliminary Budget includes \$574.5 million for Personal Services (PS), to support 5,506 Full-Time and 495 Full-Time Equivalent positions and \$754.7 million for Other Than Personal Services (OTPS).

Figure 2: DOT Budgeted PS and OTPS



Federal COVID-19 and Stimulus Funding

The DOT has played a key role in the City’s response to the COVID-19 public health crisis. The Department’s Fiscal 2022 Current Budget includes \$77 million of federal funding to support the COVID-19 efforts. This includes \$9.3 million added in the Fiscal 2022 Adopted Budget as part of the Administration’s COVID-19 citywide Cleanup Corps initiative. However, beyond Fiscal 2022 DOT’s budget includes no federal COVID-19 stimulus funds for the citywide Cleanup Corps initiative.

Financial Summary

Below is a summary of funding changes by program area and funding source and headcount changes when comparing DOT's Fiscal 2023 Preliminary Budget to its Fiscal 2022 Adopted Budget.

Table 1: Department of Transportation Financial Summary

Department of Transportation Financial Summary						
<i>Dollars in Thousands</i>						
	2020	2021	2022	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2022	2023	2022-2023
Spending						
Personal Services	\$540,423	\$540,319	\$554,727	\$568,877	\$574,492	\$19,765
Other Than Personal Services	553,704	601,924	711,081	745,687	754,737	43,656
TOTAL	\$1,094,126	\$1,142,243	\$1,265,808	\$1,314,564	\$1,329,229	\$63,421
Budget by Program Area						
Bridge Engineering and Administration	\$29,771	\$28,770	\$33,917	\$35,822	\$33,703	(\$214)
Bridge Maintenance, Repair, & Operations	72,804	74,403	77,018	79,829	82,525	5,507
DOT Management & Administration	78,258	75,248	72,091	73,769	75,310	3,219
DOT Vehicles&FacilitiesMgmt&Maintenance	75,937	83,176	87,027	94,810	91,301	4,274
Ferry Administration & Surface Transit	8,976	19,919	4,242	55,363	49,896	45,653
Municipal Ferry Operation & Maintenance	99,793	85,876	96,290	63,210	73,882	(22,408)
Roadway Construction Coordination&Admin	19,004	19,263	21,207	28,442	22,551	1,343
Roadway Repair, Maintenance & Inspection	289,577	298,713	294,949	300,896	304,163	9,214
Traffic Operations & Maintenance	373,635	412,244	502,284	494,559	520,581	18,298
Traffic Planning Safety & Administration	46,370	44,631	76,781	87,864	75,316	(1,466)
TOTAL	\$1,094,126	\$1,142,243	\$1,265,808	\$1,314,564	\$1,329,229	\$63,421
Funding						
City Funds			\$792,271	\$760,975	\$814,837	\$22,565
Other Categorical			2,862	5,762	1,717	(1,145)
Capital- IFA			267,401	270,888	275,343	7,942
State			114,910	114,966	113,442	(1,468)
Federal - Other			85,751	157,588	121,277	35,527
Intra City			2,612	4,386	2,612	0
TOTAL	\$1,094,126	\$1,142,243	\$1,265,808	\$1,314,564	\$1,329,229	\$63,421
Budgeted Headcount						
Full-Time Positions - Civilian	5,120	5,090	5,583	5,506	5,546	(37)
TOTAL	5,120	5,090	5,583	5,506	5,546	(37)

*The difference of Fiscal 2022 Adopted Budget compared to Fiscal 2023 Preliminary Budget

In general, agency program areas can provide insight into which programs are priorities and how the budget impacts programs' outcomes. DOT's functions can be broken down into 10 program areas or functions as illustrated below in Figure 3. These program areas are funded with a combination of City funds and other resources. Of the Department's 10 program areas, funding for Traffic Operations and Maintenance and Roadway Repair, Maintenance and Inspection will constitute 62 percent of the agency's total funding or \$824.7 million in Fiscal 2023.

As shown in the chart above (Table 1), the largest increase in the program areas is in the Ferry Administration & Surface Transit area, which is \$45.7 million, or 1,976 percent, greater than the Fiscal 2022 Adopted Budget. This large increase is the result of federal stimulus funding from the American Rescue Plan Act for the Staten Island Ferry. Other program area increases include Traffic Planning Safety & Administration, which increased by \$18.3 million, or four percent, Roadway Repair, Maintenance & Inspection, which increased \$9.2 million or three percent, Bridge Maintenance, Repair, & Operation, which increased \$5.5 million or seven percent, DOT Vehicles & Facilities Management & Maintenance, which increased \$4.3 million or five percent, DOT Management & Administration, which increased \$3.2 million or four percent, and Roadway Construction

Coordination & Administration, which increased \$1.3 million or six percent. The largest decrease in the program areas is Municipal Ferry Operation & Maintenance, which decreased \$22.4 million or 23 percent. Other significant decreases include a reduction of \$214,000 or one percent in Bridge Engineering and Administration.

The Fiscal 2023 Preliminary Budget includes \$814.8 million in City tax-levy funds, an increase of \$22.6 million from the Fiscal 2022 Adopted Budget. 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. As such, program areas that are in-part funded with non-City resources might align with amounts reflected in the Fiscal 2022 Adopted Budget once the agency can confirm these allocations. For the current fiscal year (Fiscal 2022), to date over \$74.2 million in additional federal funding has been realized post Adoption, however, only \$55,000 additional State funding has been realized.

Since the Budget Adoption last June, DOT has recognized nearly \$72.2 million in additional federal funds.

Figure 3

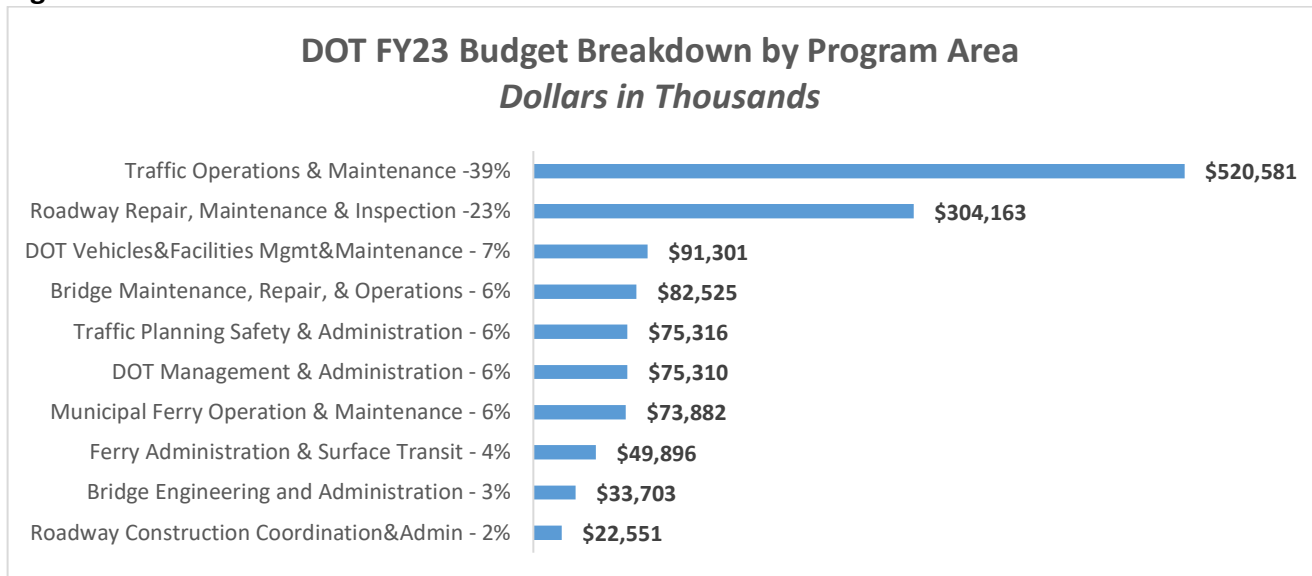
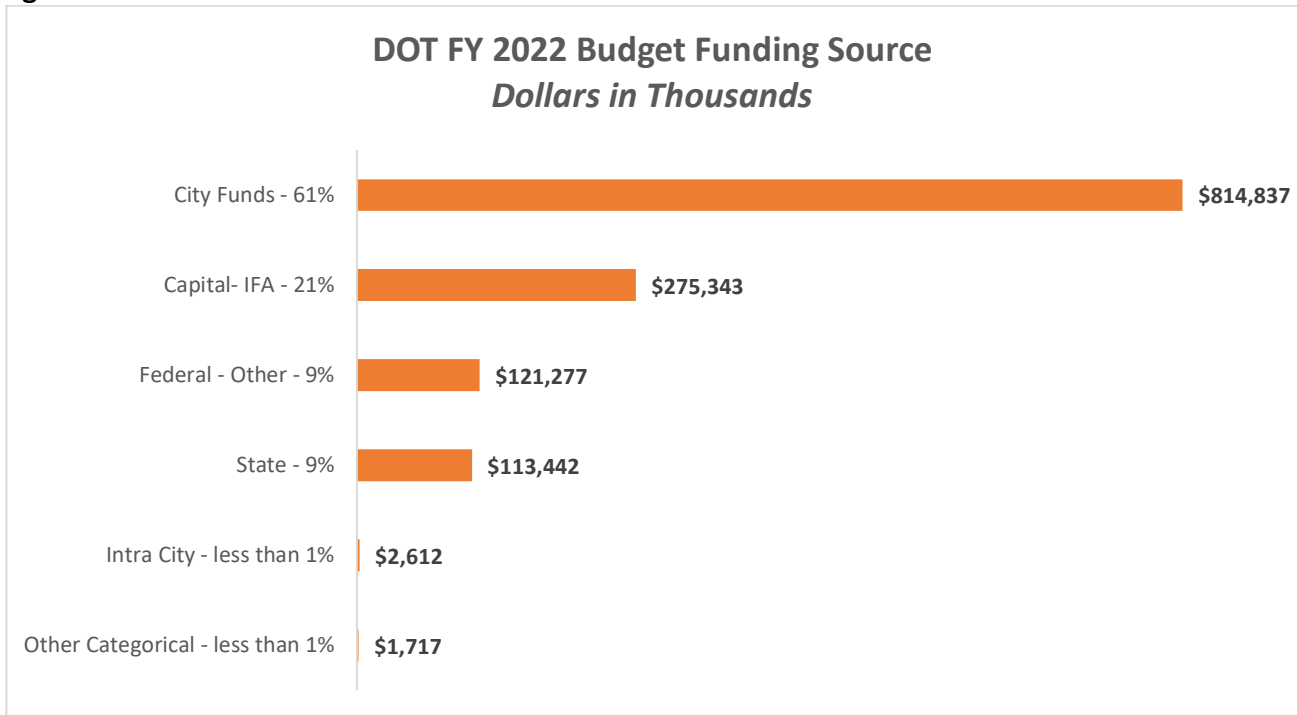


Figure 4



For Fiscal 2023, City funding for the Department is \$814.8 million, an increase of \$22.6 million, or three percent from the Fiscal 2022 Adopted Plan of \$792.3 million. Federal funding increased by \$35.5 million, or 41.4 percent to \$121.3 million from the Fiscal 2022 Adopted Plan amount of \$85.8 million, State funding decreased by \$1.5 million or one percent, and Intra-City funds remained the same at \$296,000. Capital IFA funding increased by \$7.9 million or three percent to \$275.3 million from \$267.4 million in the Fiscal 2022 Adopted Plan, while Other Categorical funding decreased by \$1.1 million (40 percent) from the Fiscal 2022 Adopted Plan.

Fiscal 2023 Preliminary Budget Changes

The Fiscal 2023 Preliminary Budget includes \$1.5 million in new needs in Fiscal 2022 and \$1.9 million in Fiscal 2023. In addition, the Preliminary Budget includes net other adjustments totaling \$30 million in Fiscal 2022 and \$33.3 million in Fiscal 2023. As part of the Citywide Savings program, DOT also identified additional PEG savings of \$40.5 million in Fiscal 2022, \$26.7 million in Fiscal 2023, \$25.3 million in Fiscal 2024 and Fiscal 2025, and \$25.1 million in Fiscal 2026.

DOT budget actions included in the Preliminary Budget include the following:

New Needs

- **5G Installation Support.** DOT will install information technology and telecommunication equipment on traffic signal poles, citywide, to support third-party 5G communications systems. As such, the Preliminary Plan includes a new need of \$911,000 in Fiscal 2022 and \$1.2 million in Fiscal 2023 and in the outyears.
- **APS Installation.** Accessible Pedestrian Signals (APS) are devices that communicate information about WALK and DON'T WALK intervals at signalized intersections in non-visual formats to pedestrians who are blind or who have low vision. The Preliminary Plan includes a new need of \$10.2 million in Fiscal 2026 to primarily fund the maintenance of signals that DOT

has already, or plans to, install. This funding will also support additional headcount positions of six in 2022, 16 in 2023, 21 in 2024, and 25 in 2025 and in the outyears.

- **BQE WIM Enforcement.** Weigh-in-Motion (WIM) is a technology that can measure the per-weight of vehicles as they are traveling at highway speeds. The Preliminary Plan includes a new need of \$359,000 in Fiscal 2022 and \$744,000 in Fiscal 2023 and in the outyears to support WIM Enforcement on the Brooklyn-Queens Expressway. Funding will cover installation costs of additional weigh-in motion equipment.
- **Bridge Deck Sealing.** The Preliminary Plan includes a new need of \$1.9 million in 2026 for Bridge Deck Sealing to protect the steel decks of bridges, citywide, from deterioration by desalting chemicals. Funding will also support 12 new headcount positions in Fiscal 2022 through Fiscal 2026.
- **Intersection Improvements.** As a result of planned Intersection Improvements, DOT anticipates a new need of \$4.3 million in Fiscal 2026.
- **Vaccine Incentive.** On October 20, 2021, former Mayor Bill de Blasio announced that City employees who complied with the City worker COVID-19 vaccination mandate would receive an incentive cash benefit of \$500. As such, the Preliminary Plan includes a new need of \$235,500 in Fiscal 2022 only for costs associated with the vaccine incentive program for eligible DOT employees. The benefit ended on Friday, October 29, at which point all City employees were required to have proof of at least one dose of the vaccine.

Other Adjustments Highlights

- **ARPA/CRRSAA Grants.** On March 6, 2020, The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) was signed into law on March 6, 2020 by former President Donald J. Trump and provided \$8.3 billion in economic stimulus to help the United States recover from the effects of the COVID-19 pandemic. A year later, on March 11, 2021 the American Rescue Plan Act (ARPA) was signed into law by President Joseph R. Biden to provide an additional \$1.9 trillion in federal COVID-19 stimulus funding. DOT anticipates receiving additional federal funding of \$6 million in Fiscal 2022, \$11.5 million in Fiscal 2023, \$13.7 million in Fiscal 2024, and \$15.1 million in Fiscal 2025 as part of the federal stimulus funding.
- **Bicycle Network Development.** DOT anticipates receipt of additional federal funding of \$750,000 in Fiscal 2022 only to further develop the City's bicycle network.
- **Bridges Inspections Program.** DOT anticipates receipt of additional \$1 million in federal funds in Fiscal 2022 for bridge inspections. This funding will go towards the mechanical and electrical inspection of bridges, moveable bridges, and tunnels. DOT is required to perform these inspections according to federal regulations.
- **Intra Funds Agreement (IFA) Adjustment.** As part of an IFA Adjustment, DOT anticipates a capital funding adjustment of \$900,000 in Fiscal 2022, \$1.7 million in Fiscal 2023, \$1.3 million in Fiscal 2024, and \$500,000 in the outyears. IFAs are funding shifts from the capital budget to the expense budget for capital work performed by the Department's staff.
- **Municipal Plug in Advance.** DOT will receive \$183,000 in Congestion Mitigation and Air Quality (CMAQ) funds from the Federal Highway Administration to expand the use of compressed natural gas fuel in the NYC metropolitan area, as well as demonstrate and implement hybrid, plug-in hybrid, and battery electric vehicle technology.

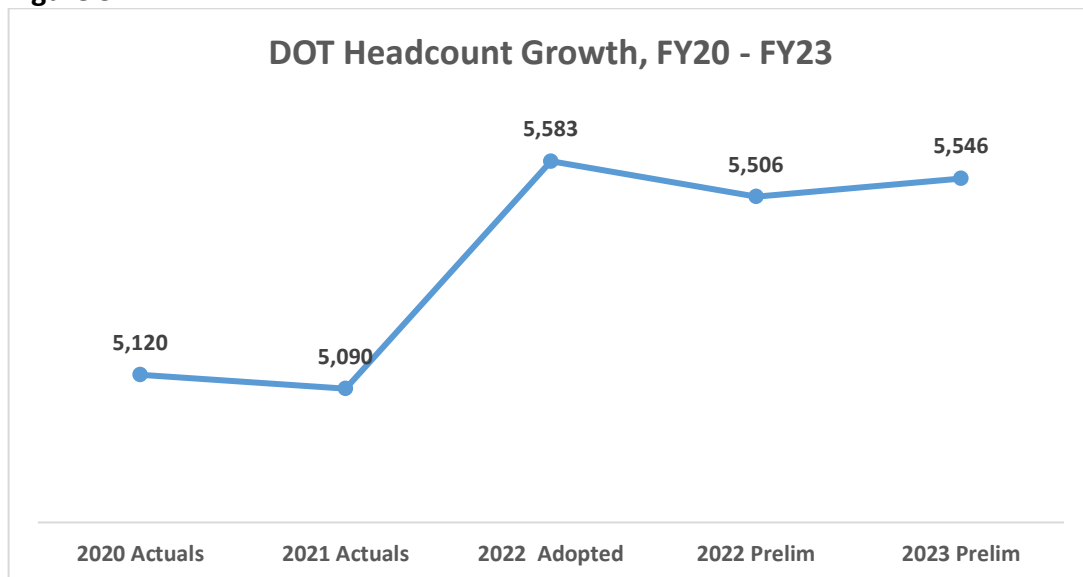
- **Staten Island Ferry Operations.** As part of ARPA and CRRSAA, DOT anticipates to use federal COVID-19 stimulus funding of \$16.9 million in Fiscal 2022, \$19.8 million in Fiscal 2023, \$18.6 million in Fiscal 2024, and \$19.4 million in Fiscal 2025, in place of City tax-levy, for costs associated with the Staten Island Ferry operations.
- **Traffic Management Center.** DOT anticipates receipt of \$3.1 million in federal funding in Fiscal 2022 only for costs associated with the City’s Traffic Management Center. This is Federal Highway Administration’s National Highway Performance Program (NHPP) and State Transportation Block Grant Program (STBG) funding that the Traffic Management Center receives annually.
- **Vision Zero Education Initiative.** DOT anticipates to receive federal funding grant of \$675,000 in Fiscal 2022 to provide traffic safety education programs covering pedestrian, bike, and vehicle passenger safety for children, senior citizens, and other high-risk populations.

Program to Eliminate the Gap (PEG)

- **Contract Efficiency.** Through the consolidation of existing enforcement camera contracts, DOT anticipates a savings of \$17.2 million in Fiscal 2024 and in the outyears.
- **Staten Island Ferry Funding Swap.** DOT anticipates to use federal stimulus funding, in place of City tax-levy funding, for eligible city expenditures associated with the Staten Island Ferry resulting in savings of \$28.1 million in Fiscal 2022, \$14.2 million in Fiscal 2023, \$191,000 in Fiscal 2024, and \$162,000 in Fiscal 2025.
- **Vacancy Reduction.** The Preliminary Plan include baseline savings of \$7.9 million beginning in Fiscal 2022 related to a vacancy reduction of 159 positions within the DOT.
- **Speed Camera Revenue.** As part of the citywide PEG program, DOT anticipates to generate additional \$4.5 million from speed camera violations fine revenue, resulting in a savings of the same amount in Fiscal 2022 and Fiscal 2023.

Headcount

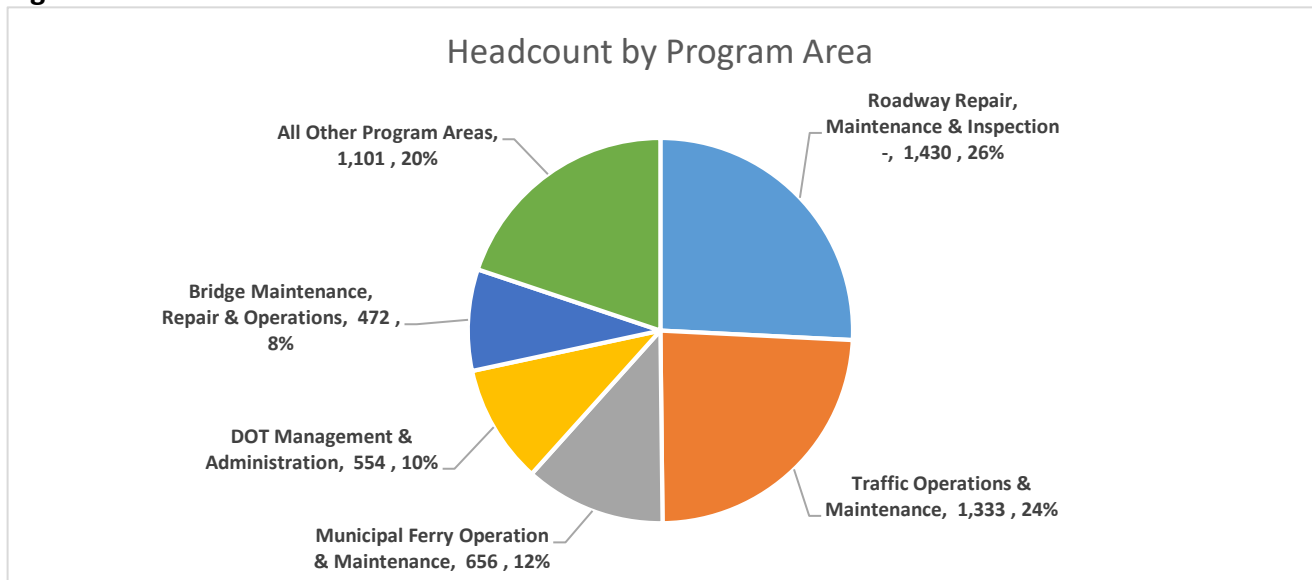
Figure 5



The Department’s Fiscal 2023 Preliminary Budget provides for 5,546 budgeted full-time positions across 10 program areas, a decrease of 37 positions from the Fiscal 2022 Adopted Budget. However, when the Fiscal 2023 full-time equivalent (FTE) positions are taken into account, the overall headcount for Fiscal 2023 increases to 6,001 representing a net increase of 220 positions when compared to the Fiscal 2022 Adopted Budget number of 5,780. As of January 2021, the Department was operating with a 9.8 percent staff vacancy rate.

As indicated in the chart below, the Roadway Repair, Maintenance and Inspection program area is the largest by headcount, with 1,430 budgeted positions, followed by Traffic Operations and Maintenance, with 1,333 budgeted positions. Together, these two program areas comprise 50 percent of the Department’s entire staff. PS costs across all 10-program areas are in line with their respective headcount numbers.

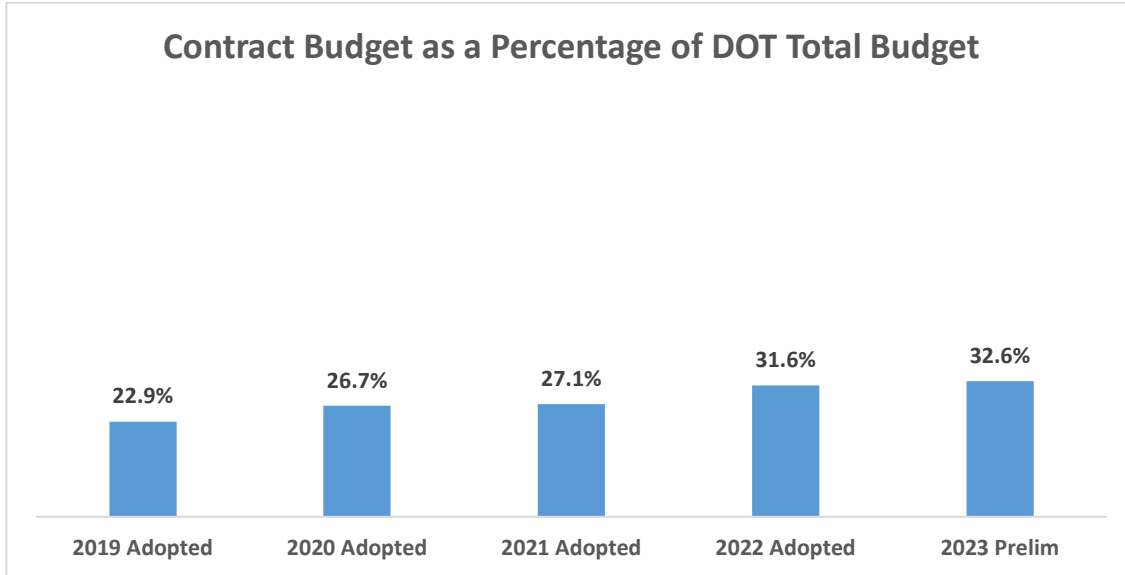
Figure 6



Contract Budget

The New York City Charter mandates the preparation of a Contract Budget to identify expenditures for contractual services, which are defined as any technical, consultant or personnel service provided to the City by means of a contract. The Contract Budget is actually a subset of the OTPS portion of the City’s Expense Budget. The Administration prepares a Contract Budget twice each fiscal year. The Fiscal 2023 Preliminary Contract Budget totals approximately \$19.2 billion for procurement expenditures across all agencies.

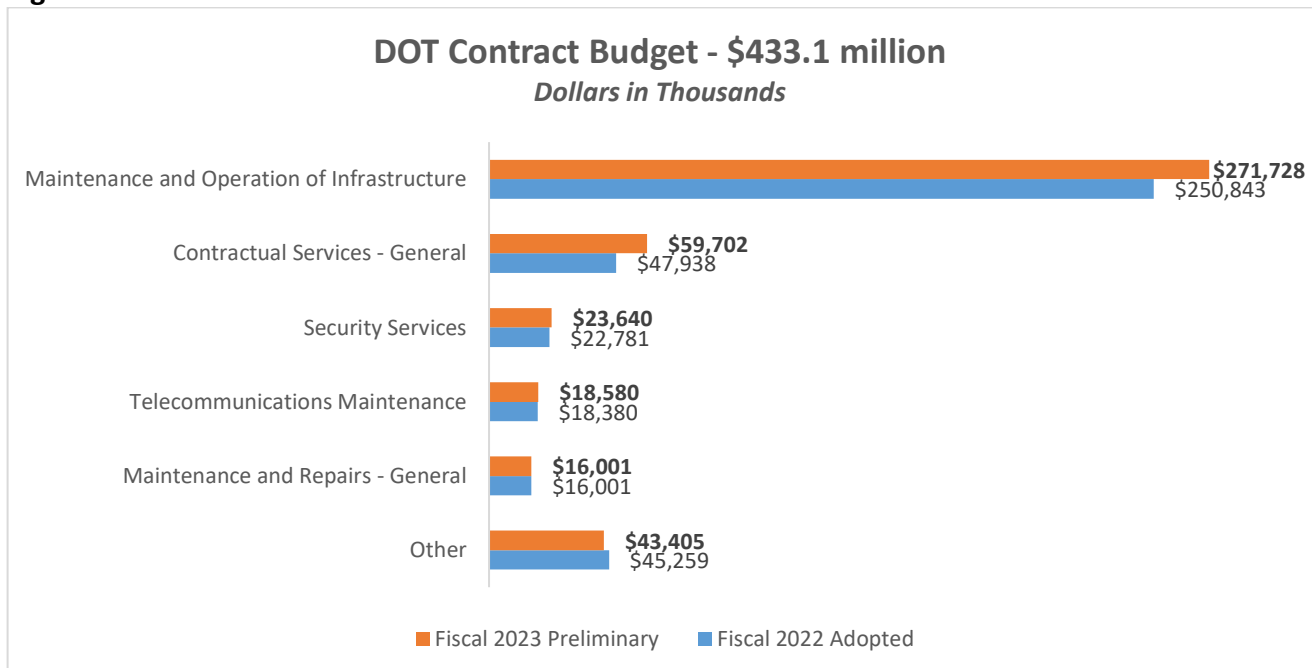
Figure 7



The Department’s Fiscal 2023 Contract Budget totals \$433.1 million for 581 contracts, accounting for 32.6 percent of the Department’s total budget. There is only one more contract in Fiscal 2023 when compared to Fiscal 2022. However, the total contract value in the Preliminary Plan increased by \$31.9 million or 8 percent. The increase in contracts costs can be largely attributed to increases in the cost of Maintenance and Operations Infrastructure and General Contractual Services contracts of \$20.9 million and \$11.8 million, respectively. These increases were slightly offset by a reduction of \$4.6 million in the cost for Cleaning Services contracts in Fiscal 2023

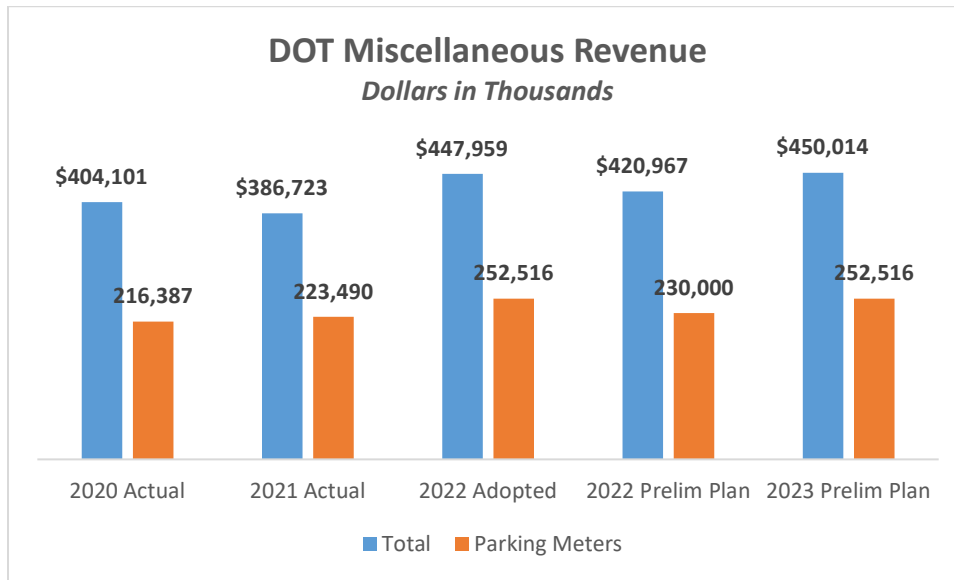
As shown in the chart below (figure 8), Maintenance and Operation of Infrastructure contracts, which totals \$271.7 million, comprises the majority of the Department’s total contract budget at, 63 percent.

Figure 8



Miscellaneous Revenue

Figure 9



The Department of Transportation plans to collect approximately \$450 million from various miscellaneous revenue sources in Fiscal 2023, a net increase of \$2.1 million when compared to the Fiscal 2022 Adopted Budget. The net increase in revenue is largely driven by a \$1.7 million increase in bus stop franchises revenue, \$976,000 increase in electrical transformers revenue, and \$270,000 increase in revenue from garages and long-term parking. These increases are slightly offset by a decrease of \$932,000 in revocable consent revenues.

DOT collects revenue from sidewalk interruption and street opening permits, parking meters, revocable consents, and franchise fees from bus stop shelters, among other sources. Under the revocable consents program, DOT grants applicants permission to use space on, over or under the City streets and sidewalks for a fee. As can be seen in the chart above (Figure 9), the majority of DOT’s miscellaneous revenue is generated through parking meters, which is projected to generate 56 percent of its total miscellaneous revenue in Fiscal 2023.

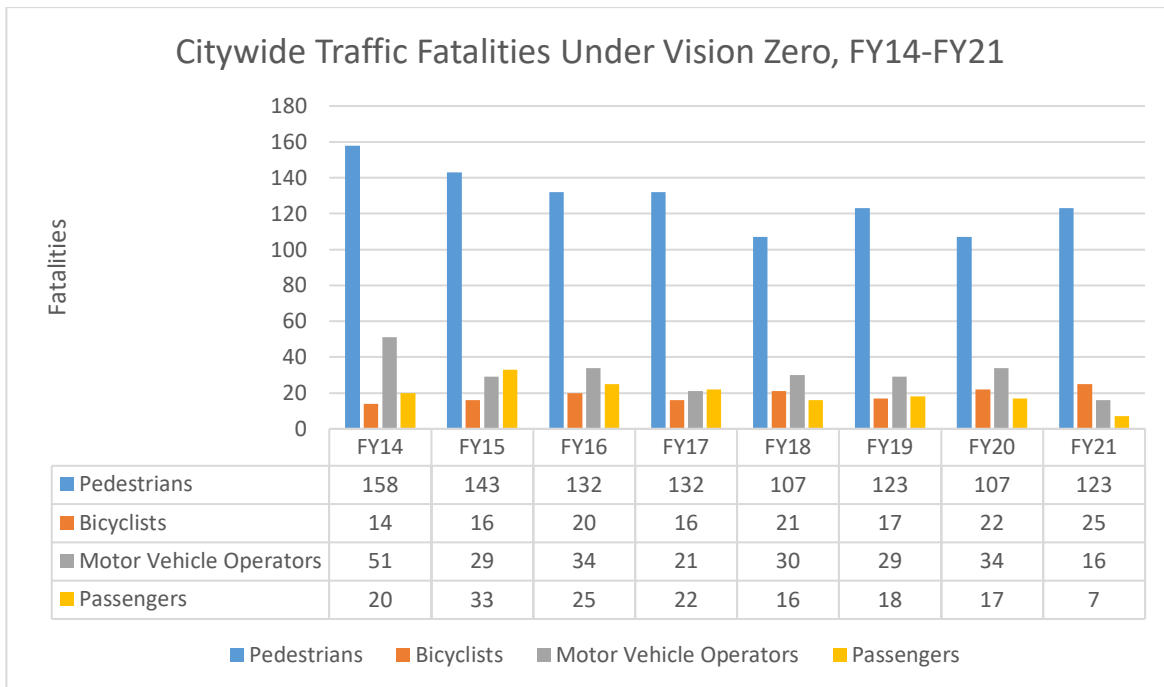
Preliminary Mayor’s Management Report (PMMR)

The section below outlines the effectiveness of key performance indicators from Fiscal 2018 to Fiscal 2019 and during the first four months of Fiscal 2022 across major programmatic areas at DOT. For additional information on the Department’s performance and effectiveness across its various programs, please refer to the Fiscal 2022 Preliminary Mayor’s Management Report (PMMR) for DOT at: <https://www1.nyc.gov/assets/operations/downloads/pdf/pmmr2022/dot.pdf>

- Pothole Repairs.** In the first four months of Fiscal 2022, DOT repaired 36,190 potholes (arterials and local streets), 33 percent more than in the same period last year. The average time to close a pothole work order increased from 2. to 4.2 days. These changes are related to a 15 percent increase in pothole work orders, which DOT correlates to a doubling of 311 complaints for pothole repairs compared to Fiscal 2021, coupled with staff shortages and fewer DOT crews available due to the ongoing COVID-19 pandemic.

- Street Resurfacing.** In the first four months of Fiscal 2022, DOT resurfaced 573 lane miles (in-house), a 26 percent increase from last year. DOT’s internal goal is to resurface 1,100 lane miles annually.
- Bicycle Lanes.** In the first four months of Fiscal 2022, DOT added 31.5 bike lane miles, a decrease of 16 percent over the same period in Fiscal 2021. The installation target is 50 total lane miles by the end of June 2022. However, DOT installed 10.3 miles of protected bike lanes in the first four months, nearly in-line with the 14 miles installed over the same period in Fiscal 2021. According to DOT, the pandemic affected the summer installation period, forcing DOT to shift installation into the winter months. The installation target is 50 total lane miles by the end of Fiscal 2022. DOT now reports on the number of protected bike lanes installed in the MMR as called for by the Council previously.
- Traffic Fatalities.** In the first four months of Fiscal 2022, citywide traffic fatalities decreased by 1 death from 106 to 105. Traffic fatalities among motorists and passengers decreased from 53 to 29 and fatalities among bicyclists and pedestrians decreased from 53 to 49. Notably, total citywide traffic fatalities increased from 211 in Fiscal 2020 to 275 in Fiscal 2021. Between 2014 and 2021, fatalities amongst motor vehicle operators have decreased by 68 percent and pedestrian fatalities have decreased by 22 percent, an indication that the City’s investment in Vision Zero programs has had a positive effect on these groups. However, fatalities amongst bicyclists have increased from 14 in 2014 to 25 in 2022, a 79 percent increase. Moreover, pedestrian fatalities increased from 107 to 123 between Fiscal 2020 and Fiscal 2023. Overall, it is unclear at the present pace if the City will achieve its goal of zero traffic related fatalities by 2024.

Figure 10



Budget Issues

Federal Funding History

The Fiscal 2023 Preliminary Plan includes \$121.3 million in federal funds for the DOT, which comprises approximately six percent of the Agency's total expense 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. Therefore, it is not clear exactly how much federal funding DOT will receive until after the City's fiscal year begins. DOT reports only baseline funding and grants that it anticipates from the federal government at the beginning of each year and makes adjustments as additional federal funds are received. Since the Budget Adoption last June, DOT has recognized nearly \$72.2 million in additional federal funds. Accordingly, program areas that are funded, in part, with non-City funds might initially show a decrease in Fiscal 2023, but then eventually align with the Fiscal 2022 Adopted Budget once the agency confirms these federal allocations. In future financial plans, Council Finance expects the Administration to recognize more federal funds for Fiscal 2023, particularly under the Biden Administration in Washington.

Lane Mile Resurfacing. DOT previously had a goal to repave 1,300 lane miles annually, which was reduced to 1,100 lane miles per year in Fiscal 2020 and Fiscal 2021. This reduced paving level was acceptable at the time because of a mild-winter and reduction in traffic at the beginning of the COVID-19 pandemic, which caused less wear and tear on the City's streets. However, the winter of 2021-2022 has resulted in significantly more snowfall compared to the five inches of snow the City received in the 2019-2020 season when funding for street repaving was decreased.

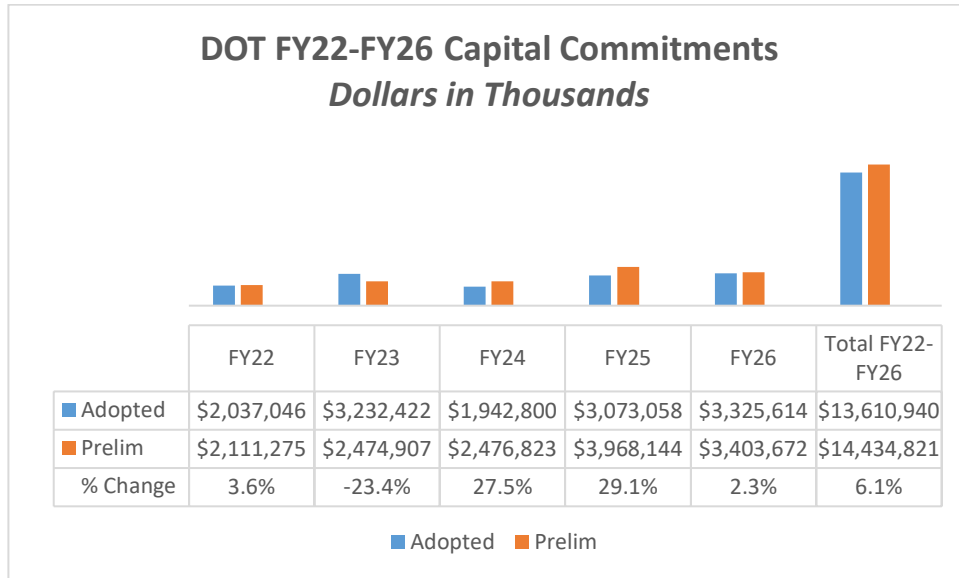
Lane resurfacing was further reduced in the Fiscal 2022 Preliminary Budget to 910 lane miles at a cost of \$205 million. Last year, in its Fiscal 2022 Preliminary Budget Response, the City Council urged the Administration to increase and baseline funding for street resurfacing by \$87.9 million in the Fiscal 2022 Executive Budget to allow DOT to repave 1,300 lane miles annually. However, the Fiscal 2022 Adopted Plan only included funding for 1,100 lane miles.

Preliminary Capital Commitment Plan for Fiscal 2021-2025

The City's Capital Commitment Plan details the Administration's plan to spend the appropriations voted on by the City Council at Adoption. The Commitment Plan provides project-level funding detail, as well as an estimate of expenditure dates. It is through this document that we gain insight into a project's estimated cost, start date and time to completion.

DOT's Preliminary Commitment Plan includes \$14.4 billion in Fiscal 2022-2026. This represents approximately 14 percent of the City's total \$100 billion Preliminary Commitment Plan. DOT's Preliminary Capital Commitment Plan for Fiscal 2022-2026 reflects an increase of \$800 million, or 6 percent, from the amount scheduled in the Fiscal 2022 Adopted Commitment Plan.

Figure 11



DOT Preliminary Capital Commitment Plan for Fiscal 2022-2026 includes \$2.1 billion in Fiscal 2022, an increase of \$74 million, or four percent when compared to the Fiscal 2022 Adopted Capital Commitment Plan. Moreover, the Commitment Plan reflects decreased spending in Fiscal 2023 of \$758 million or 23 percent when compared to the Fiscal 2022 Adopted Plan. Overall, the Preliminary Capital Plan for the Department for Fiscal 2022-2026 is up by \$823.9, a significant increase, when compared to the Department’s Fiscal 2022 Adopted Commitment Plan. The increase is primarily driven by a funding increase of \$843.8 million for citywide improvements to highway bridges and structures.

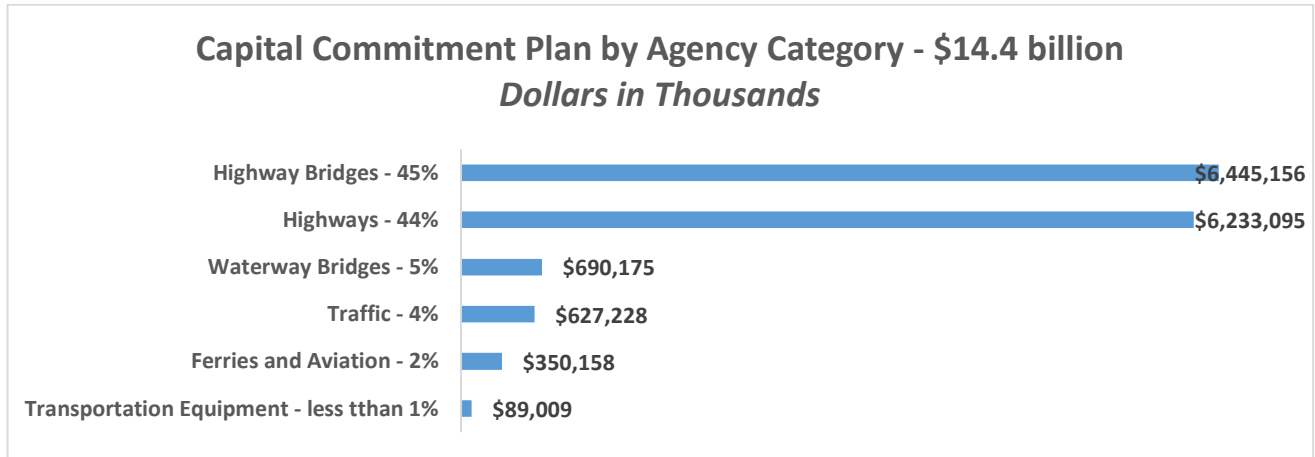
Historically, the Commitment Plan has frontloaded-planned commitments for capital projects in the first year or two of the plan, and included unrealistically high planned commitments. At the Council’s continued urging that practice has largely ceased. Beginning with the Fiscal 2020 Executive Commitment Plan, agencies’ Commitment Plans are now more accurate, reflecting more evenly distributed planned spending across all years of the plan.

Capital Budget Structure

Overall, DOT’s Capital Commitment Plan contains both a total of 222 budget lines and 1,852 project lines.

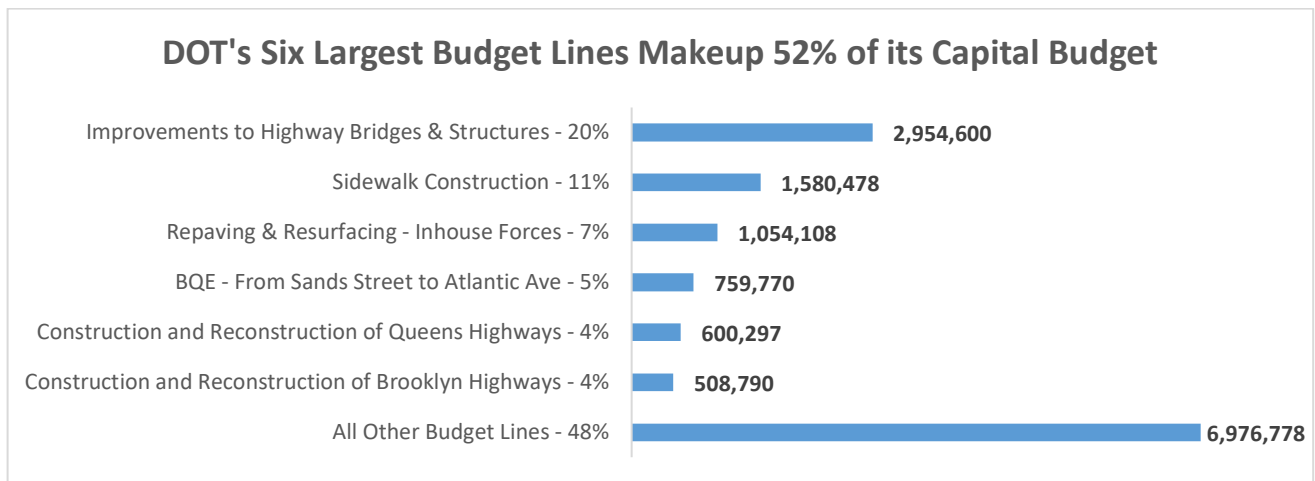
As shown in the chart below (figure 12), DOT’s capital plan is divided into six categories: Ferries, Highway Bridges, Highways, Traffic, Transportation Equipment, and Waterway Bridges. Of these six categories, Highway Bridges encompasses the majority of the capital funding at 45 percent, followed by Highways at 44 percent, Waterway Bridges at five percent, Traffic at four percent, Ferries at two percent, and Transportation Equipment at less than one percent.

Figure 12



As outlined in the chart below (figure 13), across all DOT categories, the six largest budget lines makeup over half of DOT’s total capital budget, demonstrating DOT’s commitment to maintaining its core infrastructure inventory.

Figure 13



Fiscal 2022 Preliminary Capital Commitment Plan Major Projects:

Repaving/Resurfacing Streets. As stated above, a significant amount of DOT’s capital funding is allocated towards repaving and resurfacing streets. Overall, the Preliminary Capital Commitment Plan funding for repaving and resurfacing of streets with in-house forces remains the same at \$1.1 billion when compared to the Fiscal 2022 Adopted Capital Commitment Plan. DOT plans to repave 1,100 lane miles in Fiscal 2023.

Brooklyn-Queens Expressway. On February 24, 2020, the Council released the findings of a report titled, The Future of the BQE, under the guidance of Arup, a leading engineering and design firm, to look at alternatives to repair the Brooklyn-Queens Expressway Cantilever. The Council’s report identified two viable options, at a cost of between \$5 and \$11 billion over 10-years. First it identified, a capped highway, in which the highway is reconstructed at-grade, and then capped with an expansion of the Brooklyn Bridge Park, and second, a tunnel bypass with surface boulevard.

Similarly, in April 2019, the previous Administration commissioned a panel to evaluate the reconstruction of the BQE. Upon release of the report in January 2020, the panel recommended a reduction in highway lanes and that work begin immediately.

Funding for the BQE Cantilever projects decreased by \$76.8 million in the Preliminary Plan when compared to the Adopted Plan. Currently, DOT anticipates spending \$31.7 million in Fiscal 2022, \$255.1 million in Fiscal 2023, \$11 million in Fiscal 2024, and \$492,000 in Fiscal 25.

Installation of Street Markings and Traffic Signals. Approximately three percent of DOT's total capital spending is used for the installation of street markings and traffic signals. Overall, the Preliminary Capital Commitment Plan for markings and signals decreases \$7.9 million in Fiscal 2022 and \$17.3 million in Fiscal 2023 when compared to the Adopted Capital Commitment Plan. However, funding increase by \$51.7 million over the entire plan period, with increases in Fiscal Years 2024-2026. This may be the result of a reforecasting of the capital program to shift funding from earlier to later years to have a more realistic capital commitment plan.

Improvements to Highway Bridges & Structures, Citywide. The Preliminary Capital Commitment Plan reflects a variance of \$843.8 million for citywide improvements to highway bridges and structures. This funding will support state of good repair work on DOT bridges.

Vision Zero. DOT plans to spend \$2 billion for Vision Zero work between Fiscal 2022 and Fiscal 2031. The Vision Zero capital funding includes approximately \$1.5 billion for street reconstruction projects and approximately \$500 million for traffic items, including speed camera installations, traffic signals, pedestrian signals, and street lights.

Pedestrian Ramp Program. As an ongoing project, DOT has been installing pedestrian ramps at street corners in order to become compliant with the Americans with Disability Act. The Preliminary Capital Commitment Plan includes an additional \$1.6 billion for sidewalk construction, with a significant share of funding being allocated towards the Accessible Pedestrian Ramp Program. Overall, between Fiscal 2022 and Fiscal 2031, \$1.7 billion will be committed to the Accessible Pedestrian Ramp program, plus prior year commitments not currently within the plan period.

Appendices

A: Budget Actions in the November and the Preliminary Plans

<i>Dollars in Thousands</i>	FY22			FY23		
	City	Non-City	Total	City	Non-City	Total
DOT Budget as of the Adopted FY22 Budget	\$792,271	\$473,537	\$1,265,808	\$811,125	\$460,601	\$1,271,726
November Plans - New Needs						
Electric Vehicles	\$3,372	\$0	\$3,372	\$0	\$0	\$0
Vaccine Incentive	131	0	131	0	0	0
Bus Lane Cameras	0	0	0	4,891	0	4,891
Electric Vehicle Charging Infrastructure	1,363	0	1,363	5,903	0	5,903
Electric Vehicle Purchases	0	2,016	2,016	0	0	0
Equipment Purchase	805	175	980	0	0	0
Freight Program	0	0	0	6,326	0	6,326
Parking Garage Management Contracts	1,534	0	1,534	0	0	0
Parking Meter Mobile Payments	2,000	0	2,000	3,300	0	3,300
Pedestrian Ramp Construction	0	0	0	2,022	0	2,022
Planning Consultant	1,363	0	1,363	1,192	0	1,192
Protected Bus Lanes	1,148	0	1,148	1,148	0	1,148
Relocation Costs	0	0	0	1,275	3,917	5,192
Resurfacing Project	499	0	499	0	0	0
Sidewalk Repair	1,000	0	1,000	0	0	0
Traffic Signal Pole Relocation	0	124	124	0	237	237
Waterborne Freight Program	620	0	620	6,026	0	6,026
Subtotal, November Plan - New Needs	\$13,834	\$2,315	\$16,149	\$32,083	\$4,154	\$36,237
November Plans - Other Adjustments						
Bicycle Network Development	\$0	\$2,400	\$2,400	\$0	\$0	\$0
CIDNY	0	310	310	0	0	0
Energy Personnel	0	168	168	0	0	0
Hunts Point Diesel Reduction	0	1,505	1,505	0	0	0
Smart Choice	0	128	128	0	0	0
OSA Collective Bargaining - IFA	0	258	258	0	261	261
American Rescue Plan Stimulus Rolls	0	528	528	0	0	0
Better Bus FY21-FY22 pt2	0	3,000	3,000	0	0	0
Bridge Painters Collective Bargaining	342	21	362	342	21	362
DOT/OGI Task Order 11 Drawing	0	506	506	0	0	0
East Side Access Design Review	0	400	400	0	0	0
Graffiti Removal	0	953	953	0	0	0
Install of light on W13 St	0	55	55	0	0	0
Off Hours Delivery Incentives	0	1,248	1,248	0	1,800	1,800
Open Restaurant Funding Roll	0	210	210	0	0	0
Open Street Funding Roll	0	2,172	2,172	0	273	273
OSA Collective Bargaining - City	1,441	0	1,441	1,461	0	1,461
Park Bridge Repairs	0	1,100	1,100	0	0	0
Sandbag Machine	0	50	50	0	0	0
Supplemental Cleanup Corps Funds	0	350	350	0	0	0
Tropical Storm Isaias Sidewalk	0	1,823	1,823	0	0	0
VW Settlement Fund - DEC	0	2,500	2,500	0	0	0
Subtotal, November Plan - Other Adjustments	\$1,783	\$19,684	\$21,466	\$1,803	\$2,355	\$4,158
November Plans - Program to Eliminate GAP (PEGs)						
Contract Savings	(\$12,407)	\$0	(\$12,407)	(\$10,189)	\$0	(\$10,189)
Subtotal, November Plan - PEGs	(\$12,407)	\$0	(\$12,407)	(\$10,189)	\$0	(\$10,189)
TOTAL, All Changes Nov. Plans	\$3,210	\$21,999	\$25,209	\$23,697	\$6,509	\$30,206
DOT Budget as of the November FY22 Budget	\$795,481	\$495,536	\$1,291,017	\$834,822	\$467,110	\$1,301,932
Preliminary Plan - New Needs						
Vaccine Incentive	\$236	\$0	\$236	\$0	\$0	\$0
BQE WIM Enforcement	359	0	359	744	0	744
5G Installation Support	911	0	911	1,156	0	1,156
Subtotal, Preliminary Plan - New Needs	\$1,506	\$0	\$1,506	\$1,900	\$0	\$1,900

<i>Dollars in Thousands</i>	FY22			FY23		
	City	Non-City	Total	City	Non-City	Total
Preliminary Plan - Other Adjustments						
Heating Fuel Adjustment	\$25	\$0	\$25	\$0	\$0	\$0
Hunts Point Diesel Reduction	0	41	41	0	0	0
IFA Adjustment	0	893	893	0	1,680	1,680
Lease Adjustment	(325)	0	(325)	0	0	0
Local Initiatives	(5)	0	(5)	0	0	0
Smart Choice	0	39	39	0	0	0
Staten Island Ferry Operations	0	16,884	16,884	0	19,840	19,840
ARPA / CRRSAA Grants	0	6,036	6,036	0	11,535	11,535
Bicycle Network Development-PS	0	753	753	0	0	0
Blacksmiths CB Funding	94	0	94	85	0	85
Boilermakers CB Funding	175	0	175	160	0	160
Bridges Inspections Programs	0	1,000	1,000	0	0	0
City Benches	0	100	100	0	0	0
Municipal Plug In and Advanced	0	183	183	0	0	0
Painters CB Funding	47	0	47	47	0	47
Pedestrian Network Development	0	206	206	0	0	0
Persons with Vision Impairment	0	39	39	0	0	0
Traffic Management Center	0	3,131	3,131	0	0	0
Vision Zero Education Initit	0	675	675	0	0	0
Subtotal, Preliminary Plan - Other Adjustments	\$12	\$29,980	\$29,992	\$292	\$33,055	\$33,347
Prelim. Plan - Program to Eliminate GAP (PEGs)						
Vacancy Reduction	(\$7,950)	\$0	(\$7,950)	(\$7,950)	\$0	(\$7,950)
Staten Island Ferry Funding Swap	(28,074)	28,074	0	(14,227)	14,227	0
Subtotal, Prelim Plan - PEGs	(\$36,024)	\$28,074	(\$7,950)	(\$22,177)	\$14,227	(\$7,950)
TOTAL, All Changes Preliminary Plan	(\$34,507)	\$58,054	\$23,547	(\$19,985)	\$47,281	\$27,297
DOT Budget as of the Preliminary FY23 Budget	\$760,975	\$553,590	\$1,314,564	\$814,837	\$514,392	\$1,329,229

*Continuation from previous page

B: DOT Contract Budget

DOT Fiscal 2023 Preliminary Contract Budget				
<i>Dollars in Thousands</i>				
Category	Fiscal 2022 Adopted	Number of Contracts	Fiscal 2023 Preliminary	Number of Contracts
Charter Schools	\$0	0	\$4	1
Cleaning Services	11,203	32	6,624	32
Contractual Services - General	47,938	89	59,702	89
Data Processing Equipment Maintenance	1,098	29	1,098	29
Costs Associated with Financing	13,663	2	13,917	2
Maintenance and Operation of Infrastructure	250,843	64	271,728	64
Maintenance and Repairs - General	16,001	113	16,001	113
Maintenance and Repairs - Motor Vehicle Equip	1,697	27	1,697	27
Office Equipment Maintenance	303	95	303	95
Printing Services	537	19	394	19
Prof. Services - Computer Services	2,480	10	2,642	10
Prof. Services - Engineering and Architectural Services	2,130	7	4,052	7
Prof. Services - Other	11,366	12	11,684	12
Security Services	22,781	7	23,640	7
Telecommunications Maintenance	18,380	22	18,580	22
Temporary Services	91	4	291	4
Training Program for City Employees	522	45	533	45
Transportation Expenditures	170	3	170	3
TOTAL	\$401,202	580	\$433,056	581

C: DOT Miscellaneous Revenue

DOT Miscellaneous Revenue Budget Overview						
<i>Dollars in Thousands</i>						
Revenue Sources	2020	2021	2022	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2022	2023	2022-2023
Sidewalk Interruption Permits	\$14,857	\$14,562	\$14,500	\$14,500	\$14,500	\$0
Street Opening/Utility Permits	31,514	37,264	31,050	31,050	31,050	0
Intercity Bus Permits	298	190	56	56	56	0
Overwght/Oversize Truck Permits	,702	1,423	1,950	1,950	1,950	0
Emergency Manhole Open. Permits	\$481	499	550	550	550	0
Franchises: Bus Stop & Other	59,956	35,673	62,987	62,987	64,728	1,741
Concession Rents	72	46	100	100	100	0
Revocable Consents	19,283	19,180	21,904	21,904	20,972	(932)
Electrical Transformers	42,954	43,889	44,844	44,844	45,820	976
Ferry Permits & Concessions	3,532	747	3,320	1,320	3,320	0
Damage to City Property	382	193	350	350	350	0
Back Chges, Jets & Raise Cast	4,016	2,388	2,971	2,971	2,971	0
Garages & Long Term Parking	8,015	6,592	10,476	8,000	10,746	270
Parking Meters	216,387	223,490	252,516	230,000	252,516	0
Record Search Fees	2	0	20	20	20	0
Gas Reimb, Maps, Bid Book Fees	387	360	115	115	115	0
DOT Sign Shop-Sale of Signs	263	227	250	250	250	0
TOTAL	\$404,101	\$386,723	\$447,959	\$420,967	\$450,014	\$2,055

**The difference of Fiscal 2022 Adopted Budget compared to Fiscal 2023 Preliminary Budget.*

D: Program Areas

Bridge Engineering and Administration. This program area is responsible for the design of bridge projects and supervision of consultant designs of bridge projects, and for oversight of 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 \$8 billion in bridge Capital reconstruction projects including a number of projects to rehabilitate the East River Bridges, namely the Brooklyn, Manhattan, Williamsburg and Ed Koch/Queensboro Bridges. In the last few years other major bridges that have been completely replaced, include the Third Avenue, Macombs Dam and the 145th Street spans over the Harlem River. The Fiscal 2023 Preliminary Budget includes funding of \$33.7 million and full-time headcount of 299 for this program area in Fiscal 2023.

Bridge Engineering and Administration

Bridge Engineering and Administration						
<i>Dollars in Thousands</i>						
	2020	2021	2022	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2022	2023	2022-2023
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$26,611	\$26,279	\$29,292	\$28,769	\$28,444	(\$848)
Other Salaried and Unsalariated	330	260	37	37	37	0
Additional Gross Pay	807	875	906	938	906	0
Overtime - Civilian	568	310	1,373	1,821	815	1
Fringe Benefits	0	0	1	1	1	0
Amounts to be Scheduled						0
Subtotal	\$28,317	\$27,725	\$31,609	\$31,566	\$30,202	(\$848)
Other Than Personal Services						
Supplies and Materials	\$357	\$235	\$255	\$845	\$255	\$0
Fixed and Misc. Charges	0	0	26	18	26	0
Property and Equipment	102	100	283	295	283	0
Other Services and Charges	234	281	621	578	621	0
Contractual Services	762	429	1,123	2,520	2,316	1,192
Subtotal	\$1,455	\$1,045	\$2,309	\$4,256	\$3,501	\$1,192
TOTAL	\$29,771	\$28,770	\$33,917	\$35,822	\$33,703	\$345
Funding						
City Funds			\$7,711	\$8,671	\$8,148	\$437
Other Categorical			0	0	0	0
Capital- IFA			25,271	25,313	25,314	43
State			83	83	83	0
Federal - Other			853	1,755	159	(694)
Intra City			0	0	0	0
TOTAL	\$29,771	\$28,770	\$33,917	\$35,822	\$33,703	(\$214)
Budgeted Headcount						
Full-Time Positions - Civilian	269	265	318	304	299	(19)
TOTAL	269	265	318	304	299	(19)

*The difference of Fiscal 2022 Adopted Budget compared to Fiscal 2023 Preliminary Budget.

Bridge Maintenance, Repair & Operation. The Department's Division of Bridges is responsible for the inspection, maintenance, repair and operation of 796 bridge structures, including 767 non-movable bridges, 23 movable bridges, and four 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 Constructions; and Management Support Services. The Fiscal 2023 Preliminary Budget includes funding of \$82.5 million and full-time headcount of 472 for this program area in Fiscal 2023.

Bridge Maintenance, Repair & Operations

Bridge Maintenance, Repair & Operations						
<i>Dollars in Thousands</i>						
	2020	2021	2022	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2022	2023	2022-2023
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$37,472	\$37,063	\$40,448	\$40,886	\$41,367	\$919
Other Salaried and Unsalariated	1,144	642	232	119	119	(112)
Additional Gross Pay	2,975	3,172	852	852	852	0
Overtime - Civilian	6,400	7,734	6,617	6,781	6,706	1
Fringe Benefits	3,353	3,664	3,181	3,181	3,181	0
Amounts to be Scheduled						0
Subtotal	\$51,343	\$52,275	\$51,330	\$51,819	\$52,225	\$808
Other Than Personal Services						
Supplies and Materials	\$1,865	\$2,658	\$3,632	\$3,487	\$3,568	(\$64)
Fixed and Misc. Charges	1	1	6	8	6	0
Property and Equipment	209	357	434	804	551	117
Other Services and Charges	506	373	2,636	811	6,815	4,179
Contractual Services	18,881	18,740	18,981	22,900	19,361	380
Subtotal	\$21,461	\$22,128	\$25,688	\$28,010	\$30,300	\$4,612
TOTAL	\$72,804	\$74,403	\$77,018	\$79,829	\$82,525	\$5,420
Funding						
City Funds			\$47,774	\$48,390	\$53,618	\$5,844
Other Categorical			125	125	125	0
Capital- IFA			2,040	2,085	2,085	45
State			6,465	6,465	6,264	(201)
Federal - Other			18,792	19,843	18,612	(180)
Intra City			1,821	2,921	1,821	0
TOTAL	\$72,804	\$74,403	\$77,018	\$79,829	\$82,525	\$5,507
Budgeted Headcount						
Full-Time Positions - Civilian	418	411	460	460	472	12
TOTAL	418	411	460	460	472	12

*The difference of Fiscal 2022 Adopted Budget compared to Fiscal 2023 Preliminary Budget.

DOT Management & 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. The Fiscal 2023 Preliminary Budget includes funding of \$75.3 million and full-time headcount of 554 for this program area in Fiscal 2023.

DOT Management & Administration

DOT Management & Administration						
<i>Dollars in Thousands</i>						
	2020	2021	2022	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2022	2023	2022-2023
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$49,569	\$49,447	\$45,838	\$45,650	\$49,243	\$3,406
Other Salaried and Unsalariated	2,678	2,312	1,042	1,052	1,052	10
Additional Gross Pay	1,608	1,812	655	655	655	0
Overtime - Civilian	1,192	1,057	1,186	1,272	1,278	1
Fringe Benefits	5	5	10	10	10	0
PS Other	(50)	(91)	0	0	0	0
Subtotal	\$55,001	\$54,543	\$48,730	\$48,639	\$52,239	\$3,417
Other Than Personal Services						
Supplies and Materials	\$900	\$1,753	\$1,890	\$2,168	\$2,266	\$375
Fixed and Misc. Charges	120	87	100	100	100	0
Property and Equipment	1,248	805	666	598	821	155
Other Services and Charges	12,497	11,457	14,419	14,161	14,434	15
Contractual Services	8,491	6,603	6,286	8,103	5,451	(835)
Subtotal	\$23,257	\$20,705	\$23,361	\$25,130	\$23,071	(\$290)
TOTAL	\$78,258	\$75,248	\$72,091	\$73,769	\$75,310	\$3,127
Funding						
City Funds			\$59,204	\$59,531	\$61,919	\$2,715
Other Categorical			293	293	293	0
Capital- IFA			5,783	5,824	5,824	41
State			5,570	5,570	5,570	0
Federal - Other			1,241	2,552	1,704	464
Intra City			0	0	0	0
TOTAL	\$78,258	\$75,248	\$72,091	\$73,769	\$75,310	\$3,219
Budgeted Headcount						
Full-Time Positions - Civilian	569	550	531	550	554	23
TOTAL	569	550	531	550	554	23

*The difference of Fiscal 2022 Adopted Budget compared to Fiscal 2023 Preliminary Budget.

DOT Vehicles & Facilities Management & Maintenance. Funding in this program area provides for the maintenance of the Department’s approximately 3,000 vehicles and facilities citywide. The Fiscal 2023 Preliminary Budget includes funding of \$91.3 million and full-time headcount of 195 for this program area in Fiscal 2023.

DOT Vehicles & Facilities Mgmt & Maintenance

DOT Vehicles & Facilities Mgmt & Maintenance						
<i>Dollars in Thousands</i>						
	2020	2021	2022	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2022	2023	2022-2023
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$14,130	\$14,512	\$16,435	\$16,681	\$16,594	\$159
Other Salaried and Unsalari ed	282	266	53	60	60	7
Additional Gross Pay	528	530	142	142	142	0
Overtime - Civilian	1,724	1,817	2,190	2,190	2,190	1
Fringe Benefits	290	320	249	250	250	1
Amounts to be Scheduled	0	0	0	0	0	0
Subtotal	\$16,953	\$17,446	\$19,069	\$19,323	\$19,236	\$168
Other Than Personal Services						
Supplies and Materials	\$3,424	\$2,530	\$2,847	\$3,267	\$2,893	\$46
Fixed and Misc. Charges	12,678	23,156	2	2	2	0
Property and Equipment	1,048	631	980	4,655	1,135	155
Other Services and Charges	34,293	30,562	57,199	57,281	60,655	3,456
Contractual Services	7,540	8,852	6,930	10,282	7,380	450
Subtotal	\$58,984	\$65,730	\$67,958	\$75,486	\$72,065	\$4,107
TOTAL	\$75,937	\$83,176	\$87,027	\$94,810	\$91,301	\$4,275
Funding						
City Funds			\$84,722	\$88,298	\$88,996	\$4,274
Other Categorical			0	2,500	0	0
Capital- IFA			1,360	1,360	1,360	0
State			423	423	423	0
Federal - Other			522	2,228	522	0
Intra City			0	0	0	0
TOTAL	\$75,937	\$83,176	\$87,027	\$94,810	\$91,301	\$4,274
Budgeted Headcount						
Full-Time Positions - Civilian	169	163	194	196	195	1
TOTAL	169	163	194	196	195	1

**The difference of Fiscal 2022 Adopted Budget compared to Fiscal 2023 Preliminary Budget.*

Ferry Administration & Surface Transit. 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. In Fiscal 2023, this program area will be staffed by 34 full-time positions with a budget of \$49.9 million.

Ferry Administration & Surface Transit

Ferry Administration & Surface Transit						
<i>Dollars in Thousands</i>						
	2020	2021	2022	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2022	2023	2022-2023
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$3,374	\$3,120	\$3,546	\$13,597	\$15,335	\$11,788
Other Salaried and Unsalariated	68	55	34	34	148	114
Additional Gross Pay	170	177	291	291	2,110	1,820
Overtime - Civilian	74	71	136	6,172	6,156	1
Fringe Benefits	1	1	1	1	60	59
Amounts to be Scheduled	0	0	0	0	0	0
Subtotal	\$3,687	\$3,423	\$4,007	\$20,094	\$23,809	\$13,782
Other Than Personal Services						
Supplies and Materials	\$54	\$5,235	\$35	\$9,863	\$35	\$0
Fixed and Misc. Charges	0	1	0	0	0	0
Property and Equipment	5	6	13	13	13	0
Other Services and Charges	26	24	184	7,124	10,024	9,840
Contractual Services	5,204	11,230	3	18,269	16,015	16,012
Subtotal	\$5,289	\$16,495	\$235	\$35,269	\$26,087	\$25,852
TOTAL	\$8,976	\$19,919	\$4,242	\$55,363	\$49,896	\$39,634
Funding						
City Funds			\$3,785	\$3,912	\$3,837	\$52
Other Categorical			0	0	0	0
Capital- IFA			0	0	0	0
State			0	0	0	0
Federal - Other			457	51,451	46,059	45,602
Intra City			0	0	0	0
TOTAL	\$8,976	\$19,919	\$4,242	\$55,363	\$49,896	\$45,653
Budgeted Headcount						
Full-Time Positions - Civilian	32	32	34	34	34	0
TOTAL	32	32	34	34	34	0

*The difference of Fiscal 2022 Adopted Budget compared to Fiscal 2023 Preliminary Budget.

Municipal Ferry Operation & 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. In Fiscal 2020, the Staten Island Ferry carried 15.8 million passengers on a 5.2-mile run between the St. George Terminal in Staten Island and the Whitehall Terminal in lower Manhattan, representing a 37 percent decrease from Fiscal 2019 ridership of 25.2 million due to the COVID-19 pandemic. Service is provided 24 hours a day, 365 days a year. A typical pre-pandemic weekday schedule involves the use of five boats to transport approximately 70,000 passengers daily. For privately operated commuter ferries, annual ridership totaled approximately 12.7 million in Fiscal 2020, a decrease of 22.7 percent from Fiscal 2019. 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, pre-pandemic. Funding for the City's Citywide Ferry Service program is outside of DOT's budget and is housed in the New York City Economic Development Corporation's (NYCEDC) budget. The Fiscal 2023 Preliminary Budget for this program area totals \$101.1 million and provides for 639 full-time.

Municipal Ferry Operation & Maintenance

Municipal Ferry Operation & Maintenance						
<i>Dollars in Thousands</i>						
	2020	2021	2022	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2022	2023	2022-2023
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$38,433	\$38,313	\$44,615	\$38,728	\$44,527	(\$88)
Other Salaried and Unsalariated	453	343	122	122	8	(114)
Additional Gross Pay	5,185	6,215	1,887	1,915	67	(1,820)
Overtime - Civilian	15,542	17,036	9,063	9,063	3,269	1
Fringe Benefits	529	644	387	388	329	(58)
Amounts to be Scheduled	0	0	0	0	0	0
Subtotal	\$60,141	\$62,551	\$56,074	\$50,216	\$48,200	(\$2,079)
Other Than Personal Services						
Supplies and Materials	\$11,319	\$5,904	\$15,350	\$13,858	\$15,500	\$150
Fixed and Misc. Charges	19	26	12	22	12	0
Property and Equipment	412	208	318	311	338	20
Other Services and Charges	86	70	48	(27,075)	601	553
Contractual Services	27,816	17,117	24,488	25,878	9,232	(15,257)
Subtotal	\$39,652	\$23,325	\$40,216	\$12,994	\$25,683	(\$14,534)
TOTAL	\$99,793	\$85,876	\$96,290	\$63,210	\$73,882	(\$16,613)
Funding						
City Funds			\$52,857	\$19,777	\$30,449	(\$22,408)
Other Categorical			0	0	0	0
Capital- IFA			2,214	2,214	2,214	0
State			36,297	36,297	36,297	0
Federal - Other			4,144	4,144	4,144	0
Intra City			779	779	779	0
TOTAL	\$99,793	\$85,876	\$96,290	\$63,210	\$73,882	(\$22,408)
Budgeted Headcount						
Full-Time Positions - Civilian	571	567	639	638	656	17
TOTAL	571	567	639	638	656	17

*The difference of Fiscal 2022 Adopted Budget compared to Fiscal 2023 Preliminary Budget.

Roadway Construction Coordination & 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. In Fiscal 2023, this program area will be staffed by 223 full-time positions with a budget of \$22.6 million, which could increase when additional federal and State grants are received.

Roadway Construction Coordination & Admin

Roadway Construction Coordination & Admin						
<i>Dollars in Thousands</i>						
	2020	2021	2022	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2022	2023	2022-2023
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$15,804	\$16,518	\$17,908	\$18,549	\$19,009	\$1,101
Other Salaried and Unsalari ed	860	452	648	1,583	648	0
Additional Gross Pay	413	464	367	367	367	0
Overtime - Civilian	1,028	750	1,397	1,397	1,397	1
Fringe Benefits	18	17	0	0	0	0
Amounts to be Scheduled	0	0	0	0	0	0
Subtotal	\$18,125	\$18,201	\$20,319	\$21,896	\$21,421	\$1,102
Other Than Personal Services						
Supplies and Materials	\$332	\$373	\$104	\$422	\$104	\$0
Fixed and Misc. Charges	0	0	0	0	0	0
Property and Equipment	92	7	15	54	15	0
Other Services and Charges	59	41	32	2,398	274	242
Contractual Services	397	641	736	3,672	736	0
Subtotal	\$879	\$1,062	\$888	\$6,546	\$1,130	\$242
TOTAL	\$19,004	\$19,263	\$21,207	\$28,442	\$22,551	\$1,344
Funding						
City Funds			\$17,764	\$20,305	\$20,252	\$2,488
Other Categorical			1,145	1,145	0	(1,145)
Capital- IFA			1,813	1,813	1,813	0
State			287	287	287	0
Federal - Other			199	4,891	199	0
Intra City			0	0	0	0
TOTAL	\$19,004	\$19,263	\$21,207	\$28,442	\$22,551	\$1,343
Budgeted Headcount						
Full-Time Positions - Civilian	215	211	222	223	223	1
TOTAL	215	211	222	223	223	1

*The difference of Fiscal 2022 Adopted Budget compared to Fiscal 2023 Preliminary Budget.

Roadway Repair, Maintenance & Inspection. The Department’s Roadway Repair, Maintenance and Inspection program area is responsible for the maintenance and inspection of approximately 19,324 lane 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 cleans and maintains 1,175 lane miles of arterial highway and 2,525 acres of landscaped areas and shoulders annually. The Division also monitors “street cut” activity by utilities, private contractors and other agencies to ensure that repairs meet required standards. In Fiscal 2023, this program area will be staffed by approximately 1,430 full-time positions with a budget of \$304.2 million, which could increase when additional federal and State grants are received.

Roadway Repair, Maintenance & Inspection

Roadway Repair, Maintenance & Inspection						
<i>Dollars in Thousands</i>						
	2020	2021	2022	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2022	2023	2022-2023
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$117,374	\$122,119	\$146,031	\$145,000	\$145,767	(\$264)
Other Salaried and Unsalariated	26,453	21,214	20,183	20,183	20,185	3
Additional Gross Pay	16,931	14,185	3,454	3,693	3,454	0
Overtime - Civilian	24,950	25,438	17,100	17,236	17,260	1
Fringe Benefits	741	769	489	489	489	0
Amounts to be Scheduled	0	0	0	0	0	0
Subtotal	\$186,449	\$183,725	\$187,257	\$186,601	\$187,155	(\$261)
Other Than Personal Services						
Supplies and Materials	\$65,986	\$71,240	\$79,738	\$64,669	\$82,815	\$3,077
Fixed and Misc. Charges	1	9	5	5	5	0
Property and Equipment	2,039	2,889	976	4,303	920	(55)
Other Services and Charges	19,575	24,178	5,892	20,405	9,098	3,206
Contractual Services	15,526	16,672	21,082	24,913	24,170	3,088
Subtotal	\$103,128	\$114,988	\$107,693	\$114,296	\$117,009	\$9,316
TOTAL	\$289,577	\$298,713	\$294,949	\$300,896	\$304,163	\$9,055
Funding						
City Funds			\$56,868	\$56,360	\$58,739	\$1,871
Other Categorical			0	0	0	0
Capital- IFA			211,376	214,664	219,117	7,741
State			26,705	26,705	25,438	(1,267)
Federal - Other			0	3,166	869	869
Intra City			0	0	0	0
TOTAL	\$289,577	\$298,713	\$294,949	\$300,896	\$304,163	\$9,214
Budgeted Headcount						
Full-Time Positions - Civilian	1,416	1,506	1,456	1,426	1,430	(26)
TOTAL	1,416	1,506	1,456	1,426	1,430	(26)

*The difference of Fiscal 2022 Adopted Budget compared to Fiscal 2023 Preliminary Budget.

Traffic Operations & 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, streetlights, traffic signs and roadway markings. The Division manages the municipal parking facilities and parking muni meters as well as the Department's Traffic Management Center (TMC). The Department's Bureau of Traffic Operations maintains and collects revenue from approximately 85,000 metered spaces and operates 38 municipal parking facilities. 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 Bus Lane, Speed, and Red light Camera programs, which are designed to promote safe, responsible driving by photographing and fining vehicles that violate either dedicated bus lanes, speed in school zones, or run red lights. Currently, the DOT has authorization to install 170 cameras at 150 locations citywide for the Red light camera program and has authorization for 750 school zone sites. The Fiscal 2023 Preliminary Budget for this program area totals \$520.6 million and provides for 1,333 positions. However, this amount may change if federal and State grants that would expire at the end of Fiscal 2022 are not renewed in Fiscal 2023.

Traffic Operations & Maintenance

Traffic Operations & Maintenance						
<i>Dollars in Thousands</i>						
	2020	2021	2022	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2022	2023	2022-2023
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$81,050	\$82,067	\$95,630	\$94,479	\$95,774	\$144
Other Salaried and Unsalariated	1,744	1,691	782	787	787	5
Additional Gross Pay	5,395	5,653	1,585	1,652	1,587	1
Overtime - Civilian	9,981	8,476	11,530	12,563	12,044	1
Fringe Benefits	971	938	627	627	627	0
Amounts to be Scheduled	0	0	0	0	0	0
Subtotal	\$99,140	\$98,826	\$110,154	\$110,109	\$110,818	\$151
Other Than Personal Services						
Supplies and Materials	\$10,800	\$11,800	\$31,128	\$22,377	\$32,274	\$1,146
Fixed and Misc. Charges	1	4	108	108	108	0
Property and Equipment	6,851	7,075	3,067	7,249	3,084	17
Other Services and Charges	76,840	79,744	64,031	80,489	55,498	(8,532)
Contractual Services	180,002	214,795	293,796	274,227	318,799	25,003
Subtotal	\$274,495	\$313,418	\$392,130	\$384,450	\$409,763	\$17,634
TOTAL	\$373,635	\$412,244	\$502,284	\$494,559	\$520,581	\$17,785
Funding						
City Funds			\$410,167	\$398,128	\$428,214	\$18,047
Other Categorical			1,300	1,700	1,300	0
Capital- IFA			17,238	17,309	17,310	72
State			37,438	37,493	37,438	0
Federal - Other			36,130	39,244	36,308	178
Intra City			12	686	12	0
TOTAL	\$373,635	\$412,244	\$502,284	\$494,559	\$520,581	\$18,298
Budgeted Headcount						
Full-Time Positions - Civilian	1,211	1,149	1,451	1,300	1,333	(118)
TOTAL	1,211	1,149	1,451	1,300	1,333	(118)

*The difference of Fiscal 2022 Adopted Budget compared to Fiscal 2023 Preliminary Budget.

Traffic Planning Safety & 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. In Fiscal 2023, this program area will be staffed by 350 full-time positions with a budget of \$75.3 million, which could increase when additional federal and State grants are received.

Traffic Planning Safety & Administration

Traffic Planning Safety & Administration						
<i>Dollars in Thousands</i>						
	2020	2021	2022	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2022	2023	2022-2023
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$20,017	\$20,411	\$23,191	\$26,307	\$26,770	\$3,579
Other Salaried and Unsalariated	374	242	1,080	155	155	(925)
Additional Gross Pay	333	437	1,110	1,110	1,110	0
Overtime - Civilian	542	512	764	1,008	1,119	1
Fringe Benefits	1	1	34	34	34	0
Amounts to be Scheduled	0	0	0	0	0	0
Subtotal	\$21,267	\$21,603	\$26,178	\$28,613	\$29,188	\$2,655
Other Than Personal Services						
Supplies and Materials	\$2,551	\$1,505	\$13,259	\$18,612	\$10,428	(\$2,831)
Fixed and Misc. Charges	1	1	1	1	1	0
Property and Equipment	745	1,253	1,102	1,491	1,354	253
Other Services and Charges	1,940	2,117	8,466	2,555	4,745	(3,721)
Contractual Services	19,866	18,151	27,776	36,592	29,600	1,824
Subtotal	\$25,104	\$23,028	\$50,603	\$59,251	\$46,128	(\$4,475)
TOTAL	\$46,370	\$44,631	\$76,781	\$87,864	\$75,316	(\$1,821)
Funding						
City Funds			\$51,419	\$57,603	\$60,665	\$9,246
Other Categorical			0	0	0	0
Capital- IFA			305	305	305	0
State			1,643	1,643	1,643	0
Federal - Other			23,414	28,313	12,702	(10,712)
Intra City			0	0	0	0
TOTAL	\$46,370	\$44,631	\$76,781	\$87,864	\$75,316	(\$1,466)
Budgeted Headcount						
Full-Time Positions - Civilian	250	236	278	375	350	72
TOTAL	250	236	278	375	350	72

**The difference of Fiscal 2022 Adopted Budget compared to Fiscal 2023 Preliminary Budget.*