



Fiscal 2009 Preliminary Budget Hearings

❖ Committee on Transportation

March 2008

Scheduled To Testify:

- *Taxi & Limousine Commission*
- *MTA/ New York City Transit (Expense)*
- *Department of Transportation (Expense)*

***Hon. Christine C. Quinn
Speaker of the Council***

***Hon. David I. Weprin, Chair
Committee on Finance***

***Hon. John C. Liu, Chair
Committee on Transportation***

***James Caras, Acting Director
Finance Division***

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Taxi and Limousine Commission (156)**Agency Operations**

The Taxi and Limousine Commission (TLC) establishes and enforces professional and uniform standards of for-hire car service and ensures public safety. Currently, TLC licenses and regulates 13,087 medallion taxicabs, 39,327 for-hire vehicles, 2,343 paratransit vehicles, 220 commuter vans and 94,082 drivers. The Commission regulates 23 taximeter shops, 24 taxicab brokers and 71 taxicab agents and sets fares charged by medallion taxicabs.

AGENCY FUNDING OVERVIEW

Agency Funding Sources	Fiscal 2008 Adopted Budget	Fiscal 2008 Current Modified	Fiscal 2009 Preliminary Budget
City	\$32,157,622	\$32,157,622	\$28,016,390
Other Categorical	\$0	\$0	\$0
Capital IFA	\$0	\$0	\$0
State	\$0	\$0	\$0
Community Development	\$0	\$0	\$0
Federal-Other	\$0	\$0	\$0
Intra-City	\$0	\$0	\$0
Total	\$32,157,622	\$32,157,622	\$28,016,390

HEADCOUNT OVERVIEW

Headcount	Fiscal 2008 Adopted Budget	06/30/ 08 Forecast	Fiscal 2009 Preliminary Budget
City	428	408	404
Non-City	0	0	0
Total	428	408	404

AGENCY HIGHLIGHTS

The 2009 Preliminary Budget for the Commission provides for operating expenses of \$28 million in City-tax levy funding, which represents a net decrease of \$4.1 million when compared to the Fiscal 2008 Adopted Budget. This decrease is primarily due to the non-inclusion of two initiatives funded in Fiscal 2008. The initiatives include \$1.2 million for a comprehensive review of TLC rules (the Rules Project) and \$1.3 million for a Council-funded accessible taxi program.

UNITS OF APPROPRIATION

The operating budget of an agency is structured into several levels, each of which provides varying levels of detail on an agency's spending plans. The City Charter requires that U/As represent the amount appropriated for personal services (i.e. salaries) or Other Than Personal Services (i.e. supplies) for a particular program, purpose, activity or institution.

Fiscal 2009 Preliminary Budget Report

U/A#	U/A Name	Fiscal 2008 Adopted Budget	Fiscal 2008 Modified as of 1/24/2008	Fiscal 2009 Preliminary Budget
001	Personal Services	\$22,789,282	\$22,789,282	\$21,824,050
002	Other Than Personal Services	\$9,368,340	\$9,368,340	\$6,192,340
	Total	\$32,157,622	\$32,157,622	\$28,016,390

FUNDING ANALYSIS

The decrease in funding for the personal services unit of appropriation reflects the net effect of the hiring freeze and vacancy reduction initiative. The decrease in funding for the other than personal services unit of appropriation reflects the exclusion of two one-shot initiatives mentioned in the agency highlights section, the Rules Project funded for \$1.2 million and the accessible taxicab program for \$1.3 million. The Rules Project is intended to comprehensively review the Taxi and Limousine Commission's rules with the aim of improving the quality of services provided by the Commission.

PRELIMINARY BUDGET ACTIONS (\$000)

Description	Fiscal 2008			Fiscal 2009		
	City	Non-City	Total	City	Non-City	Total
Agency Budget as per the October Plan (in million)	\$32,158	\$0	\$32,158	\$28,967	\$0	\$28,967
New Needs						
Total New Needs	\$0	\$0	\$0	\$0	\$0	\$0
PEG Reductions						
Hiring Freeze and Vacancy Reduction	(\$262)	\$0	(\$262)	(\$1,058)	\$0	(\$1,058)
Total PEG Reductions	(\$262)	\$0	(\$262)	(\$1,058)	\$0	(\$1,058)
PEG Restorations						
Total PEG Restorations	\$0	\$0	\$0	\$0	\$0	\$0
Other Adjustments						
Collective Bargaining	\$108	\$0	\$108	\$108	\$0	\$108
Heat, Light and Power	(\$24)	\$0	(\$24)	\$0	\$0	\$0
Total Other Adjustments	\$84	\$0	\$84	\$108	\$0	\$108
Total Preliminary Budget Changes	(\$178)	\$0	(\$178)	(\$950)	\$0	(\$950)
Preliminary Budget	\$31,980	\$0	\$31,980	\$28,017	\$0	\$28,017

Preliminary Budget Action Analysis

The Fiscal 2009 January Plan contains \$1 million in PEG reductions and \$108,000 in other adjustments for U/As 001 and 002 in Fiscal 2009.

Programs to Eliminate the Gap (PEGs)

- **Hiring Freeze and Vacancy Reduction Program.** To reflect the savings from the partial elimination of vacancies and replacement of future attrition, the Fiscal 2009 Preliminary Budget contains decrease funding of \$262,000 in Fiscal 2008, \$1 million in Fiscal 2009 and \$1.2 million in Fiscal 2010 and the outyears. This action would result in the elimination of 20 positions in Fiscal 2008 and 28 positions in Fiscal 2009 and the outyears within the Commission.

Other Adjustments

- **Collective Bargaining.** The Fiscal 2009 Preliminary Budget contains a funding adjustment of \$108,000 in Fiscal 2008 and the outyears transferred from the Labor Reserve in the Miscellaneous Budget to the budget of the Taxi and Limousine Commission to cover the costs associated with recent collective bargaining settlements.
- **Heat, Light and Power.** Due to re-estimates, the Fiscal 2009 Preliminary Budget decreases the Commission's budget by \$24,000 in Fiscal 2008 only for costs associated with heat, light and power.

Metropolitan Transportation Authority (MTA)

Mission Statement

The Metropolitan Transportation Authority (the “Authority” or “MTA”) was established under the New York State Public Authorities Law in 1965 as a public benefit corporation. The Authority has responsibility for developing and implementing a unified public transportation policy for New York City and the seven New York metropolitan-area counties of Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk and Westchester. It carries out these responsibilities through its subsidiary and affiliate entities that include the New York City Transit Authority (NYCTA) and its subsidiary, the Manhattan and Bronx Surface Transit Operating Authority (MaBSTOA); the Staten Island Rapid Transit Operating Authority (SIRTOA); The Long Island Rail Road Company (LIRR); the Metro-North Commuter Railroad Company (MNCRC); the Metropolitan Suburban Bus Authority (MSBA); the MTA Bus Company; and the MTA Capital Construction Company. Another affiliate of the MTA, the Triborough Bridge and Tunnel Authority (TBTA), which is now called the MTA Bridges and Tunnels (B&T), is empowered to construct and operate toll bridges and tunnels and other public facilities in New York City. The revenues from all authorities and subsidiaries support the organization as a whole.

November Financial Plan 2008-2011

MTA Consolidated Statement of Operations – Including MTA Bus Company

(\$ in millions)

	2006 Actual	2007 Forecast	2008 Proposed	2009 Projected	2010 Projected	2011 Projected
Operating Revenue						
Farebox	\$3,840	\$3,974	\$4,042	\$4,085	\$4,129	\$4,175
Toll Revenue	1,242	1,249	1,251	1,246	1,248	1,251
Other Revenue	467	475	479	500	521	548
Capital & other Reimburse	0	0	0	0	0	0
Total Operating Revenue	\$5,548	\$5,698	\$5,772	\$5,831	\$5,897	\$5,974
Operating Expenses						
Labor Expenses	\$5,690	\$6,135	\$6,576	\$6,785	\$7,006	\$7,207
Non-Labor Expenses	2,087	2,415	2,619	2,719	2,894	3,009
Other Expenses Adjustmen	(16)	(20)	(15)	(17)	(10)	(11)
General Reserve	0	38	75	75	75	75
Depreciation	1,605	1,681	1,777	1,876	1,976	2,060
Other Post Employment Benefit	0	1,259	1,318	1,377	1,435	1,494
Total Operating Expenses	\$9,366	\$11,507	\$12,350	\$12,815	\$13,376	\$13,834
Net Operating Deficit	(\$3,818)	(\$5,809)	(\$6,578)	(\$6,984)	(\$7,478)	(\$7,860)
Subsidies	\$4,174	\$4,414	\$4,128	\$4,210	\$4,193	\$4,336
Debt Service	(1,310)	(1,714)	(1,529)	(1,432)	(1,869)	(2,006)
Deficit after Subsidies & Debt	(\$954)	(\$3,109)	(\$3,979)	(\$4,206)	(\$5,154)	(\$5,530)
Conversion to Cash						
Depreciation	\$1,605	\$1,681	\$1,777	\$1,876	\$1,976	\$2,060
OPEB	0	1,259	1,318	1,377	1,435	1,494
All other	(296)	(140)	113	(173)	(83)	(93)
Prior year cash bal.	582	937	628	0	0	0
Baseline Net Cash Balance	\$937	\$628	(\$142)	(\$1,126)	(\$1,827)	(\$2,070)
Cash Bal. Before Prior Yr. Carryover	\$355	(\$309)	(\$770)	(\$1,126)	(\$1,827)	(\$2,070)
Policy & GAP Closing Actions	0	(108)	626	549	1,493	1,659
Prior Year Carryover	582	937	521	377	0	0
Net Cash Surplus/(Deficit)	\$937	\$520	\$377	(\$201)	(\$333)	(\$411)

MTA BUDGET OVERVIEW

The Expense Plan

The Calendar Year 2008 Adopted Budget for the MTA includes a Four Year Financial Plan for the years 2008 through 2011. The Authority issued a preliminary budget in July of 2007 for public review and comment before issuing a final budget in late November that was presented to the MTA Board for a vote on December 19, 2007. Despite a series of calls from riders' advocates and public officials the Board voted to increase subway and bus fares and tolls by 3.8 percent with the Adopted Budget.

The 2008 Adopted Budget contains \$204 million of net improvements to calendar year 2007 estimates and \$50 million of net improvements to calendar year 2008 when compared to the Preliminary Budget proposed by the Authority in July 2007. The 2008 MTA Adopted Budget remains balanced through the calendar year with an anticipated net cash surplus of \$377 million, however, outlook for the outyears remains bleak as real estate activity in the region that is a major source of revenue for the Authority continues to decline.

After taking into account all proposed gap-closing measures, the MTA 2008 Adopted Budget reflects an end-of-year cash deficit of \$201 million in 2009, \$333 million in 2010 and \$411 million in 2011. Rising debt service costs, increasing pension and health expenses and the depletion of non-recurring resources continue to be the major causes of the Authority's budgetary problems.

Also contained in the Adopted Budget are policy and Gap closing actions that includes \$28 million in 2008 and \$60 million in 2009 and the outyears for service enhancement, \$5 million in 2008 and \$14 in the outyears to implement recommendations of the Staten Island Transportation Task Force and the takeover of the X23/X24 express service from New York City DOT, and \$6 million in 2008 and \$12 million in 2009 and the outyears for costs associated with the implementation of bus rapid transit along five corridors identified by the New York City Transit (NYCT), among others.

Lastly, because the current estimate for the Authority's Fulton Street project, which is federally funded, exceeds available federal funds, \$56 million of the 2007 surplus is being added to the existing federal funds of \$847 million. Also consistent with the Authority's recent Financial Plans, the Adopted Budget provides for a \$75 million general reserve fund in 2008 and the outyears.

The Capital Plan

The Authority's capital plan for 2005-2009 continues to present significant budgetary problems. This is due in part to the proliferation of construction projects in the region resulting in increased demand not only for construction materials and equipment but for qualified labor. These unanticipated events, in conjunction with construction management inefficiencies, have resulted in severe construction over-runs for the MTA. These cost over-runs could peril the Authority's 2005-2009 Capital Programs if not contained. Even with its share of the \$2.9 billion Bond Act approved by New York voters in 2005, the MTA's current five year capital plan is already \$6.7 billion less than the Authority actually needs to keep the system in a state of good repair. In addition, the capital plan assumed that \$1.4 billion would be generated from the sale of assets, including the West Side Stadium deal, which has not materialized.

Fiscal 2009 Preliminary Budget Report

The Authority expects to borrow approximately \$9.3 billion to help finance the 2005-2009 Capital Programs of \$21.1 billion. As such, the debt service on these bonds is projected to grow from \$116 million in 2008 to over \$600 million by 2015. Combined with past capital programs, the total debt service would grow from \$1.5 billion in 2008 to \$1.9 billion in 2010 and would reach \$2.1 billion by 2012.

Therefore, it is conceivable that in the absence of additional federal, state and City funding, the Authority will seek to close the gaps through a combination of service cuts, agency efficiencies and additional fare and toll increases. However, it should be noted that the proposed congestion pricing, which is to be acted upon by the State legislature in March of 2008 could present a life line to the MTA capital program with the projected annual revenue of more than \$400 million. As a result, the MTA is currently preparing a new capital plan that it hopes to unveil in the coming months.

New York City Transit (NYCT)

Mission Statement

The New York City Transit (NYCT), a subsidiary of the Metropolitan Transportation Authority (MTA), provides bus and subway service to New York City. The NYCT is responsible for providing safe, clean, and reliable public transportation services to all persons traveling within the City. The NYCT employs approximately 40,000 workers who are responsible for the operation and maintenance of 3,700 buses and 5,900 subway cars. Over 1.5 billion people ride the City's buses and subways each year.

February Financial Plan 2008-2011

(\$ in millions)

	2006 Actual	2007 Forecast	2008 Proposed	2009 Projected	2010 Projected	2011 Projected
Operating Revenue						
Farebox	\$2,758.9	\$2,841.6	\$2,889.0	\$2,911.5	\$2,936.3	\$2,962.2
Other Revenue	282.5	295.1	300.8	313.5	331.8	354.3
Total Operating Revenue	\$3,041.4	\$3,136.6	\$3,189.8	\$3,225.0	\$3,268.1	\$3,316.5
Operating Expenses						
Labor Expenses	\$3,760.1	\$4,118.3	\$4,399.6	\$4,514.9	\$4,643.8	\$4,771.1
Non-Labor Expenses	1,098.8	1,238.5	1,349.5	1,458.4	1,590.4	1,691.9
Other Expenses Adjustment		0	0	0	0	0
Operating Expenses Before Depr. and OPEB 1	\$4,859.0	\$5,356.8	\$5,749.1	\$5,973.3	\$6,234.2	\$6,463.0
Depreciation	\$1,012.1	\$1,065.4	\$1,134.0	\$1,204.0	\$1,274.0	\$1,334.0
Other Post Employment Benef	0.0	963.4	1,009.5	1,005.4	1,098.9	1,144.8
Total Operating Expenses	\$5,871.1	\$7,385.6	\$7,892.6	\$8,232.7	\$8,607.1	\$8,951.8
Net Operating Deficit	(\$2,829.7)	(\$4,249.0)	(\$4,702.8)	(\$5,007.7)	(\$5,339.0)	(\$5,635.2)
Projected Subsidies	\$2,210.8	\$2,259.2	\$2,255.0	\$2,264.1	\$2,072.0	\$2,072.0
Program to Eliminate the Gap	0.0	6.0	38.6	47.3	39.8	39.8
Deficit after Projected Subsidies	(\$618.9)	(\$1,983.8)	(\$2,409.2)	(\$2,696.3)	(\$3,227.2)	(\$3,523.4)
Conversion to Cash						
Depreciation & OPEB	\$1,012.1	\$2,028.8	\$2,143.5	\$2,259.4	\$2,373.9	\$2,488.8
Net Cash Surplus/(Deficit) 2	\$393.2	\$45.0	(\$265.7)	(\$436.9)	(\$853.3)	(\$1,034.6)

Source: Metropolitan Transportation Authority

Note: 1- Excludes Debt Service, 2 - Excludes Prior Year Balance & Interagency Transfers

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- **Budget.** As approved by the MTA Board of Directors, the NYCT Operating Budget before depreciation and other post employment benefit is approximately \$5.7 billion for Calendar Year (CY) 2008. Of that amount, \$4.4 billion is for labor costs, \$1.3 billion is for non-labor expenses. In addition the Adopted Budget contains non-cash depreciation expense of \$1.1 billion and other post-employment benefit expenses, in accordance with GASB number 45, of \$1 billion. The budget provides for 49,294 positions of which 5,529 are reimbursable and 43,765 are non-reimbursable positions. Reimbursable positions are those positions generally paid for with capital funds.
- **Operating Revenue / Expense Projections.** For CY 2008, the NYCT operating revenues are projected to be \$3.2 billion, which are largely farebox revenues of \$2.9 billion and fare reimbursements of \$104 million. Also included in operating revenues are other operating revenues of \$103 million and paratransit reimbursements of \$95 million. These funds will support NYCT proposed expenditures of \$5.7 billion, excluding depreciation and other post employment benefits, in 2008.
- **Transit Tax Revenue.** The NYCT is funded, in part, with tax revenues from the Metropolitan Mass Transportation Operating Assistance Account (Metro Account), and the Urban Mass Transportation Operating Account (Urban Account). Combined, the revenue from these accounts is projected to be \$1.8 billion in CY 2008, which is \$3 million less than the CY 2007 amount of approximately \$1.8 billion. Calendar Year 2007 enjoyed a continued increase in real estate activities, which is projected to decline as real estate activities weakens in 2008.
- **The City's Contribution.** For CY 2008, the City's contribution, excluding capital commitments, to the NYCT's budget is expected to be approximately \$602 million. It is comprised of the following: \$45 million for the school fare subsidy; \$14 million for the elderly and disabled subsidy; \$56 million for paratransit reimbursement; \$158 million to match State Operating Assistance; \$252 million for private bus subsidy; and \$77 million for the maintenance and operation of Long Island Railroad and Metro North Railroad stations in the City.
- **Paratransit.** Pursuant to an agreement between the City and the MTA, the NYCT assumed operating responsibility for all paratransit services required under the Americans with Disability Act of 1990. The City reimburses the NYCT for thirty-three percent of net paratransit operating expenses less fare revenues and urban tax proceeds. Total paratransit revenue is expected to be \$105 million in CY 2008, which includes \$56 million from City reimbursements.
- **State Subsidies.** For CY 2008, the State's subsidy to the NYCT's budget is expected to be \$203 million. Of this amount, \$45 million is for school fare reimbursement and \$158 million is to match city operating assistance. This funding does not include State dedicated tax revenues of \$2.2 billion the NYCT expects to receive in 2008.

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The MTA Bus Company (MTABC)

The MTA Bus Company was created in September 2004 pursuant to an agreement between the City of New York and the MTA to consolidate the operations of seven private franchise bus companies. The purpose of the takeover was to improve the quality and efficiency of bus service formerly provided by the private bus franchise operators. The agreement calls for the City to pay MTABC the difference between the actual cost of operating the bus routes and all revenues and subsidies received by the MTABC and allocable to the operation of the bus routes. As a result, the costs of MTABC operations are fully reimbursable by the City to the MTA.

The proposed Calendar Year 2007 budget, the second comprehensive budget for the MTABC, reflects the necessity of restoring overall headcount to pre-transition levels and readjusting of non-operating positions to address the needs of the MTABC in providing a reliable bus service.

February Financial Plan 2008-2011

(\$ in millions)

	2006 Actual	2007 Forecast	2008 Proposed	2009 Projected	2010 Projected	2011 Projected
Operating Revenue						
Farebox	\$125.1	\$137.5	\$140.8	\$144.2	\$147.3	\$150.6
Other Revenue	16.5	15.5	15.9	16.2	16.5	16.9
Total Operating Revenue	\$141.6	\$153.0	\$156.7	\$160.4	\$163.8	\$167.5
Operating Expenses						
Labor Expenses	\$236.6	\$254.3	\$288.3	\$297.7	\$307.3	\$317.5
Non-Labor Expenses	103.2	135.9	117.8	121.7	123.9	126.7
Other Expenses Adjustment		0	0	0	0	0
Operating Expenses Before Depr. 1	\$339.8	\$390.2	\$406.1	\$419.4	\$431.2	\$444.2
Depreciation	\$14.5	\$26.2	\$36.3	\$38.8	\$41.5	\$44.4
Other Post Employment Benef	0.0	47.8	49.8	51.7	53.6	55.5
Total Operating Expenses	\$354.3	\$464.2	\$492.2	\$509.9	\$526.3	\$544.1
Net Operating Surplus/(Deficit)	(\$212.7)	(\$311.2)	(\$335.5)	(\$349.5)	(\$362.5)	(\$376.6)
Program to Eliminate the Gap	\$0	\$0	\$0.7	\$1.4	\$1.5	\$1.5
Deficit after GAP Actions	(\$212.7)	(\$311.2)	(\$334.8)	(\$348.1)	(\$361.0)	(\$375.1)
Conversion to Cash						
Depreciation & OPEB	\$14.5	\$74.0	\$86.1	\$90.5	\$95.1	\$99.9
Net Cash Surplus/(Deficit) 2	(\$198.2)	(\$237.2)	(\$248.7)	(\$257.6)	(\$265.9)	(\$275.2)

Source: Metropolitan Transportation Authority

Note: 1- Excludes Debt Service, 2 - Excludes Prior Year Balance & Interagency Transfers

- **Operating Revenue / Expense Projections.** For CY 2008, the MTABC operating revenues are projected to be \$157 million, which are largely farebox revenues of \$141 million and other operating revenue of \$16 million. The budget also projects non-reimbursable expenses before depreciation of \$406 million for CY 2008. These expenses include \$288 million in labor costs and non-labor costs of \$118 million. The depreciation expense and the other post-employment benefit expenses are projected to be \$36 million and \$50 million respectively, in Calendar Year 2008.

Department of Transportation (841)**Agency Operations**

The Department of Transportation (DOT) manages approximately 5,800 miles of streets and highways and 790 bridge structures, including six tunnels. The Department ensures traffic safety and mobility by mitigating the effects of construction on traffic; implementing engineering improvements; and installing and maintaining traffic signals at more than 11,900 signalized intersections. DOT also maintains over 1.3 million signs, over 300,000 streetlights, 69 million linear feet of markings and approximately 63,000 parking meters.

The Department encourages the use of mass transit by operating the Staten Island Ferry and promoting new private ferry routes. Additionally, DOT also encourages the use of alternative modes of transportation and administers a citywide program advancing the use of alternative fuels.

AGENCY FUNDING OVERVIEW

Agency Funding Sources	Fiscal 2008 Adopted Budget	Fiscal 2008 Current Modified	Fiscal 2009 Preliminary Budget
City	\$427,659,039	\$427,624,039	\$428,461,403
Other Categorical	\$20,179,750	\$21,773,776	\$429,000
Capital IFA	\$138,530,799	\$138,530,799	\$161,059,076
State	\$45,726,049	\$79,289,790	\$38,205,960
Community Development	\$0	\$170,000	\$0
Federal-Other	\$13,746,996	\$57,481,052	\$13,746,996
Intra-City	\$1,423,073	\$1,505,842	\$1,409,073
Total	\$647,265,706	\$726,375,298	\$643,311,508

HEADCOUNT OVERVIEW

Headcount	Fiscal 2008 Adopted Budget	06/30/ 08 Forecast	Fiscal 2009 Preliminary Budget
City	2,257	2,247	2,238
Non-City	1,972	2,617	1,941
Total	4,229	4,864	4,179

The Department of Transportation's Fiscal 2009 Preliminary Budget is a total of \$643 million which amounts to a \$4 million decrease compared to the Fiscal 2008 Adopted Budget of \$647 million. Because of the differences between the City's fiscal year and the State and Federal fiscal years, 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 will make adjustments throughout the year as additional funds are received. The Fiscal 2009 Preliminary Budget proposes \$429 million in City-tax levy funding for the Department of Transportation - an increase of less than one percent from the Fiscal 2008 Adopted Budget of \$428 million. It includes \$18 million in new needs, \$11 million in program reductions and \$5 million in other adjustments.

Fiscal 2009 Preliminary Budget Report

PROGRAM FUNDING OVERVIEW (\$000s)

In addition to examining the agency's operations by funding sources, this document will also provide analysis by program area. The table below highlights the key program areas in this Agency and the amount of funding allocated to those programs. Analysis of the various programs will be provided in the appropriate units of appropriation section where warranted.

Program	2005 Actual Spending	2006 Actual Spending	2007 Actual Spending	2008 Budget (Jan 24,2008 Financial Plan)	2009 Preliminary Budget
Bridge Engineering and Administration	\$22,534	\$23,152	\$24,062	\$29,117	\$26,211
Bridge Maintenance, Repair & Operations	\$42,813	\$45,173	\$48,904	\$55,230	\$44,124
Ferry Administration & Surface Transit	\$7,091	\$7,788	\$7,302	\$8,227	\$3,662
Management & Administration	\$39,191	\$39,275	\$43,602	\$56,178	\$41,998
Municipal Ferry Operation & Maintenance	\$54,410	\$70,009	\$74,606	\$96,444	\$81,372
Pre-K Bus Program Intra-City	\$54,299	\$72,082	\$109	\$0	\$0
Roadway Construction Coordination & Administration	\$6,466	\$6,975	\$8,231	\$10,334	\$8,927
Roadway Repair, Maintenance & Inspection	\$109,748	\$129,606	\$157,982	\$187,360	\$166,974
Traffic Operations & Maintenance	\$189,043	\$201,398	\$220,519	\$265,576	\$240,232
Traffic Planning Safety & Administration	\$16,507	\$16,090	\$19,684	\$26,893	\$13,006
Vehicles & Facilities Management & Maintenance	\$11,463	\$11,663	\$13,376	\$23,681	\$16,806
WTC Disaster Related Expenses	\$26	\$11	\$0	\$0	\$0
Total	\$553,591	\$623,222	\$618,377	\$759,040	\$643,312

PROGRAM HEADCOUNT OVERVIEW

Program	2008 Budget (Jan 24,2008 Financial Plan)	2009 Preliminary Budget
Bridge Engineering and Administration	353	336
Bridge Maintenance, Repair & Operations	494	467
Ferry Administration & Surface Transit	64	50
Management & Administration	480	362
Municipal Ferry Operation & Maintenance	634	634
Roadway Construction Coordination & Administration	129	101
Roadway Repair, Maintenance & Inspection	1,166	1,013
Traffic Operations & Maintenance	1,222	1,027
Traffic Planning Safety & Administration	180	67
Vehicles & Facilities Management & Maintenance	142	122
Total	4,864	4,179

PROGRAM ANALYSIS

- **Pre-K Bus Program.** Prior to Fiscal 2007, the Department of Transportation managed the transportation of special needs students in Pre-Kindergarten on behalf of the Department of Education (DOE). In Fiscal 2006, spending for Pre-K transportation that was transferred from DOE's budget to DOT's budget was \$72 million. In Fiscal 2007, this function was transferred back to the DOE and realigned with its Pupil Transportation Unit. As a result, this program area is no longer applicable to the Department of Transportation.
- **Traffic Operations and Maintenance.** DOT's Division of Traffic is responsible for facilitating the flow of vehicular traffic on City streets and bridges; regulating parking on city streets and in city-owned lots and garages open to the public; and ensuring the safety of motorists and pedestrians. The Fiscal 2009 Preliminary Budget contains \$240 million in Fiscal 2009 for traffic operations and maintenance. These funds will help the Department to continue its efforts on implementing strategic initiatives to improve traffic conditions citywide. These efforts include the implementation of Bus Rapid Transit (BRT) as recommended in the New York City Bus Rapid Transit Study done in conjunction with the MTA and the State Department of Transportation.

In addition to BRT, the Department, in conjunction with the Department of Economic Development, is conducting a Neighborhood Parking Strategies Study with the goal of developing a toolbox of potential parking management strategies that could be used to achieve a more sustainable transportation network citywide as envisioned in PlaNYC.

Lastly, in Fiscal 2009, the Department will continue the build out process of the City's Bicycle Master Plan, which has identified approximately 1,800 lane mile networks of bicycle routes and car-free greenways citywide. Funding for this initiative was provided as part of the City's PlaNYC initiative in the Fiscal 2008 Adopted Budget.

UNITS OF APPROPRIATION

The operating budget of an agency is structured into several levels, each of which provides varying levels of detail on an agency's spending plans. The City Charter requires that U/As represent the amount appropriated for personal services (i.e. salaries) or Other Than Personal Services (i.e. supplies) for a particular program, purpose, activity or institution.

U/A	U/A Name	Fiscal 2008 Adopted Budget	Fiscal 2008 Modified as of 1/24/2008	Fiscal 2009 Preliminary Budget
001	Executive Admin & Plan Management	\$33,244,832	\$42,435,148	\$33,503,355
002	Highway Operations	\$97,554,218	\$106,795,777	\$96,125,194
003	Transit Operations	\$55,826,926	\$57,579,760	\$54,961,746
004	Traffic Operations	\$62,559,660	\$79,587,550	\$61,944,535
006	Bureau of Bridges	\$57,329,352	\$60,416,767	\$58,312,118
	Total PS	\$306,514,988	\$346,815,002	\$304,846,948
007	Bureau of Bridges	\$12,890,935	\$22,632,527	\$12,022,935
011	Executive Admin & Plan Management	\$33,533,032	\$34,840,528	\$25,300,286
012	Highway Operations	\$76,375,187	\$79,544,329	\$79,775,489
013	Transit Operations	\$35,744,172	\$42,831,049	\$30,072,049
014	Traffic Operations	\$182,207,392	\$199,711,863	\$191,293,801
	Total OTPS	\$340,750,718	\$379,560,296	\$338,464,560
	Total Agency	\$647,265,706	\$726,375,298	\$643,311,508

Fiscal 2009 Preliminary Budget Report

PRELIMINARY BUDGET ACTIONS (\$000)

Description	Fiscal 2008			Fiscal 2009		
	City	Non-City	Total	City	Non-City	Total
Agency Budget as per the October Plan	\$428,516	\$257,048	\$685,564	\$416,826	\$183,398	\$600,224
New Needs						
Work Over Water Rescue Boat	\$250	\$0	\$250	\$500	\$0	\$500
Pedestrian Bridge Inspection	\$50	\$0	\$50	\$50	\$0	\$50
Environmental Compliance	\$50	\$0	\$50	\$50	\$0	\$50
Continue Ferry Night Service	\$0	\$0	\$0	\$609	\$0	\$609
Bio-diesel Fuel Increase Cost	\$430	\$0	\$430	\$860	\$0	\$860
Security Contract Increase	\$121	\$0	\$121	\$104	\$0	\$104
Agency-wide Vehicle Need	\$1,603	\$0	\$1,603	\$658	\$0	\$658
Comprehensive Street Mgmt Study	\$4,560	\$0	\$4,560	\$0	\$0	\$0
Collision & Body Work Veh Mte. Contract	\$107	\$0	\$107	\$174	\$0	\$174
Signal Maintenance Contract	\$8,524	\$0	\$8,524	\$14,612	\$0	\$14,612
Priority Regulatory Signs (Intro 581)	\$310	\$0	\$310	\$310	\$0	\$310
Parking Meter Credit Card Acceptance	\$424	\$0	\$424	\$448	\$0	\$448
East River Bridge Necklace Lighting	\$500	\$0	\$500	\$0	\$0	\$0
Total New Needs	\$16,929	\$0	\$16,929	\$18,375	\$0	\$18,375
PEG Reductions						
Eliminate Overnight Watch in Shipyard	\$0	\$0	\$0	(\$100)	\$0	(\$100)
Elimination of Generator Watch	\$0	\$0	\$0	(\$528)	\$0	(\$528)
Reduce Weekend O/T Ferry Mte.	\$0	\$0	\$0	(\$375)	\$0	(\$375)
Delivery of Training via Stream Video	\$0	\$0	\$0	(\$88)	\$0	(\$88)
Energy Reduction Program - Street Lighting	\$0	\$0	\$0	(\$2,476)	\$0	(\$2,476)
Eliminate City Fund Signs & Markings	(\$41)	\$0	(\$41)	(\$61)	\$0	(\$61)
State Ferry Subsidy	\$0	\$0	\$0	(\$6,017)	\$0	(\$6,017)
Hiring Freeze & Vacancy Reduction	(\$381)	\$0	(\$381)	(\$1,739)	\$0	(\$1,739)
Total PEG Reductions	(\$422)	\$0	(\$422)	(\$11,384)	\$0	(\$11,384)
Other Adjustments						
Highway Repairer Arbitration Award	\$770	\$2,860	\$3,630	\$770	\$2,860	\$3,630
Collective Bargaining	\$866	\$125	\$991	\$866	\$125	\$991
Heat, Light and Power	\$3,632	\$0	\$3,632	\$0	\$0	\$0
Fuel	\$97	\$0	\$97	\$98	\$0	\$98
Gasoline	\$3,072	\$0	\$3,072	\$2,908	\$0	\$2,908
State Ferry Subsidy	\$0	\$6,017	\$6,017	\$0	\$6,017	\$6,017
Debris Removal Contract Fresh Kills	\$0	\$2,748	\$2,748	\$0	\$2,748	\$2,748
Asphalt Cost Increase	\$0	\$7,256	\$7,256	\$0	\$5,000	\$5,000
Rental / Repair of Safety Trucks	\$0	\$483	\$483	\$0	\$241	\$241
Hamilton Ave Mte & Repr Shop Lease	\$0	\$300	\$300	\$0	\$600	\$600
Resurfacing 100 Lane Miles IFA	\$0	\$13,875	\$13,875	\$0	\$13,875	\$13,875
Reduce DOT WEP I/C Allocation	\$0	(\$14)	(\$14)	\$0	(\$14)	(\$14)
FY08 Funding Adjustments - Non-City	\$0	\$14,878	\$14,878	\$0	\$0	\$0
Total Other Adjustments	\$8,437	\$48,528	\$56,965	\$4,642	\$31,452	\$36,094
Total Preliminary Budget Changes	\$24,944	\$48,528	\$73,472	\$11,633	\$31,452	\$43,085
Preliminary Budget	\$453,460	\$305,576	\$759,036	\$428,459	\$214,850	\$643,309

Preliminary Budget Action Analysis

New Needs

- **Work Over Water Rescue Boat.** Due to OSHA regulations requirement, the Department of Transportation will receive an additional \$250,000 in Fiscal 2008 and \$500,000 in Fiscal 2009 and the outyears for the services of rescue boats under bridges.
- **Pedestrian Bridge Inspection.** The Fiscal 2009 Preliminary Budget contains baseline funding of \$50,000 in Fiscal 2008, Fiscal 2009 and the outyears for diving inspections for 20 City-owned pedestrian bridges that cross over water.
- **Environmental Compliance.** The Fiscal 2009 Preliminary Budget contains baseline funding of \$50,000 in Fiscal 2008, Fiscal 2009 and the outyears for mandated hazardous waste removal contracts.
- **Continue Ferry Night Service.** The Fiscal 2009 Preliminary Budget contains additional funding of \$609,000 for 16 positions for overnight ferry service for the Staten Island Ferry. Funding for night ferry service was eliminated as a result of a 2003 proposal to contract out overnight ferry service on the Staten Island Ferry to a private contractor between the hours of 12 am and 6 am for a savings of \$1.2 million annually. However, that has not happened and this action would only provide for half-year overnight ferry service in Fiscal 2009.
- **Bio-diesel Fuel Increase Cost.** Due to a re-estimate of costs, DOT will receive increase funding of \$430,000 in Fiscal 2008 and \$860,000 in Fiscal 2009 and the outyears for bio-diesel fuel. This initiative is to help reduce sulfur emissions from ferry boats.
- **Security Contract Increase.** Due to a rate increase to the DCAS-managed citywide security contract, DOT will receive additional funding of \$122,000 in Fiscal 2008 and \$104,000 in Fiscal 2009 only for increased security costs.
- **Agency-wide Vehicle Need.** DOT will receive additional funding of \$1.6 million in Fiscal 2008 and \$658,000 in Fiscal 2009 and the outyears for the replacement of aging operations vehicles.
- **Collision and Major Body Work Vehicle Maintenance Contract.** DOT will receive additional funding of \$107,000 in Fiscal 2008 and \$174,000 in Fiscal 2009 only for light-duty vehicle fleet maintenance contract costs.
- **Signal Maintenance Contract.** DOT will receive additional funding of \$8.5 million in Fiscal 2008 and \$14.6 million in Fiscal 2009 and the outyears for increases in signal maintenance contracts. This action brings the Department's total budget for signal maintenance contracts to \$51.9 million for five contracts in Fiscal 2009.
- **Priority Regulatory Signs (Intro 581).** DOT will receive additional funding of \$310,000 in Fiscal 2008, Fiscal 2009 and the outyears for costs associated with the implementation of a new legislation (intro 581) passed by the Council last year. The legislation requires that

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DOT repair and replace priority regulatory signs within three business days of a work request.

- **Parking Meter Credit Card Acceptance Efficiencies.** The Department of Transportation will receive funding of \$424,000 in Fiscal 2008, \$448,000 in Fiscal 2009, \$421,000 in Fiscal 2010 and Fiscal 2011 and \$377,000 in Fiscal 2012 to increase the use of credit card and hand held devices in parking meter collection.

Programs to Eliminate the Gap (PEGs)

- **Elimination of Overnight Watch in Shipyard.** Because overnight security watch on boats in drydocking is provided by the drydocking contract, DOT will eliminate overtime costs for overnight security watch on boats for a savings of \$100,000 in Fiscal 2008, Fiscal 2009 and the outyears.
- **Elimination of Generator Watch.** DOT anticipates savings of \$528,000 in Fiscal 2009 and the outyears from elimination of the Molinari Class generator watch. The Department will install a remote alarm system, thus reducing related overtime costs.
- **Reduction of Weekend Overtime for Ferry Maintenance.** By limiting weekend overtime for ferry maintenance to every other weekend except for emergency repairs, DOT anticipates savings of \$375,000 in Fiscal 2009 and the outyears from overtime costs.
- **Delivery of Training via Streaming Video.** DOT will generate savings of \$88,000 in Fiscal 2009 and the outyears by enabling mandated training via streaming video, thereby saving travel time between worksites and central training sites.
- **Energy Reduction Program – Street Lighting.** DOT will generate savings of \$2.5 million in Fiscal 2009, \$4.9 million in Fiscal 2010 and \$5.4 million in Fiscal 2011 and the outyears by replacing 250 and 150 watt street lights with more energy efficient street light bulbs and reflectors.
- **Eliminate City-funded Signs and Marking Positions.** DOT will eliminate one position from the Geometric Design Unit for a savings of \$41,000 in Fiscal 2008 and \$61,000 in Fiscal 2009 and the outyears.
- **State Ferry Subsidy.** Due to increased State funding for the Staten Island Ferry, a City savings of \$6 million is anticipated in Fiscal 2009 and the outyears.
- **Hiring Freeze and Vacancy Reduction Program.** To reflect the savings from the partial elimination of vacancies and replacement of future attrition, the Fiscal 2009 Preliminary Budget contains decrease funding of \$381,000 in Fiscal 2008, \$1.7 million in Fiscal 2009 and \$2.2 million in Fiscal 2010 and the outyears. This action would result in the elimination of 30 positions in Fiscal 2008 and 50 positions in Fiscal 2009 and the outyears within the Department.

Other Adjustments

- **Supervisor Highway Repairer Arbitration.** Due to an arbitration agreement, the Fiscal 2009 Preliminary Budget contains funding adjustment of \$700,000 in Fiscal 2008 and Fiscal 2009 and the outyears for costs associated with overtime on Sundays and holidays for highway repairers.
- **Collective Bargaining.** The Department of Transportation will receive City funding of \$866,000 in Fiscal 2008 and Fiscal 2009 and the outyears for collective bargaining costs.
- **Fuel.** Due to re-estimates, the Department will receive additional funding for fuel costs of \$97,000 in Fiscal 2008 and \$98,000 in Fiscal 2009 and the outyears.
- **Gasoline.** Due to re-estimates, the Department will receive additional funding for gasoline costs of \$3.1 million in Fiscal 2008 and \$2.9 million in Fiscal 2009 and the outyears.

Department of Transportation

The Department of Transportation (DOT) is responsible for approximately 5,800 miles of streets and highways and 787 bridge structures, including six tunnels. The Department ensures traffic safety and mobility by mitigating the effects of construction on traffic; implementing engineering improvements; and installing and maintaining traffic signals at more than 11,900 signalized intersections. The Department also maintains over 1.3 million signs, over 300,000 streetlights, 69 million linear feet of markings and approximately 63,000 parking meters. The Department encourages the use of mass transit by operating the Staten Island Ferry and promoting new private ferry routes. The Department also encourages the use of alternative modes of transportation, and administers a citywide program advancing the use of alternative fuels.

	2005 Actuals	2006 Actuals	2007 Actuals	2008 Budget (Jan 24, 2008 Financial Plan)	2009 Preliminary Budget
Spending by Program					
Bridge Engineering and Administration	\$22,533,954	\$23,152,015	\$24,061,817	\$29,116,993	\$26,211,345
Bridge Maintenance, Repair & Operations	\$42,813,484	\$45,173,205	\$48,903,826	\$55,230,163	\$44,123,708
Ferry Administration & Surface Transit	\$7,090,889	\$7,788,359	\$7,301,880	\$8,227,149	\$3,661,892
Management & Administration	\$39,190,941	\$39,275,083	\$43,602,140	\$56,177,673	\$41,997,707
Municipal Ferry Operation & Maintenance	\$54,410,257	\$70,008,631	\$74,606,253	\$96,443,883	\$81,371,903
Pre-K Bus Program Intra-City	\$54,299,070	\$72,082,438	\$108,994	\$0	\$0
Roadway Construction Coordination & Administration	\$6,466,105	\$6,975,065	\$8,231,048	\$10,334,107	\$8,926,978
Roadway Repair, Maintenance & Inspection	\$109,747,676	\$129,606,197	\$157,982,012	\$187,360,482	\$166,973,705
Traffic Operations & Maintenance	\$189,042,553	\$201,397,902	\$220,518,667	\$265,575,666	\$240,232,394
Traffic Planning Safety & Administration	\$16,506,759	\$16,090,027	\$19,683,505	\$26,892,710	\$13,005,942
Vehicles & Facilities Management & Maintenance	\$11,463,143	\$11,663,261	\$13,375,797	\$23,680,712	\$16,805,934
WTC Disaster Related Expenses	\$25,571	\$11,120	\$0	\$0	\$0
Total	\$553,590,400	\$623,223,303	\$618,375,941	\$759,039,538	\$643,311,508
Funding					
Capital- IFA	NA	NA	NA	\$165,230,921	\$161,059,076
City Funds	NA	NA	NA	\$453,463,157	\$428,461,403
Federal - Community Development	NA	NA	NA	\$170,000	\$0
Federal - Other	NA	NA	NA	\$57,481,052	\$13,746,996
Intra City	NA	NA	NA	\$1,505,842	\$1,409,073
Other Categorical	NA	NA	NA	\$1,898,776	\$429,000
State	NA	NA	NA	\$79,289,790	\$38,205,960
Total	NA	NA	NA	\$759,039,538	\$643,311,508
Full-Time Positions	4,081	4,187	4,296	4,864	4,179

Note: "NA" means that data is not available

Bridge Engineering and Administration

This program is responsible for designing and supervising consultant designs of bridge projects and to oversee capital budget work on City-owned bridges. The funding for bridge engineering and design is provided primarily from the City's capital budget through intra-fund agreements (IFA).

	2005 Actuals	2006 Actuals	2007 Actuals	2008 Budget (Jan 24, 2008 Financial Plan)	2009 Preliminary Budget
Spending					
Personal Services	\$19,749,061	\$19,648,213	\$20,965,013	\$22,814,599	\$22,286,031
Other than Personal Services	\$2,784,893	\$3,503,802	\$3,096,804	\$6,302,394	\$3,925,314
Total	\$22,533,954	\$23,152,015	\$24,061,817	\$29,116,993	\$26,211,345
Funding					
Capital- IFA	NA	NA	NA	\$17,356,876	\$17,360,208
City Funds	NA	NA	NA	\$9,243,425	\$8,851,137
Federal - Other	NA	NA	NA	\$2,516,692	\$0
Total	NA	NA	NA	\$29,116,993	\$26,211,345
Full-Time Positions	274	286	290	353	336

Note: "NA" means that data is not available

Bridge Maintenance, Repair & Operations

This program is responsible for the inspection, maintenance, and repair of City-owned bridges.

	2005 Actuals	2006 Actuals	2007 Actuals	2008 Budget (Jan 24, 2008 Financial Plan)	2009 Preliminary Budget
Spending					
Personal Services	\$32,318,291	\$33,544,804	\$37,019,040	\$38,600,030	\$36,026,087
Other than Personal Services	\$10,495,193	\$11,628,401	\$11,884,787	\$16,630,133	\$8,097,621
Total	\$42,813,484	\$45,173,205	\$48,903,826	\$55,230,163	\$44,123,708
Funding					
Capital- IFA	NA	NA	NA	\$1,509,694	\$1,509,694
City Funds	NA	NA	NA	\$39,018,726	\$40,578,941
Federal - Other	NA	NA	NA	\$9,012,315	\$0
Intra City	NA	NA	NA	\$285,073	\$285,073
State	NA	NA	NA	\$5,404,355	\$1,750,000
Total	NA	NA	NA	\$55,230,163	\$44,123,708
Full-Time Positions	443	434	432	494	467

Performance Measures

	Type of Measure	2005 Annual Target	2005 Annual Actual	2006 Annual Target	2006 Annual Actual	2007 Annual Target	2007 Annual Actual	2008 Annual Target	2008 4-Month Actual
Bridges rated fair (%)	Outcome	NA	57.7%	NA	58.0%	NA	57.9%	NA	NA
Bridges rated good or very good (%)	Outcome	NA	41.5%	NA	41.5%	NA	41.7%	NA	NA
Bridges rated poor (%)	Outcome	NA	0.8%	NA	0.5%	NA	0.4%	NA	NA
Bridge flags eliminated in-house	Output	476	437	18.1	430	465	451	465	NA
Bridge projects (structural work) substantially completed on schedule- East River	Service Quality	NA	NA	NA	NA	100%	100%	100%	100%
Bridge projects (structural work) substantially completed on schedule- Non-East River	Service Quality	100%	80%	100%	81%	100%	89%	100%	100%

Note: "NA" means that data is not available

Ferry Administration & Surface Transit

This program is responsible for the supervision of private ferries, in addition to subsidized franchised bus companies, including the MTA bus companies.

	2005 Actuals	2006 Actuals	2007 Actuals	2008 Budget (Jan 24, 2008 Financial Plan)	2009 Preliminary Budget
Spending					
Personal Services	\$5,616,067	\$6,031,849	\$4,579,329	\$5,348,088	\$3,595,832
Other than Personal Services	\$1,474,822	\$1,756,510	\$2,722,552	\$2,879,061	\$66,060
Total	\$7,090,889	\$7,788,359	\$7,301,880	\$8,227,149	\$3,661,892
Funding					
Capital- IFA	NA	NA	NA	\$146,213	\$146,213
City Funds	NA	NA	NA	\$4,950,102	\$3,515,679
Federal - Other	NA	NA	NA	\$3,130,834	\$0
Total	NA	NA	NA	\$8,227,149	\$3,661,892
Full-Time Positions	92	91	52	64	50

Performance Measures

	Type of Measure	2005 Annual Target	2005 Annual Actual	2006 Annual Target	2006 Annual Actual	2007 Annual Target	2007 Annual Actual	2008 Annual Target	2008 4-Month Actual
Private ferry surface- change in number of passengers (%)	Demand	NA	-28.5%	NA	-1.3%	NA	-4.4%	NA	0.5%
Private ferry surface- change in number of routes (%)	Demand	NA	0.0%	NA	-6.1%	NA	-16.0%	NA	-4.8%

Note: "NA" means that data is not available

Management & Administration

This program includes funding to support all aspects of administration and planning for the Department including payroll, budgeting, accounting, purchasing, legal services, data processing, training, community relations, franchises and revocable consents, and other services required to support executive and administrative operations that cannot be clearly linked to specific program areas.

	2005 Actuals	2006 Actuals	2007 Actuals	2008 Budget (Jan 24, 2008 Financial Plan)	2009 Preliminary Budget
Spending					
Personal Services	\$22,830,387	\$23,387,680	\$27,105,030	\$32,759,818	\$24,620,326
Other than Personal Services	\$16,360,553	\$15,887,403	\$16,497,111	\$23,417,855	\$17,377,381
Total	\$39,190,941	\$39,275,083	\$43,602,140	\$56,177,673	\$41,997,707
Funding					
Capital- IFA	NA	NA	NA	\$3,707,077	\$2,812,969
City Funds	NA	NA	NA	\$43,500,090	\$38,158,138
Federal - Other	NA	NA	NA	\$4,186,153	\$177,600
Intra City	NA	NA	NA	\$49,000	\$49,000
Other Categorical	NA	NA	NA	\$195,361	\$0
State	NA	NA	NA	\$4,539,992	\$800,000
Total	NA	NA	NA	\$56,177,673	\$41,997,707
Full-Time Positions	365	368	414	480	362

Note: "NA" means that data is not available

Municipal Ferry Operation & Maintenance

This program 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.

	2005 Actuals	2006 Actuals	2007 Actuals	2008 Budget (Jan 24, 2008 Financial Plan)	2009 Preliminary Budget
Spending					
Personal Services	\$35,226,066	\$40,697,727	\$43,092,207	\$52,988,943	\$51,365,914
Other than Personal Services	\$19,184,191	\$29,310,904	\$31,514,046	\$43,454,940	\$30,005,989
Total	\$54,410,257	\$70,008,631	\$74,606,253	\$96,443,883	\$81,371,903
Funding					
Capital- IFA	NA	NA	NA	\$1,743,773	\$1,743,773
City Funds	NA	NA	NA	\$60,769,733	\$49,889,130
Federal - Other	NA	NA	NA	\$8,178,127	\$2,259,000
Intra City	NA	NA	NA	\$1,075,000	\$1,075,000
State	NA	NA	NA	\$24,677,250	\$26,405,000
Total	NA	NA	NA	\$96,443,883	\$81,371,903
Full-Time Positions	478	537	557	634	634

Performance Measures

	Type of Measure	2005 Annual Target	2005 Annual Actual	2006 Annual Target	2006 Annual Actual	2007 Annual Target	2007 Annual Actual	2008 Annual Target	2008 4-Month Actual
Staten Island Ferry- Trips that are on-time (%)	Service Quality	90.0%	88.7%	85.0%	88.5%	85.0%	91.7%	85.0%	90.6%

Note: "NA" means that data is not available

Pre-K Bus Program Intra-City

Prior to Fiscal 2007, the Department managed the transportation of special needs students in Pre-Kindergarten for the Department of Education. The Department's contracts with private companies for Pre-K transportation services was transferred from the Department of Education to the Department of Transportation during Fiscal 2007.

	2005 Actuals	2006 Actuals	2007 Actuals	2008 Budget (Jan 24, 2008 Financial Plan)	2009 Preliminary Budget
Spending					
Personal Services	\$473,829	\$416,667	\$92,366	\$0	\$0
Other than Personal Services	\$53,825,241	\$71,665,771	\$16,628	\$0	\$0
Total	\$54,299,070	\$72,082,438	\$108,994	\$0	\$0
Full-Time Positions	9	9	0	0	0

Note: "NA" means that data is not available

Roadway Construction Coordination & Administration

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

	2005 Actuals	2006 Actuals	2007 Actuals	2008 Budget (Jan 24, 2008 Financial Plan)	2009 Preliminary Budget
Spending					
Personal Services	\$6,258,540	\$6,824,770	\$7,843,175	\$9,609,784	\$8,266,175
Other than Personal Services	\$207,566	\$150,295	\$387,872	\$724,323	\$660,803
Total	\$6,466,105	\$6,975,065	\$8,231,048	\$10,334,107	\$8,926,978
Funding					
Capital- IFA	NA	NA	NA	\$2,092,394	\$1,499,644
City Funds	NA	NA	NA	\$7,270,854	\$7,427,334
Federal - Community Development	NA	NA	NA	\$170,000	\$0
Federal - Other	NA	NA	NA	\$750,000	\$0
State	NA	NA	NA	\$50,859	\$0
Total	NA	NA	NA	\$10,334,107	\$8,926,978
Full-Time Positions	101	104	117	129	101

Note: "NA" means that data is not available

Roadway Repair, Maintenance & Inspection

The Department maintains the City's streets and arterial highways, and also monitors "street cut" activity by utilities, private contractors and other agencies to ensure that repairs meet required standards.

	2005 Actuals	2006 Actuals	2007 Actuals	2008 Budget (Jan 24, 2008 Financial Plan)	2009 Preliminary Budget
Spending					
Personal Services	\$67,134,344	\$70,915,555	\$91,967,375	\$100,265,086	\$87,859,019
Other than Personal Services	\$42,613,332	\$58,690,642	\$66,014,637	\$87,095,396	\$79,114,686
Total	\$109,747,676	\$129,606,197	\$157,982,012	\$187,360,482	\$166,973,705
Funding					
Capital- IFA	NA	NA	NA	\$126,729,994	\$122,576,120
City Funds	NA	NA	NA	\$41,462,836	\$36,530,625
Intra City	NA	NA	NA	\$96,769	\$0
State	NA	NA	NA	\$19,070,883	\$7,866,960
Total	NA	NA	NA	\$187,360,482	\$166,973,705
Full-Time Positions	949	1,012	1,094	1,166	1,013

Performance Measures

	Type of Measure	2005 Annual Target	2005 Annual Actual	2006 Annual Target	2006 Annual Actual	2007 Annual Target	2007 Annual Actual	2008 Annual Target	2008 4-Month Actual
Pothole work orders	Demand	NA	51,460	NA	45,228	NA	47,934	NA	12,602
Street maintained with a pavement rating of fair (%)	Outcome	NA	26.8%	NA	30.0%	NA	29.6%	NA	NA
Street maintained with a pavement rating of good (%)	Outcome	NA	73.0%	NA	69.9%	NA	70.3%	NA	NA
Street maintained with a pavement rating of poor (%)	Outcome	NA	0.2%	NA	0.1%	NA	0.1%	NA	NA
Potholes repaired	Output	NA	216,107	NA	179,728	NA	205,227	NA	42,941
Average time to close a pothole work order where repair was done (days)	Service Quality	NA	NA	NA	NA	NA	2.1	NA	2.6
Pothole work orders closed within 30 days of notification (%)	Service Quality	65%	98%	65%	99%	85%	99%	85%	No longer in use
Average cost per lane mile resurfaced citywide (\$)	Unit Cost	NA	\$87,237	NA	\$92,786	NA	\$118,594	NA	NA
Average cost per ton of asphalt placed citywide (\$)	Unit Cost	NA	\$97.11	NA	\$99.56	NA	\$118.67	NA	NA
Average in-house cost of asphalt per ton (\$)	Unit Cost	NA	\$33.45	NA	\$42.06	NA	\$44.01	NA	NA
Average vendor cost of asphalt per ton (\$)	Unit Cost	NA	\$43.74	NA	\$49.53	NA	\$56.69	NA	\$61.18

Note: "NA" means that data is not available

Traffic Operations & Maintenance

The Division of Traffic Operations is responsible for all activities aimed at facilitating traffic flow and enforcing regulations that support those activities. The division installs and maintains streetlights, traffic control devices, parking meters, and bus stops.

	2005 Actuals	2006 Actuals	2007 Actuals	2008 Budget (Jan 24, 2008 Financial Plan)	2009 Preliminary Budget
Spending					
Personal Services	\$60,309,562	\$62,130,164	\$64,397,176	\$66,080,340	\$55,133,315
Other than Personal Services	\$128,732,990	\$139,267,738	\$156,121,490	\$199,495,326	\$185,099,079
Total	\$189,042,553	\$201,397,902	\$220,518,667	\$265,575,666	\$240,232,394
Funding					
Capital- IFA	NA	NA	NA	\$11,395,044	\$13,010,599
City Funds	NA	NA	NA	\$209,383,477	\$214,098,399
Federal - Other	NA	NA	NA	\$21,294,307	\$11,310,396
Other Categorical	NA	NA	NA	\$1,703,415	\$429,000
State	NA	NA	NA	\$21,799,423	\$1,384,000
Total	NA	NA	NA	\$265,575,666	\$240,232,394
Full-Time Positions	1,129	1,093	1,069	1,222	1,027

Performance Measures

	Type of Measure	2005 Annual Target	2005 Annual Actual	2006 Annual Target	2006 Annual Actual	2007 Annual Target	2007 Annual Actual	2008 Annual Target	2008 4-Month Actual
Monetary value of commerical parking cards sold (\$000)	Output	NA	\$9,082.0	NA	\$10,056.0	NA	\$12,530.0	NA	No longer in use
Percent of metered spaces that have uni-meters (multi-space meters)	Output	NA	NA	NA	21.2%	NA	25.5%	NA	26.9%
Average time to fix traffic signals (hours)	Service Quality	NA	NA	NA	NA	NA	56.3	NA	28.3
Average time to repair priority regulatory signs after notification (days)	Service Quality	NA	2.4	NA	2.5	NA	2.9	NA	2.1
Average time to repair streetlights- by ConEd (days)	Service Quality	NA	83.9	NA	39.4	NA	16.8	NA	12.9
Average time to repair streetlights- by DOT (days)	Service Quality	NA	19.0	NA	9.0	NA	2.4	NA	2.1
On-street parking meters that are operable (%)	Service Quality	90.0%	91.3%	90.0%	90.9%	90.0%	90.9%	90.0%	90.6%
Priority regulatory signs repaired pr replaced within nine days of notification (%)	Service Quality	100%	100%	100%	100%	100%	100%	100%	No longer in use
Streetlight defects responded to within 10 days of notification (%)	Service Quality	95.0%	92.9%	95.0%	94.4%	95.0%	96.5%	95.0%	No longer in use
Traffic signal defects responded to within 48 hours of notification (%)	Service Quality	98.0%	98.7%	98.0%	98.8%	98.0%	99.0%	98.0%	No longer in use
Traffic signals installed within six months of approval (%)	Service Quality	95%	100%	95%	100%	95%	100%	95%	No longer in use

Note: "NA" means that data is not available

Traffic Planning Safety & Administration

This program is responsible for the supervision, planning and research, and general support of the Department's traffic and parking programs.

	2005 Actuals	2006 Actuals	2007 Actuals	2008 Budget (Jan 24, 2008 Financial Plan)	2009 Preliminary Budget
Spending					
Personal Services	\$7,775,325	\$8,787,148	\$8,521,006	\$13,830,406	\$6,811,220
Other than Personal Services	\$8,731,434	\$7,302,879	\$11,162,499	\$13,062,304	\$6,194,722
Total	\$16,506,759	\$16,090,027	\$19,683,505	\$26,892,710	\$13,005,942
Funding					
Capital- IFA	NA	NA	NA	\$299,856	\$149,856
City Funds	NA	NA	NA	\$16,106,108	\$12,856,086
Federal - Other	NA	NA	NA	\$8,412,624	\$0
State	NA	NA	NA	\$2,074,122	\$0
Total	NA	NA	NA	\$26,892,710	\$13,005,942
Full-Time Positions	114	124	132	180	67

Performance Measures

	Type of Measure	2005 Annual Target	2005 Annual Actual	2006 Annual Target	2006 Annual Actual	2007 Annual Target	2007 Annual Actual	2008 Annual Target	2008 4-Month Actual
Citywide traffic fatalities	Outcome	NA	300	NA	307	NA	310	NA	112
Inspected street work rated satisfactory (%)	Outcome	75%	76%	75%	76%	75%	76%	75%	77%
Traffic fatalities - bicyclists/pedestrians	Outcome	NA	162	NA	180	NA	174	NA	66
Traffic fatalities - motorists/passengers	Outcome	NA	138	NA	127	NA	136	NA	46
Bicycle lane miles installed	Output	NA	11.8	NA	3.5	77.1	41.8	70.0	NA
Bicycle racks installed	Output	NA	250	NA	523	275	320	300	NA
Construction permits issued (000)	Output	NA	200.4	NA	214.0	NA	227.4	NA	81.8
Inspections of permitted street work (000)	Output	285.0	311.0	285.0	340.6	325.0	437.1	385.0	180.4
Speed humps installed near schools	Output	NA	40	NA	72	NA	101	NA	7

Note: "NA" means that data is not available

Vehicles & Facilities Managememt & Maintenance

This program provides for the maintenance of the Department's vehicles and facilities citywide.

	2005 Actuals	2006 Actuals	2007 Actuals	2008 Budget (Jan 24, 2008 Financial Plan)	2009 Preliminary Budget
Spending					
Personal Services	\$7,888,480	\$8,485,897	\$9,643,318	\$10,043,727	\$8,883,029
Other than Personal Services	\$3,574,662	\$3,177,364	\$3,732,479	\$13,636,985	\$7,922,905
Total	\$11,463,143	\$11,663,261	\$13,375,797	\$23,680,712	\$16,805,934
Funding					
Capital- IFA	NA	NA	NA	\$250,000	\$250,000
City Funds	NA	NA	NA	\$21,757,806	\$16,555,934
State	NA	NA	NA	\$1,672,906	\$0
Total	NA	NA	NA	\$23,680,712	\$16,805,934
Full-Time Positions	127	129	139	142	122

Note: "NA" means that data is not available

WTC Disaster Related Expenses

Funding for World Trade Center Disaster-Related expenses are in this program area.

	2005 Actuals	2006 Actuals	2007 Actuals	2008 Budget (Jan 24, 2008 Financial Plan)	2009 Preliminary Budget
Spending					
Personal Services	\$25,571	\$11,120	\$0	\$0	\$0
Total	\$25,571	\$11,120	\$0	\$0	\$0

Note: "NA" means that data is not available