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**Report to the Committee on Finance and the  
Committee on Transportation and Infrastructure  
on the Fiscal 2023 Executive Plan and the Fiscal  
2023 Executive Capital Commitment Plan**

**Department of Transportation**

**May 12, 2022**

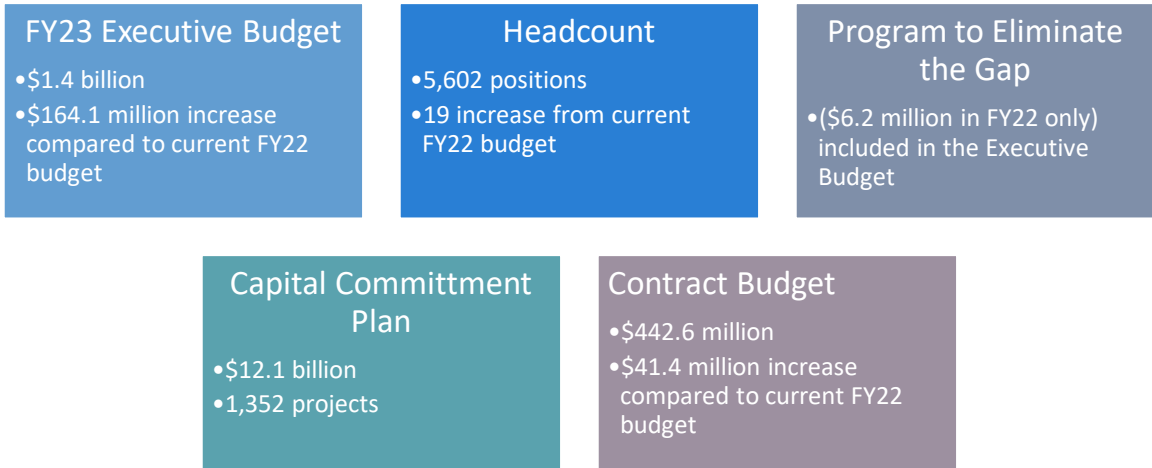
(Report Prepared by John Basile)



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## Department of Transportation (DOT) Fiscal 2023 Executive Budget Snapshot



### Budget Response

### Council Priorities

- \$3.1 billion for the New York City Streets Plan
- \$45.1 million to increase street resurfacing from 1,100 to 1,300 lane miles annually

### New Needs

### Other Significant New Needs

- \$53.3 million in expense funding added to New York City Streets Plan in FY23

### Other Adjustments

### Significant Other Adjustments

- \$17 million State funding readjustment for the Staten Island Ferry
- \$3.9 million for the Traffic Management Center
- \$1.3 million for Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Grant Modification

### Major Agency Issues

### Agency Issues Identified

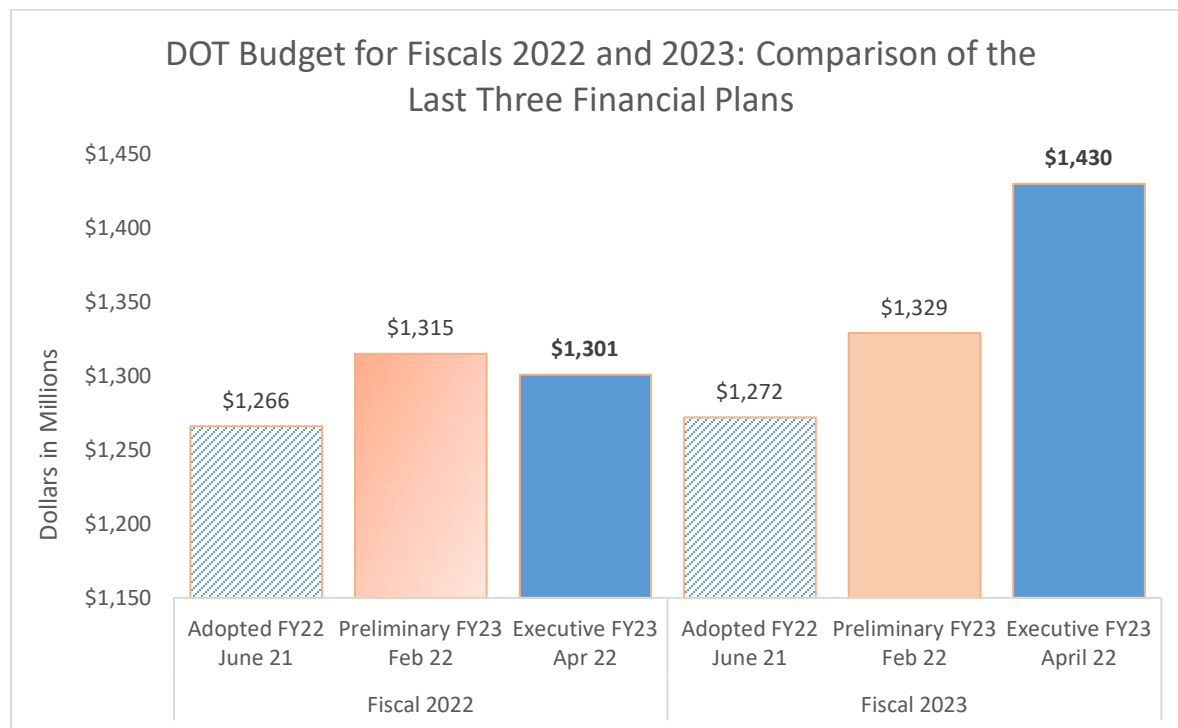
- \$45.1 million additional funding called for by the Council to increase street repaving was not included in the budget

## DOT Budget Overview

On April 26, 2022, the Administration released the Executive Financial Plan for Fiscal 2022-2026 (Executive Plan) with a proposed budget for Fiscal 2023 of \$99.7 billion. This report offers a review of the Department of Transportation’s (the Department or DOT) Fiscal 2023 Executive Budget, including proposed budget actions taken in the Executive Plan. For additional information on DOT’s Preliminary budget, please refer to the Fiscal 2023 Preliminary Budget report at: <https://council.nyc.gov/budget/wp-content/uploads/sites/54/2022/03/DOT.pdf>

The Department’s projected Fiscal 2023 budget of \$1.4 billion represents 1.4 percent of the City’s proposed Fiscal 2023 budget in the Executive Plan. DOT’s proposed Fiscal 2022 budget is \$35 million, or 2.8 percent, greater than the agency’s Fiscal 2022 Adopted Budget (\$1.27 billion).

DOT’s Fiscal 2023 budget increased by \$100.7 million (7.6 percent), from the Preliminary Plan (\$1.3 billion). The increase is the result of a number of actions taken, most significant of which is a new need of \$53.2 million added for the Transportation Streets Plan, adjustment of \$17 million in state funding for the Staten Island Ferry, \$3.9 million in federal funding for the Traffic Management Center, and \$1.3 million in federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding.



## Personal Services and Headcount

DOT’s Executive Plan includes funding for a total of 5,556 full-time position in the current fiscal year, increasing to 5,602 in Fiscal 2023. The current plan represents a decrease in agency headcount of 27 in Fiscal 2022 since adoption.

In the Executive Plan, funding for DOT's personal services (all agency staffing related expenses) comprise \$558.5 million or 42.9 percent of the agency's total Fiscal 2022 plan. This number increases to \$605.7 million or 42.3 percent in Fiscal 2023.

### DOT Spending and Headcount

<i>Dollars in Thousands</i>	2020	2021	2022	Executive Plan		*Difference
	Actual	Actual	Adopted	2022	2023	2022 - 2023
<b>Spending</b>						
Personal Services	\$540,423	\$540,319	\$554,727	\$558,472	\$605,693	\$50,966
Other Than Personal Services	553,704	601,924	711,081	742,771	824,254	113,173
<b>TOTAL</b>	<b>\$1,094,126</b>	<b>\$1,142,243</b>	<b>\$1,265,808</b>	<b>\$1,301,244</b>	<b>\$1,429,947</b>	<b>\$164,139</b>
<b>Budgeted Headcount</b>						
Full-Time Positions - Civilian	5,120	5,090	5,583	5,556	5,602	19
<b>TOTAL</b>	<b>5,120</b>	<b>5,090</b>	<b>5,583</b>	<b>5,556</b>	<b>5,602</b>	<b>19</b>

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

### Funding Sources

DOT's budget is financed by city funds as well as federal, State, Other Categorical, Capital intra-fund agreements (IFA), and Intra-City funding. In the current financial plan, the Department's primary funding source is city funding. City funds comprises 58.3 percent (\$759.1 million) of DOT's total funding in the current fiscal year, down from the 62.6 percent (\$792.3 million) of the Department's budget financed by city funds in the Adopted 2022 budget. City funding comprises 62.3 percent (\$890.7 million) of the Department's Executive Plan for Fiscal 2023.

The \$13.3 million decrease in DOT's Fiscal 2022 budget and \$100.7 million increase in its Fiscal 2023 budget between the 2023 Preliminary Budget and the 2023 Executive Plan is primarily the result of modifications to City, federal, State, and Capital-IFA funding. These changes include:

#### Federal Funding

Federal funding decreases by \$2.1 million in Fiscal 2022 and increases by \$5.6 million in Fiscal 2023 when compared to the Preliminary Plan.

- **Traffic Management Center** (\$3.9 million in Fiscal 2023) – DOT will use federal funding in place of City tax-levy for costs associated with the Traffic Management Center.
- **CRRSAA Grant Modification** (\$3.1 million in Fiscal 2023) – The Department's funding increases by \$3.1 million in Fiscal 2022 and \$1.3 million in Fiscal 2023 from CRRSA funding grant.
- **American Rescue Plan (ARP) Reallocation** (\$6.2 million in Fiscal 2022) – Funding reduction of \$6.2 million ARP in Fiscal 2022 only.
- **City Cleanup Corps** (\$1.8 million in Fiscal 2022) – Funding reduction of \$1.8 million for City Cleanup Corps (CCC) in Fiscal 2022 only.

**State Funding**

State funding increases by \$1.1 million in Fiscal 2022 and \$18.2 million in Fiscal 2023 when compared to the Preliminary Plan.

- **Staten Island Ferry Funding Readjustment (\$17 million in Fiscal 2023)** - DOT received additional State funding of \$17 million in Fiscal 2023 for operation of the Staten Island Ferry.
- **Install Lighting Equipment (\$1.3 million in Fiscal 2023)** – DOT received additional State funding of 1.3 million in Fiscal 2023 and Fiscal 2024 to install lighting equipment along highways and in parks, playgrounds, parking fields, and boardwalks, citywide.
- **School Safety CHIPS (\$1.1 million in Fiscal 2022)** - DOT anticipates receiving an additional \$1.1 million in state funding in Fiscal 2022 to support infrastructure improvement in school zones.

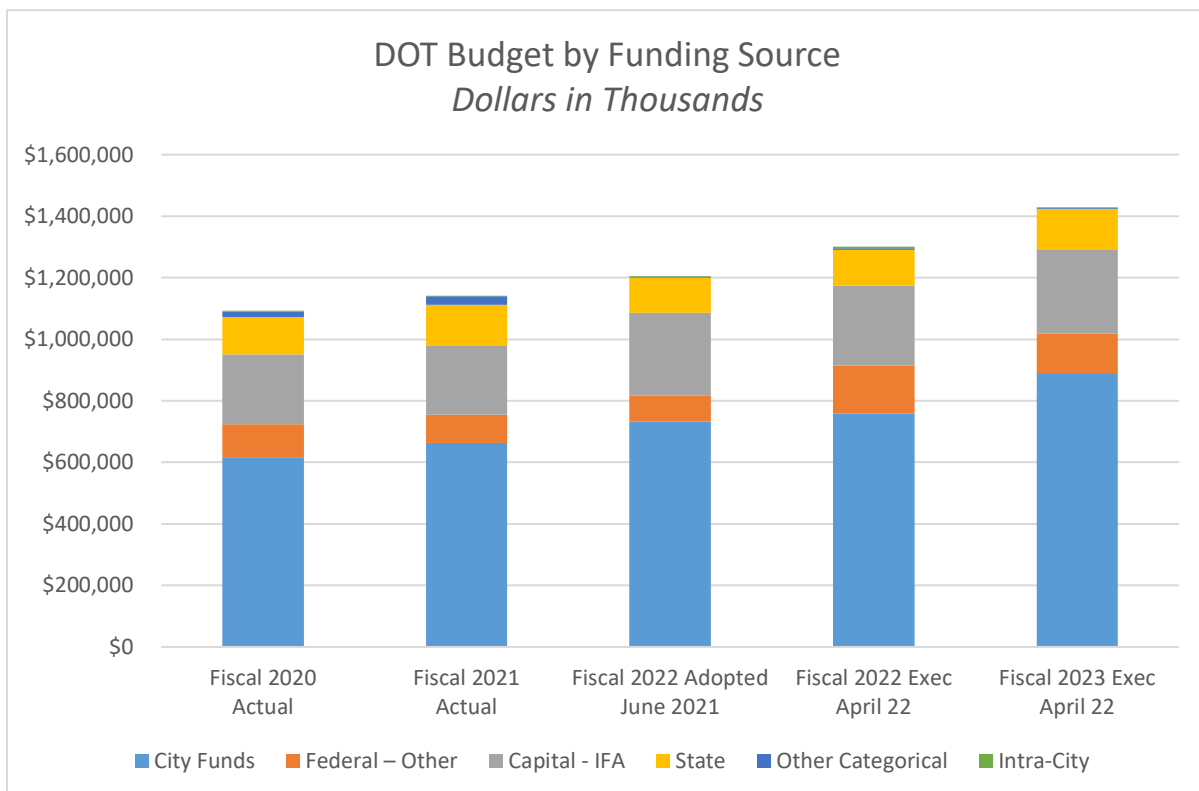
**City Funding**

City funding decreases by \$1.9 million in Fiscal 2022 and increase by \$75.9 million in Fiscal 2023 when compared to the Preliminary Plan.

**Capital – IFA Funding**

Capital IFA funding decreases by \$11.2 million in Fiscal 2022 and remains unchanged in Fiscal 2023.

See Appendix A for a complete list of all changes reflected in DOT’s Fiscal 2022 and 2023 budgets since adoption.



<i>Dollars in Thousands</i>	2020	2021	2022	Executive Plan		*Difference
	Actual	Actual	Adopted	2022	2023	2022 - 2023
<b>Funding</b>						
City Funds	\$615,486	\$662,780	\$792,271	\$759,096	\$890,695	\$98,423
Federal – Other	108,583	91,367	85,751	155,471	126,890	41,140
Capital - IFA	227,923	225,949	267,401	259,464	275,343	7,942
State	120,734	132,683	114,910	116,040	131,689	16,778
Other Categorical	16,784	26,169	2,862	5,787	2,717	(145)
Intra-City	4,617	3,294	2,612	5,386	2,612	0
<b>TOTAL</b>	<b>\$1,094,126</b>	<b>\$1,142,243</b>	<b>\$1,265,808</b>	<b>\$1,301,244</b>	<b>\$1,429,947</b>	<b>\$164,139</b>

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

### Program Area Budgets

In order to provide for better transparency within agency budgets, in 2007 at the behest of the City Council, the Administration began providing agency budgets broken down by program areas for fifteen of the City’s agencies. The programmatic budgets provide a summary of planned spending in each functional area of an agency.

<i>Dollars in Thousands</i>	Fiscal 2020	Fiscal 2021	Fiscal 2022	Fiscal 2022	Fiscal 2023	*Difference
	Actual	Actual	Adopted	Exec	Exec	2022-2023
<b>Budget by Program Area</b>						
Bridge Engineering and Administration	\$29,771	\$28,770	\$33,917	\$34,622	\$33,703	(\$214)
Bridge Maintenance, Repair, & Operations	72,804	74,403	77,018	80,753	82,525	5,507
DOT Management & Administration	78,258	75,248	72,091	75,403	76,575	4,485
DOT Vehicles & Facilities Mgmt. & Maintenance	75,937	83,176	87,027	93,530	97,989	10,961
Ferry Administration & Surface Transit	8,976	19,919	4,242	58,598	51,196	46,954
Municipal Ferry Operation & Maintenance	99,793	85,876	96,290	59,732	97,581	1,290
Roadway Construction Coordination & Admin	19,004	19,263	21,207	25,658	22,551	1,343
Roadway Repair, Maintenance & Inspection	289,577	298,713	294,949	295,820	311,201	16,252
Traffic Operations & Maintenance	373,635	412,244	502,284	493,866	577,526	75,242
Traffic Planning Safety & Administration	46,370	44,631	76,781	83,260	79,100	2,319
<b>TOTAL</b>	<b>\$1,094,126</b>	<b>\$1,142,243</b>	<b>\$1,265,808</b>	<b>\$1,301,244</b>	<b>\$1,429,947</b>	<b>\$164,139</b>

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

DOT’s program budget includes 10 program areas. The Executive Budget includes changes planned for DOT’s budget in Fiscal 2023 that impact all program areas. Below is a discussion of the most significant program area funding changes in the Executive Plan.

#### DOT Budget as of the Executive Plan.

- Ferry Administration & Surface Transit:** When compared to the Fiscal 2022 Adopted Budget, the largest increase by program area in Fiscal 2023 is in Ferry Administration & Surface Transit, which is \$47 million, or 1,107 percent, greater. This large increase is, in part, the result of federal stimulus funding from the American Rescue Plan Act for the Staten Island Ferry.

- **Traffic Operation & Maintenance:** This program area increased \$75.2 million, or 15 percent, when compared to the Fiscal 2022 Adopted Budget. This increase is due to the additional \$53.3 million for New York City Streets Plan in Fiscal 2023.
- **Roadway Repair, Maintenance, & Inspection:** Funding for this program area increased by \$16.3 million, or six percent, when compared to the Fiscal 2022 Adopted Budget.

### Changes Since the Preliminary Budget by Spending Type

At each financial plan an agency will submit changes to its budget from the prior plan. These changes are comprised of new needs that have not previously been included in their budget, other adjustments to existing spending (these adjustments can involve adding additional funding or removing funding), savings programs which provide additional resources either through reduced spending or increased revenue, and savings restorations which include the restoration of expenditures that had been reduced in prior financial plans.

The summary of all changes made to DOT's financial plan since adoption can be found in Appendix A.

#### New Needs

DOT's Executive Budget includes a net reduction of \$10.7 million in new needs in Fiscal 2022 and an increase of \$55.1 million in Fiscal 2023 in eight areas. This net reduction in Fiscal 2022 is a result of Capital-IFA Surplus Takedowns.

- **Gowanus Points Agreement (\$500,000 in Fiscal 2023).** The Executive Plan includes \$500,000 in Fiscal 2023 to fund a traffic study tied to the Gowanus Neighborhood Plan, which was approved by the City Council on November 23, 2021. This Plan looks to create affordable housing, job opportunities, and environmental cleanup in this area of Brooklyn.
- **Grants Staffing (\$576,000 in Fiscal 2023).** As a result of the recent federal infrastructure bill, DOT is applying for new grant funding sources. As such, the Executive Plan includes \$100,000 in Fiscal 2022, \$576,000 in Fiscal 2023, and \$272,000 in the outyears for additional staffing in order to apply for new grants and for compliance activities tied to the new grant awards.
- **IFA Surplus Takedown (\$2.7 million in Fiscal 2022).** The Executive Plan includes a Capital-IFA surplus takedown of \$2.7 million in Fiscal 2022 only.
- **New York City Streets Plan (\$55.3 million in Fiscal 2023).** The Executive Plan includes an additional \$592,500 in Fiscal 2022, \$55.3 million in Fiscal 2023, \$69 million in Fiscal 2024, \$66.2 million in Fiscal 2025, and \$69.3 million in Fiscal 2026 for the New York City Streets Plan. Funding is provided for the materials needed to deliver on the metrics prescribed in the New York City Streets Plan local law, including funding for protected bus lanes, protected bike lanes, bus stop upgrades, and intersection redesigns. In the Fiscal 2023 Preliminary Budget Response, the Council called on the Administration to add an additional \$3.1 billion to the Plan.
- **Pedestrian Ramp IFA Surplus Takedown.** Due to a surplus, Capital-IFA funding was reduced by \$5.7 million in Fiscal 2022.



- **Resurfacing IFA Surplus Takedown.** Due to a resurfacing funding surplus, Capital-IFA funding was reduced by \$3.1 million in Fiscal 2023.
- **SoHo/NoHo Rezoning (\$750,000 in Fiscal 2023).** The Executive Plan includes \$750,000 in Fiscal 2023 and \$250,000 in Fiscal 2024 for funding associated with the SoHo/NoHo Rezoning. Funding includes resources for a traffic study on Broadway and Canal Streets, as well as additional funding to manage the Open Streets in the area.

### Other Adjustments

DOT's Executive Budget includes an increase of \$3.9 million in other adjustments in Fiscal 2022 and \$45.6 million in Fiscal 2023. Some of the major adjustments include the following.

- **ARP Reallocation (\$6.2 million in Fiscal 2023).** Federal ARP was reallocated across multiple agencies due to underspending. As a result, DOT's Executive Plan includes a reduction of \$6.2 million in Fiscal 2022.
- **City Cleanup Corps (CCC) (\$1.8 million in Fiscal 2022).** Due to projected agency underspending, federal funding to DOT for the CCC was reduced by \$1.8 million in Fiscal 2022.
- **CRRSA Grant Modification (\$1.3 million in Fiscal 2023).** A total of \$4.4 million in federal CRRSA grant funds had not yet been allocated for specific purposes. DOT has since identified items in their budget that qualify for this funding and the Executive Plan includes an adjustment of \$3.1 million in Fiscal 2022 and \$1.3 million in Fiscal 2023 as part of a federal grant modification.
- **Federally Funded Sidewalk Inspection Management (SIM) Crew (\$2.2 million in Fiscal 2022).** The Executive Plan include an additional \$2.2 million in federal funding in Fiscal 2022 for DOT's SIM program.
- **Install Lighting Equipment (\$1.3 million in Fiscal 2023).** DOT will install lighting equipment along highways and in parks, playgrounds, parking fields, and boardwalks, citywide. The Executive Plan includes an additional \$1.3 million in state funding in Fiscal 2023 and Fiscal 2024.
- **Heat, Light, and Power (\$8.6 million in Fiscal 2023 and the outyears).** The Executive Plan includes \$3.9 million in Fiscal 2022 and \$8.6 million in Fiscal 2023 and in the outyears due to an increase cost associated with heat, lighting, and power.
- **Lease Adjustment (\$4.1 million in Fiscal 2023 and the outyears).** Due to a lease adjustment, DOT's Executive Plan includes an additional \$4.1 million in Fiscal 2023 and in the outyears.
- **Motor Fuel (\$8 million in Fiscal 2023 and outyears).** Due to re-estimates, DOT's Executive Plan includes an additional \$8 million in Fiscal 2023 and in the outyears for motor fuel costs.
- **Parks Bridge Repairs (\$1 million in Fiscal 2022).** DOT's Executive Plan includes an additional \$1 million in Fiscal 2022 as part of a longstanding Intra-City agreement between Department of Parks Recreation and DOT to repair park bridges, citywide.

- **School Safety CHIPS (\$1.1 million in Fiscal 2022).** DOT anticipates receiving an additional \$1.1 million in state funding in Fiscal 2022 to support infrastructure improvement in school zones.
- **Staten Island Ferry Funding Readjustment (\$17 million in Fiscal 2023).** DOT received additional funding of \$17 million in Fiscal 2023 provided in the 2022-2023 Enacted State budget for State Transit Operations Assistance (STOA) for operation of the Staten Island Ferry.

### Savings Program

DOT's Executive Budget includes \$6.5 million in additional resources instituted in the Program to Eliminate the Gap (PEG)/ Citywide Savings Program (CSP). The agency was able to locate additional resources in two initiatives, including:

- **Contract Spending (\$4.2 million in Fiscal 2022).** Due to lower than expected contract spending, DOT anticipates a savings of \$4.2 million in Fiscal 2022.
- **Lease Costs (\$2.3 million in Fiscal 2022).** Due to lower than expected lease costs, DOT anticipates a savings of \$2.3 million in Fiscal 2022.

### Savings Restorations

DOT's Executive Budget does not include any savings restorations.

## Fiscal 2023 Preliminary Budget Response

In the Fiscal 2023 Preliminary Budget Response (Budget Response)<sup>1</sup>, the Council identified several areas of concern relating to strengthening the City's infrastructure. Below the Council's proposals are discussed and an analysis of how they were addressed in the Executive Plan.

- **Enhance the City's Street Plan:** In October 2019, the Council passed the Transportation Master Plan, known as the Streets Plan. Commencing in Fiscal 2022, the first five-year phase of the plan calls for the installation of at least 250 protected bike lanes and 150 protected bus lanes. The second five-year phase, set to take commence in Fiscal 2026, includes the completion of a connected bicycle network, with a bicycle network lane coverage index of 100 percent, which means every City resident will live within one mile of the Streets Plan bike network by Fiscal 2031, where feasible, and installation of protected bus lanes on all bus routes where such improvements can be installed. In the Preliminary Budget response, the Council called on the Administration to add \$3.1 billion to further enhance the Streets Plan and provide funding for at least 500 lane miles of new protected bus-only lanes, so that every New Yorker lives within a quarter mile of a protected bus lane, and to include funding for 40 lane miles of car-free busways. This funding would also expand the Streets Plan to include at least 500 lane miles of protected bike lanes and to dedicate 38 million square feet of open pedestrian space, so that every New Yorker lives within a quarter mile of a protected bike lane

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<sup>1</sup> The full response can be found at: <https://council.nyc.gov/budget/wp-content/uploads/sites/54/2022/04/Fiscal-2023-Preliminary-Budget-Response-.pdf>

- Increase Street Resurfacing to Prior Goal of 1,300 Lane Miles Resurfaced Annually:** In previous years DOT set a goal to repave 1,300 lane miles annually, this goal 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 provided significantly more snowfall than in the prior years. The City Council urged the Administration to increase baseline funding for street resurfacing by \$45.1 million in the Fiscal 2023 Executive Budget to allow DOT to repave 1,300 lane miles annually.

Despite the increased funding added for certain programs there are still some essential programs that did not receive additional support in the Executive Plan. No new funding was added in a number of areas highlighted by the City Council in its response to the Mayor’s Preliminary Fiscal 2023 Financial Plan.

Response Priorities	Amount Requested	Amount Included in the Exec Budget
Enhance Streets Plan	\$3.1 billion	\$53.3 million expense funding in FY23 and \$585.6 million capital funding (FY22-FY26)
Increase Street Resurfacing	\$45.1 million	\$0

- Enhance Streets Plan:** The Executive Budget includes capital funding of \$585.6 million (FY22-FY26) in addition to expense funding of \$592,500 in Fiscal 2022, \$55.3 million in Fiscal 2023, \$69 million in Fiscal 2024, \$66.2 million in Fiscal 2025, and \$69.3 million in Fiscal 2026 for the Streets Plan. Funding is provided for the materials needed to deliver on the metrics prescribed in the Streets Plan local law, including funding for protected bus lanes, protected bike lanes, bus stop upgrades, and intersection redesigns. The Executive Plan does not include funding adequate to meet the Council’s goals.
- Increase Street Resurfacing to Prior Goal of 1,300 Lane Miles Resurfaced Annually:** The Fiscal 2023 Executive Budget does not include the restoration of \$45.1 million to increase the Department’s street resurfacing goal to 1,300 lane miles resurfaced annually.

### Federal and State Budget Risks

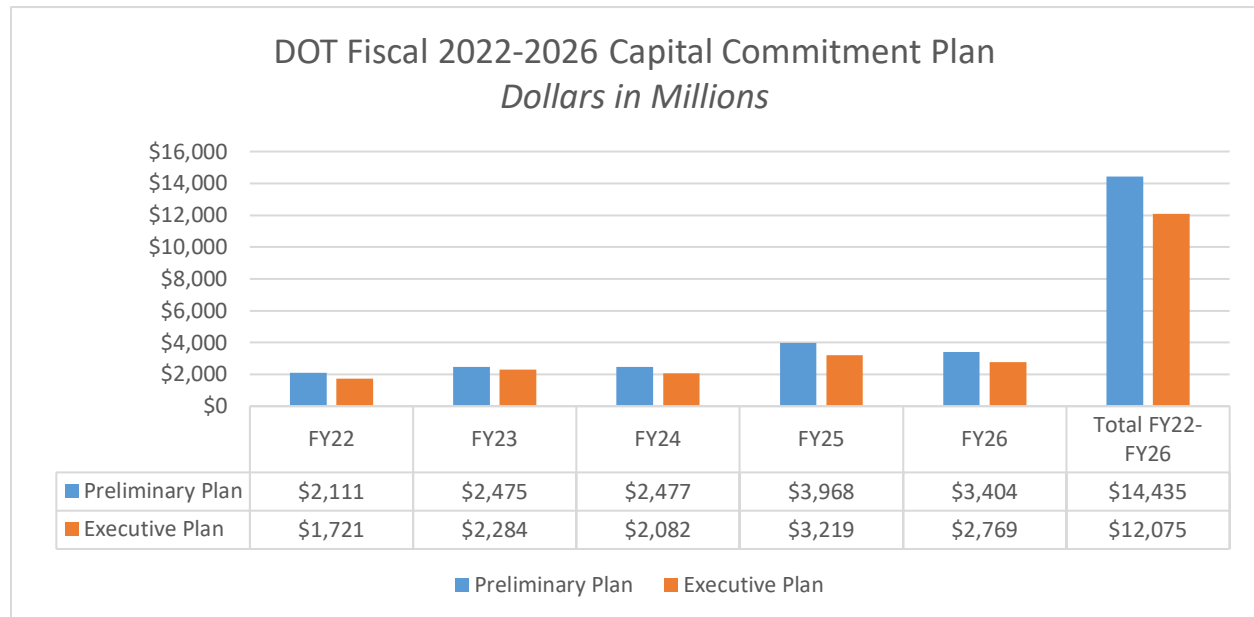
There is no significant federal or state budget risk for DOT.

### Capital Budget

DOT’s capital program is presented in the Executive Capital Commitment Plan for Fiscal 2022-2026 (Commitment Plan) and the Fiscal 2023 Executive Capital Budget.

DOT’s commitments for Fiscal 2022 through 2026 as presented in the Commitment Plan total \$12.1 billion, \$2.4 billion (16 percent) less than the total for the same period presented in the Preliminary Capital Commitment Plan released in February. The Department’s planned commitment comprise 12.8 percent of the City’s total \$94.9 billion Fiscal 2022 through 2026 plan.

**DOT’s Fiscal 2022-2026 Capital Commitment Plan**



The amount of commitments planned for each year of the plan period is relatively uniform, with 14.3 percent of the entire planned expenditure in the current year, 18.9 percent in Fiscal 2023, and 17.2 percent, 26.7 percent, and 22.9 percent in Fiscals 2024, 2025 and 2026 respectively.

**Capital Highlights**

**Improvements to Highway Bridges & Structures, Citywide.** A total of \$1.8 billion in funding for improvements to highway bridges and structures, citywide, was moved out of the first five years of the plan period to better align with schedules.

**Reconstruction of Harlem River Drive Ramp.** A total of \$351.1 million in funding for reconstruction of the Harlem River Drive ramp was moved out of the first five years of the plan period to better align with schedules.

**Transportation Master Plan.** In October 2019, the Council passed the Transportation Master Plan, or Streets Plan. As discussed earlier in the report, the Council called on the Administration to add an additional \$3.1 billion to further enhance the Streets Plan in their Preliminary Budget Response. The Executive Plan includes an additional \$585.6 million between Fiscal 2022 and Fiscal 2026 to support citywide street reconstruction projects, which is tied to the goals of the Streets Plan.

**Sidewalk Construction.** Capital funding for sidewalk construction increased by \$447.2 million in the Executive Budget when compared to the Preliminary Budget. These are funds that were moved from the out-years of the Department’s capital plan to support additionally legally required pedestrian ramp work.

**Brooklyn-Queens Expressway (BQE).** On February 24, 2020, the Council released the findings of a report titled, *The Future of the BQE*, under the guidance of a leading engineering and design firm, to consider 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. The first option presented was a capped highway, in which the highway is reconstructed at-grade, and then capped with an expansion of the Brooklyn Bridge Park, the second option was a tunnel bypass with the creation of a 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 on the BQE begin immediately.

Funding for the BQE Cantilever projects was decreased by \$76.8 million in the Preliminary Plan when compared to the Adopted Plan. In the Executive Plan, \$180.5 million in capital funding was shifted out of Fiscal 2023 and moved further out in the plan period. This reduced planned capital spending in Fiscal 2023 from \$225.1 million to \$44.6 million. Overall, total planned capital spending between Fiscal 2022 and Fiscal 2031 remains unchanged, at \$1.5 billion.

## Appendix A: Budget Actions since Fiscal 2022 Adoption

<i>Dollars in Thousands</i>	Fiscal 2022			Fiscal 2023		
	City	Non-City	Total	City	Non-City	Total
<b>DOT Budget as of the Adopted FY22 Budget</b>	<b>\$792,271</b>	<b>\$473,537</b>	<b>\$1,265,808</b>	<b>\$811,125</b>	<b>\$460,601</b>	<b>\$1,271,726</b>
<b>November 2021 Plan New Needs</b>						
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
<b>Subtotal, New Needs</b>	<b>\$13,834</b>	<b>\$2,315</b>	<b>\$16,149</b>	<b>\$32,083</b>	<b>\$4,154</b>	<b>\$36,237</b>
<b>Other Adjustments</b>						
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
<b>Subtotal, Other Adjustments</b>	<b>\$1,783</b>	<b>\$19,684</b>	<b>\$21,466</b>	<b>\$1,803</b>	<b>\$2,355</b>	<b>\$4,158</b>
<b>Program to Eliminate GAP (PEGs)</b>						
Contract Savings	(\$12,407)	\$0	(\$12,407)	(\$10,189)	\$0	(\$10,189)
<b>Subtotal, PEGs</b>	<b>(\$12,407)</b>	<b>\$0</b>	<b>(\$12,407)</b>	<b>(\$10,189)</b>	<b>\$0</b>	<b>(\$10,189)</b>
<b>TOTAL, All Changes</b>	<b>\$3,210</b>	<b>\$21,999</b>	<b>\$25,209</b>	<b>\$23,697</b>	<b>\$6,509</b>	<b>\$30,206</b>
<b>DOT Budget as of the November 2021 Plan</b>	<b>\$795,481</b>	<b>\$495,536</b>	<b>\$1,291,017</b>	<b>\$834,822</b>	<b>\$467,110</b>	<b>\$1,301,932</b>

<i>Dollars in Thousands</i>	Fiscal 2022			Fiscal 2023		
	City	Non-City	Total	City	Non-City	Total
<b>FY23 Preliminary Plan New Needs</b>						
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
<b>Subtotal, New Needs</b>	<b>\$1,506</b>	<b>\$0</b>	<b>\$1,506</b>	<b>\$1,900</b>	<b>\$0</b>	<b>\$1,900</b>
<b>Other Adjustments</b>						
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 Initiative	0	675	675	0	0	0
<b>Subtotal, Other Adjustments</b>	<b>\$12</b>	<b>\$29,980</b>	<b>\$29,992</b>	<b>\$292</b>	<b>\$33,055</b>	<b>\$33,347</b>
<b>Program to Eliminate GAP (PEGs)</b>						
Vacancy Reduction	(\$7,950)	\$0	(\$7,950)	(\$7,950)	\$0	(\$7,950)
Staten Island Ferry Funding Sw	(28,074)	28,074	0	(14,227)	14,227	0
<b>Subtotal, PEGs</b>	<b>(\$36,024)</b>	<b>\$28,074</b>	<b>(\$7,950)</b>	<b>(\$22,177)</b>	<b>\$14,227</b>	<b>(\$7,950)</b>
<b>TOTAL, All Changes</b>	<b>(\$34,507)</b>	<b>\$58,054</b>	<b>\$23,547</b>	<b>(\$19,985)</b>	<b>\$47,281</b>	<b>\$27,297</b>
<b>DOT Budget as of the Preliminary FY23 Plan</b>	<b>\$760,975</b>	<b>\$553,590</b>	<b>\$1,314,564</b>	<b>\$814,837</b>	<b>\$514,392</b>	<b>\$1,329,229</b>
<b>FY23 Executive Plan New Needs</b>						
Gowanus Points of Agreement	\$0	\$0	\$0	\$500	\$0	\$500
Grant Staffing	100	0	100	576	0	576
IFA Realignment	0	0	0	0	0	0
IFA Surplus Takedown	0	(2,720)	(2,720)	0	0	0
New York City Streets Plan	593	0	593	53,274	0	53,274
Pedestrian Ramp IFA Surplus Takedown	0	(5,650)	(5,650)	0	0	0
Resurfacing IFA Surplus Takedown	0	(3,054)	(3,054)	0	0	0
SoHo/NoHo Points of Agreement	0	0	0	750	0	750
<b>Subtotal, New Needs</b>	<b>\$693</b>	<b>(\$11,424)</b>	<b>(\$10,732)</b>	<b>\$55,100</b>	<b>\$0</b>	<b>\$55,100</b>
<b>Other Adjustments</b>						
ARP Reallocation	\$0	(\$6,210)	(\$6,210)	\$0	\$0	\$0
City Cleanup Corps	0	(1,800)	(1,800)	0	0	0
Connected Vehicles Phase 2 & 3	0	294	294	0	0	0
CRRSAA Grant Mod FY23 EXE	0	3,088	3,088	0	1,300	1,300
Federally Funded SIM Crew	0	2,186	2,186	0	0	0
Heat, Light and Power	3,936	0	3,936	8,635	0	8,635
Heating Fuel Adjustment	0	0	0	(3)	0	(3)
Hunts Point Diesel Emission Re	0	0	0	0	400	400

<i>Dollars in Thousands</i>	<b>Fiscal 2022</b>			<b>Fiscal 2023</b>		
	<b>City</b>	<b>Non-City</b>	<b>Total</b>	<b>City</b>	<b>Non-City</b>	<b>Total</b>
<b>Other Adjustments</b>						
Install Lighting Equipment	\$0	\$0	\$0	\$0	\$1,250	\$1,250
Lease Adjustment	0	0	0	4,124	0	4,124
Motor Fuel	0	0	0	8,002	0	8,002
Parks Bridge Repairs	0	1,000	1,000	0	0	0
RIS program	0	325	325	0	0	0
Safety Ed - NRSF Grant	0	25	25	0	0	0
School Safety CHIPS	0	1,074	1,074	0	0	0
Staten Island Ferry State Funding Readjustment	0	0	0	0	16,997	16,997
Traffic Mgmt Center - FY23	0	0	0	0	3,913	3,913
VW Settlement Fund - DEC grant	0	0	0	0	1,000	1,000
<b>Subtotal, Other Adjustments</b>	<b>\$3,936</b>	<b>(\$18)</b>	<b>\$3,918</b>	<b>\$20,758</b>	<b>\$24,860</b>	<b>\$45,618</b>
<b>Program to Eliminate GAP (PEGs)</b>						
Less than Expected Contract Spending	(\$4,205)	\$0	(\$4,205)	\$0	\$0	\$0
Less than Expected Lease Costs	(2,302)	0	(2,302)	0	0	0
<b>Subtotal, PEGs</b>	<b>(\$6,507)</b>	<b>\$0</b>	<b>(\$6,507)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL, All Changes</b>	<b>(\$1,878)</b>	<b>(\$11,442)</b>	<b>(\$13,320)</b>	<b>\$75,858</b>	<b>\$24,860</b>	<b>\$100,718</b>
<b>DOT Budget as of the FY23 Executive Plan</b>	<b>\$759,096</b>	<b>\$542,148</b>	<b>\$1,301,244</b>	<b>\$890,695</b>	<b>\$539,252</b>	<b>\$1,429,946</b>