

# THE COUNCIL OF THE CITY OF NEW YORK

Hon. Corey Johnson  
Speaker of the Council

Hon. Ydanis Rodriguez  
Chair, Committee on Transportation

Hon. Vanessa Gibson  
Chair, Subcommittee on Capital



Report of the Finance Division on the  
Fiscal 2022 Preliminary Plan and the  
Fiscal 2021 Preliminary Mayor's Management Report for the

## **Department of Transportation**

March 9, 2021

### **Finance Division**

John Basile, Senior Financial Analyst  
Chima Obichere, Unit Head

---

Latonia McKinney, Director  
Regina Poreda Ryan, Deputy Director

Nathan Toth, Deputy Director  
Paul Scimone, Deputy Director

## Table of Contents

Department of Transportation Services Overview .....	1
Agency Description .....	2
Snapshot of Agency Portfolio.....	2
Fiscal 2022 Preliminary Budget Highlights.....	3
New Spending Needs and Budget Highlights.....	4
Financial Plan Summary .....	5
Headcount.....	8
Contract Budget .....	9
Miscellaneous Revenue .....	10
Preliminary Mayor’s Management Report (PMMR).....	11
Budget Issues .....	12
Roadway Repair, Maintenance and Inspection.....	13
Roadway Repair, Maintenance and Inspection.....	13
Roadway Construction Coordination and Administration .....	14
Municipal Ferry Operation and Maintenance .....	14
Ferry Administration and Surface Management.....	15
Bridge Maintenance, Repair and Operation.....	16
Bridge Engineering and Administration.....	17
DOT Management and Administration .....	17
DOT Vehicles, Facilities Management and Maintenance .....	18
Traffic Planning Safety and Administration .....	18
Capital Plan Overview .....	19
Fiscal 2021 Preliminary Ten-Year Capital Strategy for Fiscal 2022-2031 .....	19
Strategy Guiding Principles.....	19
Preliminary Capital Budget for Fiscal 2022-2025 .....	21
Preliminary Capital Commitment Plan for Fiscal 2021-2025.....	22
Capital Budget Structure .....	24
Appendices:.....	27
A: Budget Actions in the November and the Preliminary Plans.....	27
B: DOT Contract Budget.....	28
C: DOT Miscellaneous Revenue .....	29
D: Program Areas.....	30

---

Bridge Engineering and Administration .....	30
Bridge Maintenance, Repair & Operation .....	31
DOT Management & Administration .....	32
DOT Vehicles, Facilities Management & Maintenance.....	33
Ferry Administration & Surface Transit .....	34
Municipal Ferry Operation & Maintenance .....	35
Roadway Repair, Maintenance & Inspection.....	36
Roadway Construction Coordination & Admin.....	37
Traffic Operations & Maintenance .....	38
Traffic Planning Safety & Administration.....	39

## Department of Transportation Services Overview

The Department of Transportation's (DOT) 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:**

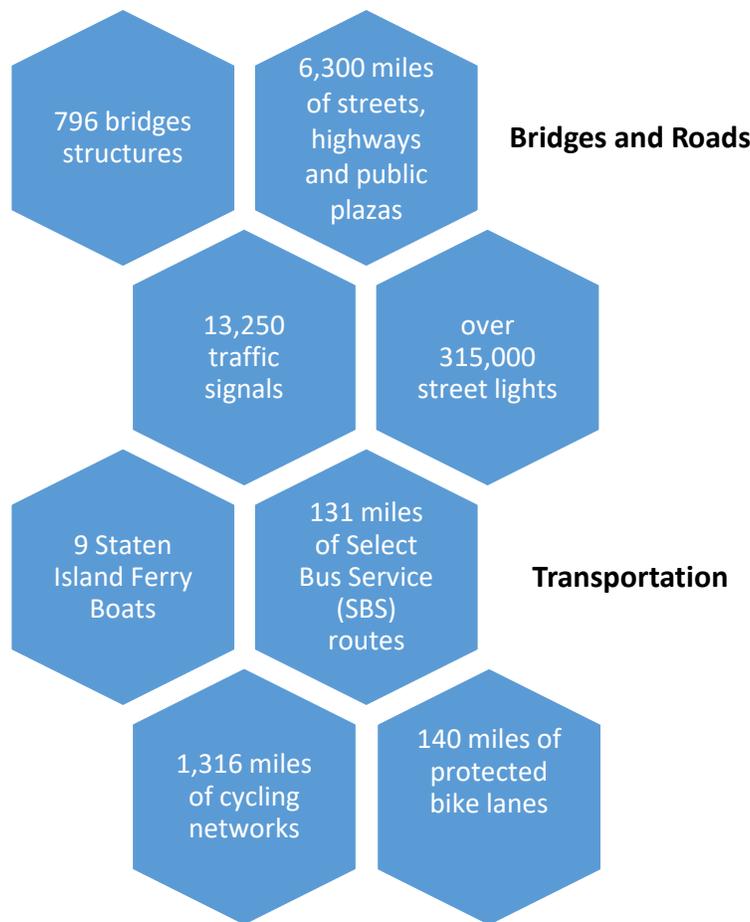
- Managing the City's bridge inventory to achieve a high state of good repair;
- Providing efficient passenger transportation via the Staten Island Ferry;
- Improving safety for pedestrians, motorists, bus and bike riders; and
- Maximizing efficient use of street/sidewalk space, among others.

### Agency Description

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.

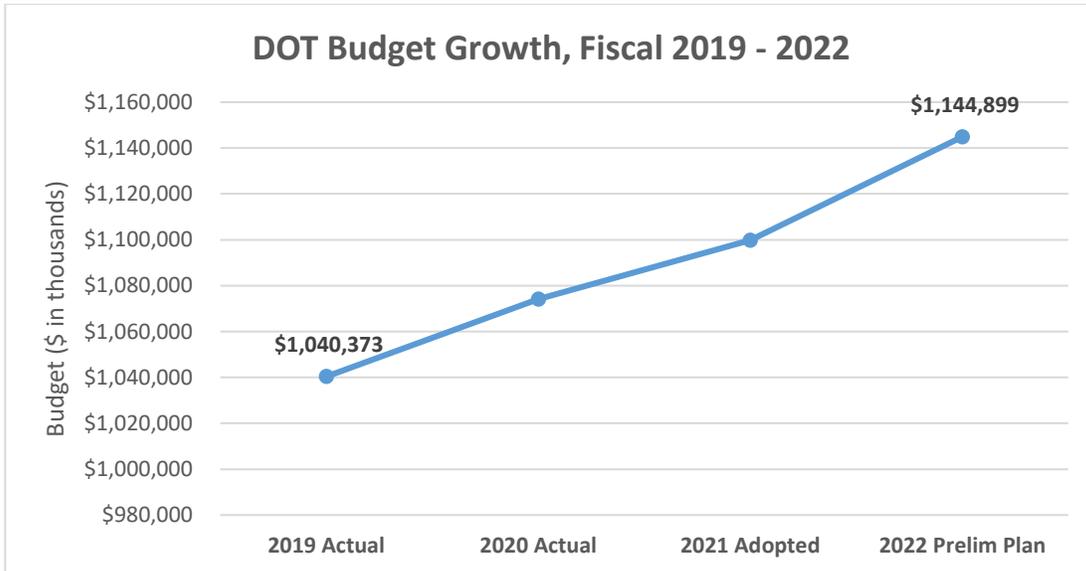
In addition, DOT’s infrastructure programs include an extensive bridge capital investment and life-cycle maintenance program; roadway resurfacing, and pothole repair; ferry boat and terminal upgrades and maintenance; and a capital program that performs street and sidewalk reconstruction and additional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

### Snapshot of Agency Portfolio

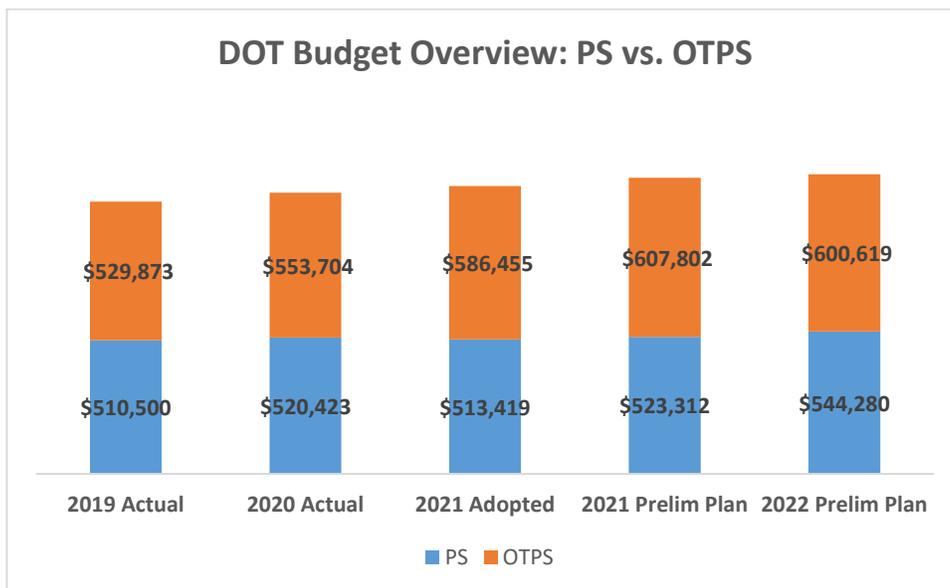


### Fiscal 2022 Preliminary Budget Highlights

The Department of Transportation’s Fiscal 2022 Preliminary Budget totals \$1.1 billion, an increase of \$45 million or four percent from the Fiscal 2021 Adopted Budget. Since Fiscal 2019, DOT’s budget has grown by \$104.5 million (ten percent) and now accounts for approximately one percent of the City’s total budget of \$92.3 billion.



DOT’s Fiscal 2022 Preliminary Budget includes \$544.3 million for Personal Services (PS), to support 5,408 Full-Time and 390 Full-Time Equivalent positions and \$600.6 million for Other Than Personal Services (OTPS).



## New Spending Needs and Budget Highlights

### DOT Budget Actions Since the Fiscal 2021 Adopted Budget

The Fiscal 2022 Preliminary Budget includes \$11.8 million in new needs in Fiscal 2021 and \$500,000 in Fiscal 2022. In addition, the Preliminary Budget includes net other adjustments totaling \$579,000 in Fiscal 2021 and \$32 million in Fiscal 2022. As part of the Citywide Savings program, DOT also identified additional PEG savings of \$11.7 million in Fiscal 2021 and \$8.3 million in Fiscal 2022.

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

#### New Needs

- **Open Restaurants Environmental Review.** In response to social distancing needs stemming from the COVID-19 pandemic, the Open Restaurant Program was launched to expand seating options for restaurants on select restaurant corridors citywide, by closing streets to traffic to create outdoor dining spaces. First launched in June 2020 as a temporary pilot program, Open Restaurants has enrolled more than 10,500 restaurants and was given year-round, permanent extension by Mayor Bill de Blasio in September 2020. As part of this process, ULURP requires DOT to conduct environmental review. The Preliminary Plan includes a new need of \$427,000 for an environmental review of the program.
- **Scooter Share Pilot.** The Preliminary Plan includes a new need of \$220,000 in Fiscal 2021, \$500,000 in Fiscal 2022, and \$280,000 in Fiscal 2023 for a scooter share pilot. The pilot is expected to begin this spring and last for at least one-year. DOT will use a vendor to conduct the pilot, therefore, no new headcount positions were added.
- **Speed Camera Expansion.** In March 2019, the State approved the renewal and expansion of the speed camera program which has been operating in the City since 2014. Under the expanded authorization, the City may install cameras in up to 750 school zone sites. DOT plans to install 720 cameras by 2021, funded with \$81 million in the capital budget. As part of the expansion, the Preliminary Plan includes a new need of \$11.1 million in Fiscal 2021 only for OTPS costs associated with the speed camera program expansion. This funding supports 360 cameras.

#### Other Adjustments Highlights

- **Open Restaurants Street Barriers.** The Preliminary Plan includes \$600,000 in City-funding in Fiscal 2021 to purchase street safety barriers for the Open Restaurants Program described earlier in the report.
- **Resurfacing IFA Adjustments.** The Preliminary Plan includes a capital IFA adjustment of \$32 million in Fiscal 2022 only related to roads resurfacing needs.
- **Safe Steps to Transit.** As part of the Federal Highway Administration (FHWA) Transportation Alternative Program, the Preliminary Plan includes \$70,000 in federal funding to install safety and accessibility improvements for pedestrians accessing transit.

**Citywide Savings Program.** In conjunction with the Fiscal 2022 Preliminary Plan, the Office of Management and Budget released a Citywide Savings Program that lays out plans to reduce City spending by \$869 million in Fiscal 2021 and \$1.4 billion Fiscal 2022. The Department of Transportation has proposed additional savings totaling \$11.7 million in Fiscal 2021 and \$8.3 million

in Fiscal 2022 as part of the Citywide Savings Plan. Highlights of DOT's savings program in Fiscal 2021 and 2022 include the following.

- **Arterial highway drainage study delay.** DOT anticipates a savings of \$580,000 in Fiscal 2021 only due to a delay of an arterial highway drainage study.
- **Hiring and Attrition Management.** Through hiring and attrition management, including a citywide three-for-one hiring policy, DOT will be able to realize a savings of \$6.1 million in Fiscal 2021.
- **OTPS funding reduction.** Realignment of various contracts and other OTPS will result in savings of \$5 million in Fiscal 2021 and \$8.1 million in Fiscal 2022.
- **Prior Year Cash Receipts.** DOT anticipates a savings of \$1.7 million in Fiscal 2021 from prior year revenue recognition.
- **Staff Restructuring.** Through staff restructuring, DOT anticipates to save \$78,000 in Fiscal 2021 and \$156,000 in Fiscal 2022 and in the outyears.
- **Switch Admin Overhead Revenue.** DOT plans to use non-city funds in place of City tax-levy funding for administrative overhead costs associated with its sidewalk program, resulting in a savings of \$1.1 million in Fiscal 2021 and \$1.1 million in Fiscal 2022.

## Financial Plan Summary

Department of Transportation Financial Summary						
<i>Dollars in Thousands</i>						
	2019	2020	2021	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2021	2022	2021-2022
<b>Spending</b>						
Personal Services	\$510,500	\$520,423	\$513,419	\$523,312	\$544,280	\$30,861
Other Than Personal Services	529,873	553,704	586,455	607,802	600,619	14,164
<b>TOTAL</b>	<b>\$1,040,373</b>	<b>\$1,074,126</b>	<b>\$1,099,874</b>	<b>\$1,131,114</b>	<b>\$1,144,899</b>	<b>\$45,025</b>
<b>Budget by Program Area</b>						
Bridge Engineering and Administration	\$28,281	\$29,771	\$31,484	\$32,381	\$32,465	\$981
Bridge Maintenance, Repair & Operations	72,446	72,804	82,225	76,480	77,397	(4,827)
DOT Management & Administration	75,060	78,258	67,983	66,942	68,124	141
DOT Vehicles & Facilities Mgmt & Maintenance	63,435	75,937	66,712	66,767	70,351	3,639
Ferry Administration & Surface Transit	3,525	8,976	21,046	21,063	4,241	(16,805)
Municipal Ferry Operation & Maintenance	103,908	99,793	78,609	78,199	101,107	22,499
Roadway Construction Coordination & Admin	18,690	19,004	22,239	20,577	21,287	(952)
Roadway Repair, Maintenance & Inspection	292,671	289,577	256,898	278,884	283,630	26,732
Traffic Operations & Maintenance	329,319	373,635	433,562	441,197	444,378	10,815
Traffic Planning Safety & Administration	53,037	46,370	39,115	48,624	41,918	2,803
<b>TOTAL</b>	<b>\$1,040,373</b>	<b>\$1,094,126</b>	<b>\$1,099,874</b>	<b>\$1,131,114</b>	<b>\$1,144,899</b>	<b>\$45,025</b>
<b>Funding</b>						
City Funds			\$669,314	\$664,357	\$703,019	\$33,706
Other Categorical			1,717	4,314	2,862	1,145
Capital- IFA			222,575	245,782	251,287	28,712
State			120,174	120,708	120,174	0
Federal - Other			83,185	92,865	64,943	(18,242)
Intra City			2,909	3,089	2,612	(296)
<b>TOTAL</b>	<b>\$1,040,373</b>	<b>\$1,094,126</b>	<b>\$1,099,874</b>	<b>\$1,131,114</b>	<b>\$1,144,899</b>	<b>\$45,025</b>
<b>Budgeted Headcount</b>						
Full-Time Positions - Civilian	4,941	5,120	5,383	5,304	5,408	25
Full-Time Equivalent Positions - Civilian	763	697	396	390	390	
<b>TOTAL</b>	<b>5,704</b>	<b>5,817</b>	<b>5,779</b>	<b>5,694</b>	<b>5,798</b>	<b>19</b>

\*The difference of Fiscal 2021 Adopted Budget compared to Fiscal 2022 Preliminary Budget

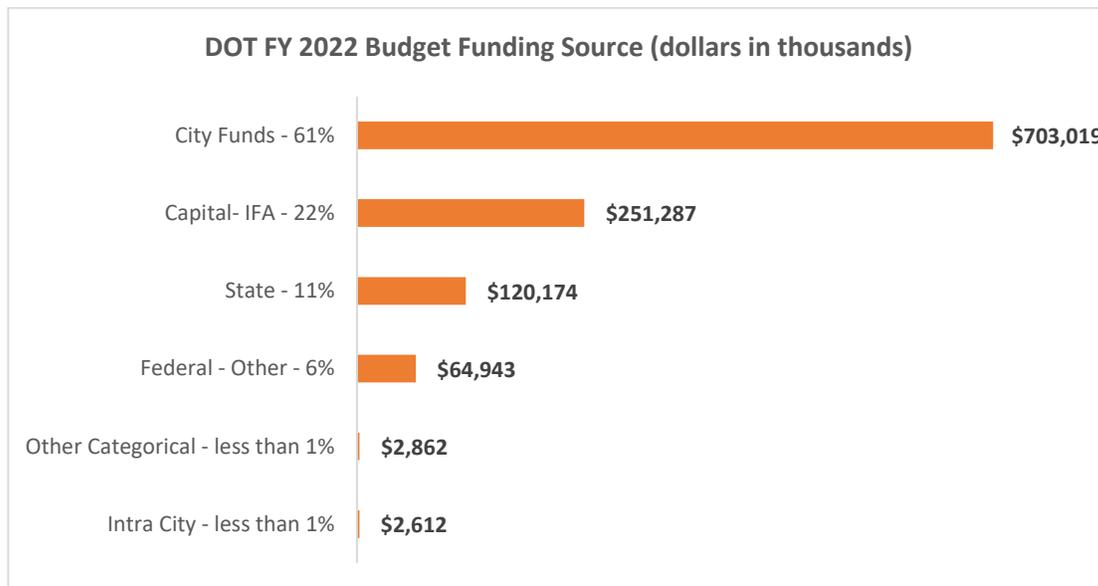
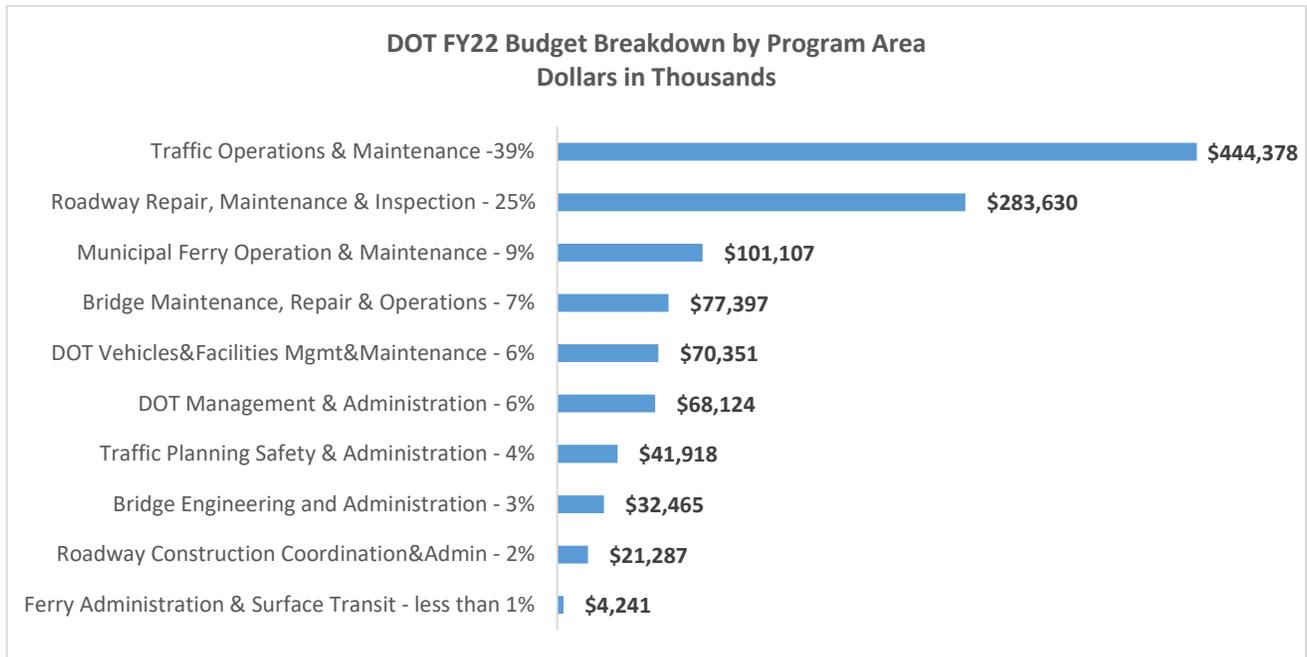
The Department's Fiscal 2022 Preliminary Budget totals approximately \$1.1 billion (of which \$703 million, or 61.4 percent, is comprised of City funds); this represents approximately 1.2 percent of the City's Budget totaling \$92.3 billion. The Department's Fiscal 2022 Preliminary Budget is \$45 million or four percent more than the Fiscal 2021 Adopted Budget of \$1 billion.

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. 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 64 percent of the agency's total funding of \$1.1 billion in Fiscal 2022.

As shown in the chart above, the largest increase in the program areas is in the Roadway Repair, Maintenance & Inspection, which is \$26.7 million, or 10 percent greater, than the Fiscal 2021 Adopted Budget. Other program area increases include Municipal Ferry Operation and Maintenance, which increased by \$22.5 million or 29 percent, Traffic Operations & Maintenance, which increased by \$10.8 million, or two percent, DOT Vehicles & Facilities, Management & Maintenance, which increased by \$3.6 million, or five percent, Traffic Planning Safety & Administration, which increased by \$2.8 million, or seven percent, and Bridge Engineering and Administration, which increased by \$981,000, or three percent. The largest decrease in the program areas is in Ferry Administration & Surface Transit, which decreased by \$16.8 million, or 80 percent less than the Fiscal 2021 Adopted Budget. Other significant decreases include a reduction of \$4.8 million, or six percent in Bridge Maintenance, Repair, and Operations, and \$952,000 or four percent in Roadway Construction Coordination & Administration.

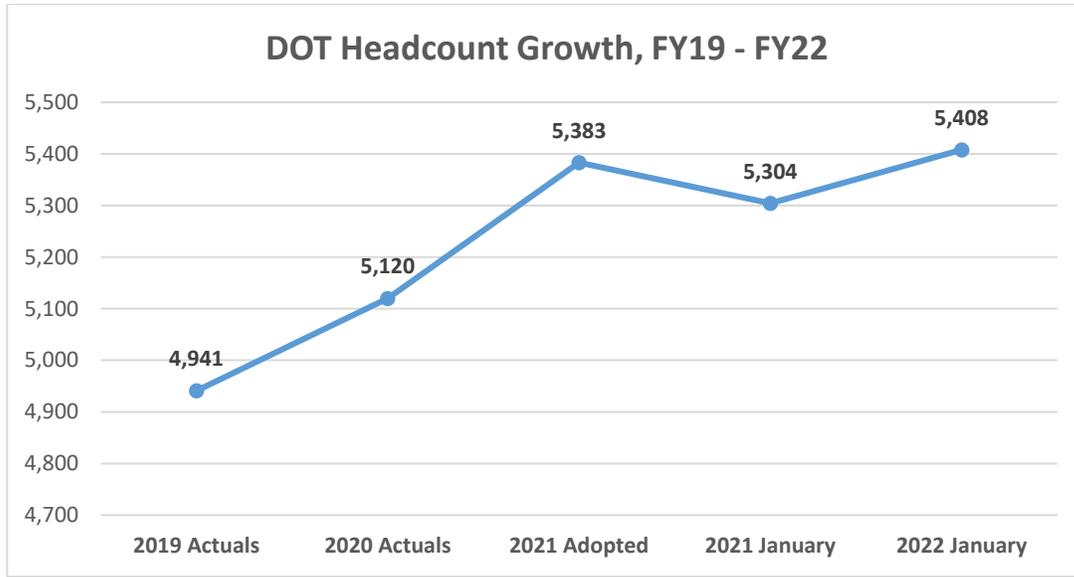
The Fiscal 2022 Preliminary Budget includes \$703 million in City tax-levy funds, an increase of \$33.7 million from the Fiscal 2021 Adopted Budget. Since the City's fiscal year and the State and federal fiscal years do not coincide, the Department reports only baseline funding and grants that it anticipates 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 sources might align with amounts reflected in the Fiscal 2021 Adopted Budget once the agency can confirm these allocations. For the current fiscal year (Fiscal 2021), to date over \$10.2 million in State and federal funding has been realized post Adoption.

The Department's Fiscal 2022 full-time headcount is projected to be 5,408, an increase of 25 positions when compared to the Fiscal 2021 Adopted Budget. However, when the Fiscal 2022 full-time equivalent (FTE) positions are taken into account, the overall headcount for Fiscal 2022 increases to 5,798 representing a net increase of 19 positions when compared to the Fiscal 2021 Adopted Budget number of 5,779.

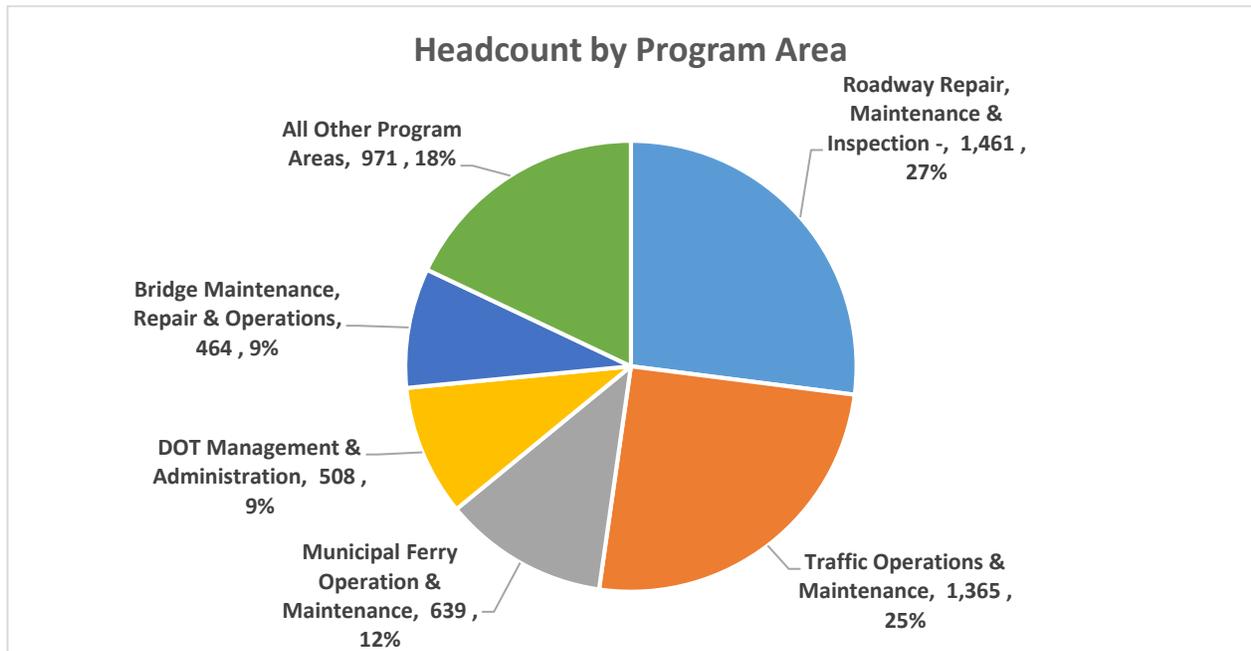


For Fiscal 2022, City funding for the Department is \$703 million, an increase of \$33.7 million, or five percent from the Fiscal 2021 Adopted Plan of \$664.4 million. Federal funding decreased by \$18.2 million, or 22 percent to \$64.9 million from the Fiscal 2021 Adopted Plan amount of \$92.9 million, State funding remained the same as in the Fiscal 2021 Adopted Plan, at \$120.2 million, and Intra-City funds decreased \$296,000 (less than one percent) to \$2.6 million. Capital IFA funding increased \$28.7 million or 12 percent to \$251.3 million from \$222.6 million in the Fiscal 2021 Adopted Plan while Other Categorical funding increased by \$1.4 million (67 percent) from the Fiscal 2021 Adopted Plan.

## Headcount

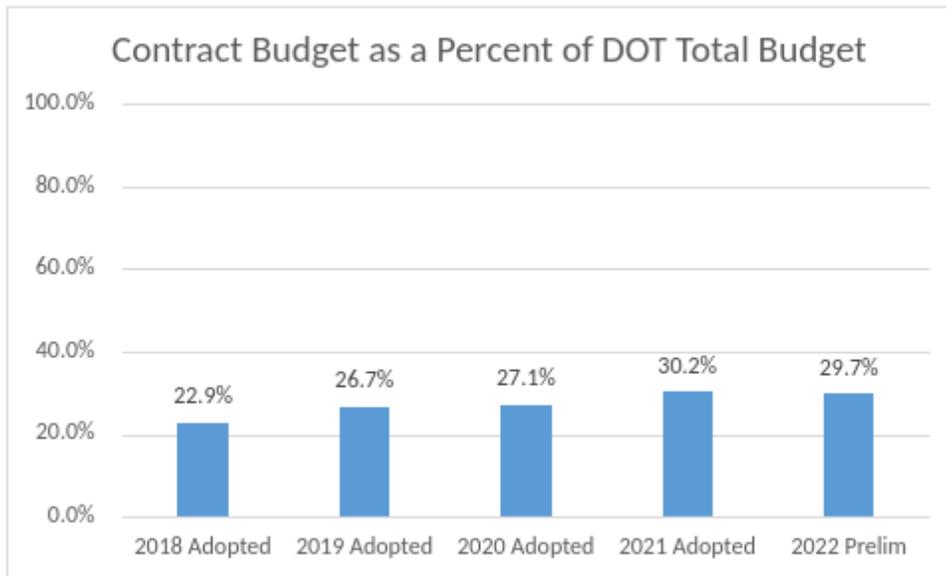


The Department’s Fiscal 2022 Preliminary Budget provides for 5,408 budgeted full-time positions across 10 program areas, an increase of 25 positions from the Fiscal 2021 Adopted Budget. As of December 2020, the Department was operating with a five percent staff vacancy rate as of January 2021. As indicated in the chart below, the Roadway Repair, Maintenance and Inspection program area is the largest by headcount, with 1,461 budgeted positions, followed by Traffic Operations and Maintenance, with 1,365 budgeted positions. Together, these two program areas comprise 52 percent of the Department’s entire staff. PS costs across all 10 program areas are in line with their respective headcount numbers.



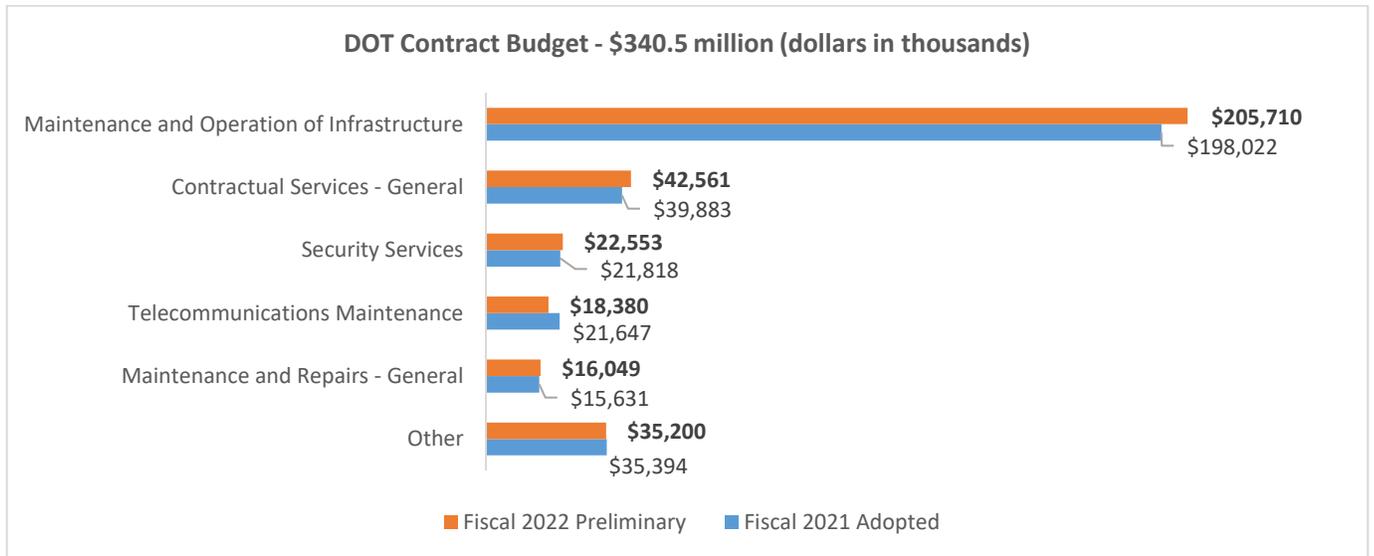
## Contract Budget

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 2022 Preliminary Contract Budget totals approximately \$17 billion for procurement expenditures across all agencies.

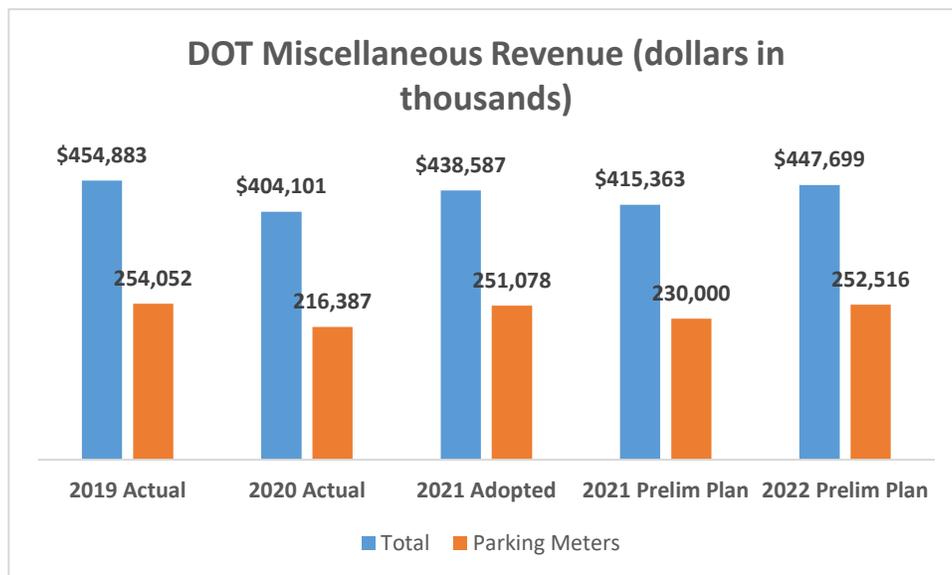


The Department’s Fiscal 2022 Contract Budget totals \$340.5 million for 580 contracts, accounting for 29.7 percent of the Department’s total budget. Overall, there is one less contract in Fiscal 2022 when compared to Fiscal 2021. However, the total contract value in the Preliminary Plan increased by \$8.1 million or 2.4 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 \$7.7 million and \$2.7 million, respectively. These increases were slightly offset by a reduction of \$3.3 million in the cost for Telecommunications Maintenance contracts in Fiscal 2022 and \$2.9 million in the cost of Engineering and Architectural Services Professional Services contracts.

As shown in the chart below, Maintenance and Operation of Infrastructure contracts, which totals \$205.7 million, comprises the majority of the Department’s total contract budget at, 60 percent.



### Miscellaneous Revenue



The Department of Transportation plans to collect approximately \$447.7 million from various miscellaneous revenue sources in Fiscal 2021, a net increase of \$9.1 million when compared to the Fiscal 2021 Adopted Budget. The net increase in revenue is largely driven by a \$3.4 million increase in bus stop franchises revenue, a \$2.3 million increase in revocable consent revenue, a \$1.4 million increase in parking meter revenue, and a \$1.1 million increase in street opening/utility permits.

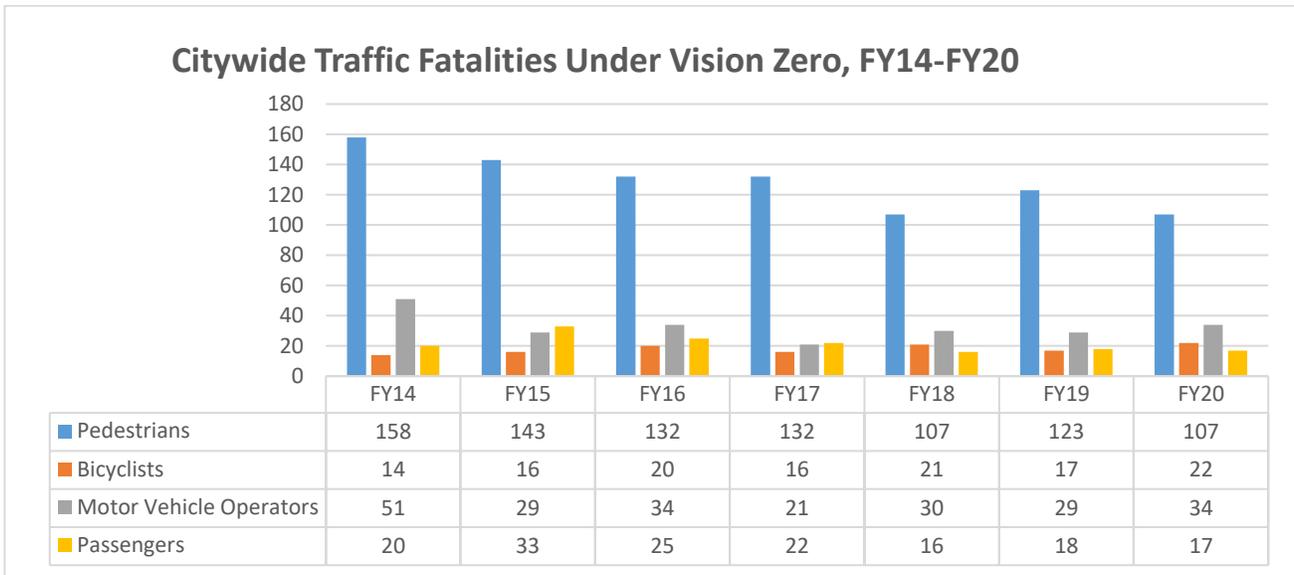
DOT collects revenue from sidewalk interruption and street opening permits, parking meters, revocable consents, and franchise fees from bus stop shelters, among other sources. Under the revocable consents program, DOT grants applicants permission to use space on, over or under the City streets and sidewalks for a fee. As can be seen in the chart above, the majority of DOT miscellaneous revenue is generated through parking meters, which is projected to generate 56.4 percent of its total miscellaneous revenue in Fiscal 2022.

## Preliminary Mayor's Management Report (PMMR)

The section below outlines the effectiveness of key performance indicators from Fiscal 2018 to Fiscal 2020 and during the first four months of Fiscal 2021 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 2021 Preliminary Mayor's Management Report (PMMR) for DOT at: <https://www1.nyc.gov/assets/operations/downloads/pdf/pmmr2021/dot.pdf>

In the first four months of Fiscal 2020 DOT resurfaced 610 lane miles, a 13 percent decrease from the same period last year, but still on track to achieve the agency's goal to repave 1,100 lane miles annually.

- **Pothole Repairs.** In the first four months of Fiscal 2021, DOT repaired 27,290 potholes (arterials and local streets), 47 percent fewer than in the same period last year. The average time to close a pothole work order improved from 2.5 to 2.0 days. These changes are related to a 37 percent drop in pothole work orders, which DOT attributes to improved roadway conditions and fewer 311 complaints.
- **Street Resurfacing.** In the first four months of Fiscal 2021, DOT resurfaced 455 lane miles (in-house), a 25 percent decrease from last year. This decrease is the result of reduction of DOT's internal goal of 910 lane miles.
- **Bicycle Lanes.** In the first four months of Fiscal 2021, DOT added 26.3 bike lane miles, a decrease of 41 percent over the same period in Fiscal 2020. However, DOT installed 13 miles of protected bike lanes in the first four months, nearly in-line with the 14 miles installed over the same period in Fiscal 2019. 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 2021.
- **Traffic Fatalities.** In the first four months of Fiscal 2021, citywide traffic fatalities increased 39 percent from 76 to 103. Traffic fatalities among motorists and passengers increased from 28 to 53 and fatalities among bicyclists and pedestrians increased from 48 to 53. Overall, it is unclear at the present pace if the City will achieve its goal of zero traffic related fatalities by 2024. However, between 2014 and 2020, fatalities amongst motor vehicle operators have decreased by 33 percent and pedestrian fatalities have decreased by 32 percent, an indication that the City's investment in Vision Zero programs has had a positive effect on these groups. It would be useful to include bicyclists fatalities in DOT's MMR, moving forward.



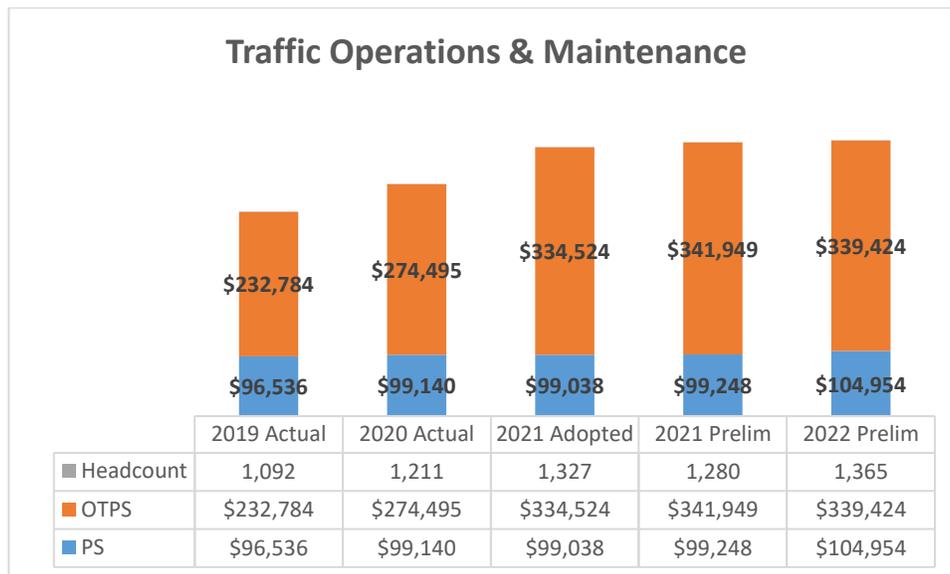
## Budget Issues

### Federal Funding History

The Fiscal 2022 Preliminary Plan includes \$64.9 million in federal funds for the DOT, which comprises approximately 5.6 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 \$9.7 million in federal funds - representing nearly one percent of its current Fiscal 2021 budget. Accordingly, program areas that are funded, in part, with non-City funds might initially show a decrease in Fiscal 2022, but then eventually align with the Fiscal 2021 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 2022, particularly under the new Administration in Washington.

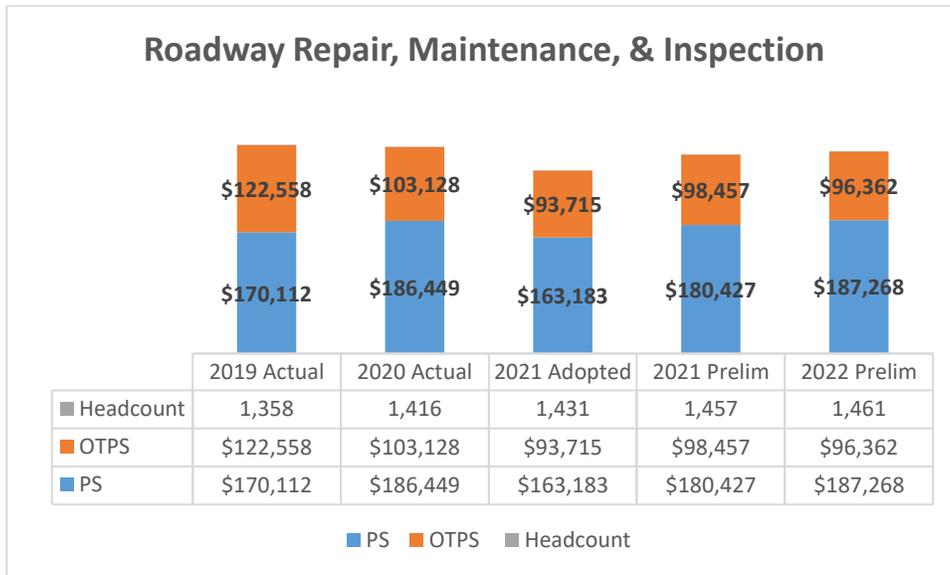
### Roadway Repair, Maintenance and Inspection

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 2022 Preliminary Budget for this program area totals \$444.3 million and provides for 1,365 positions. However, this amount may change if federal and State grants that would expire at the end of Fiscal 2021 are not renewed in Fiscal 2022.



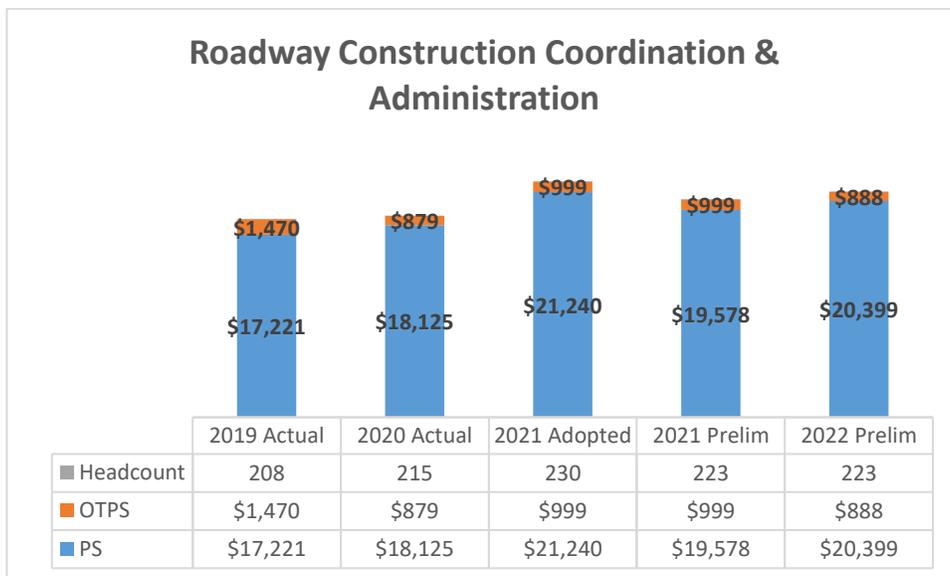
### Roadway Repair, Maintenance and Inspection

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 2022, this program area will be staffed by approximately 1,461 full-time positions with a budget of \$283.6 million, which could increase when additional federal and State grants are received.



### Roadway Construction Coordination and Administration

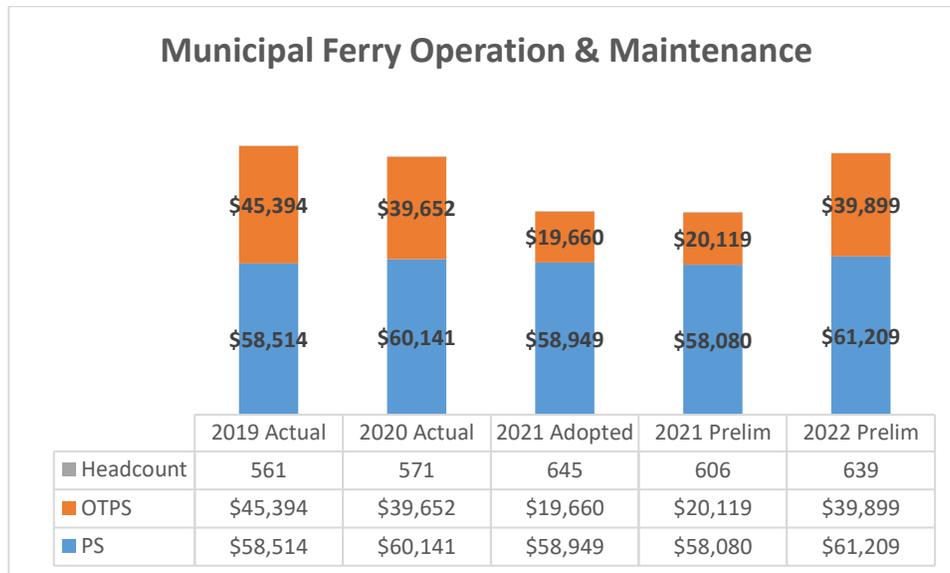
The Department supervises street resurfacing and repair work; permits management; and maintains and repairs vehicles and equipment used for street and arterial maintenance programs. In Fiscal 2022, this program area will be staffed by 223 full-time positions with a budget of \$21.3 million, which could increase when additional federal and State grants are received.



### Municipal Ferry Operation and Maintenance

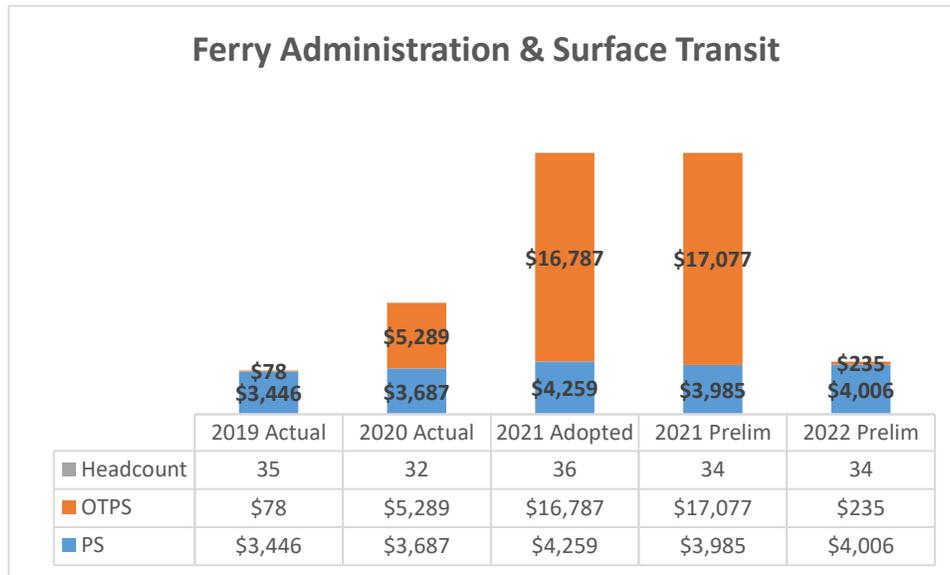
This program area is responsible for the operation of the Staten Island Ferry and the Hart Island Ferry services, as well as the maintenance of dock and ferry terminal facilities. In Fiscal 2020, the Staten Island Ferry carried 15.8 million passengers on a 5.2-mile run between the St. George Terminal 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 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. 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 2022 Preliminary Budget for this program area totals \$101.1 million and provides for 639 full-time positions.



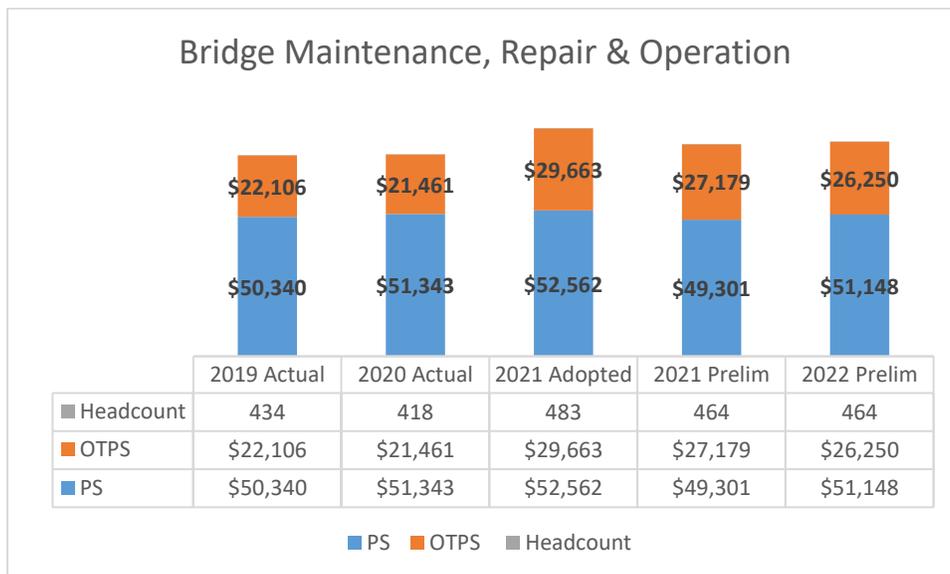
**Ferry Administration and Surface Management**

This program area is responsible for regulating private ferries, in addition to overseeing subsidies to the MTA Bus Company (MTABC) and the Atlantic Bus Express paid from the City’s Miscellaneous Budget. In 2006, the City finalized the transfer of subsidized local and express bus service formerly provided by private franchise bus companies to the MTABC. MTABC is primarily funded through farebox revenues and City subsidies. In addition to five facilities leased from private owners, the City currently owns three bus depots dedicated to MTABC operations, located in Yonkers, Southeast Brooklyn, and College Point, Queens. In Fiscal 2022, this program area will be staffed by 34 full-time positions with a budget of \$4.2 million.



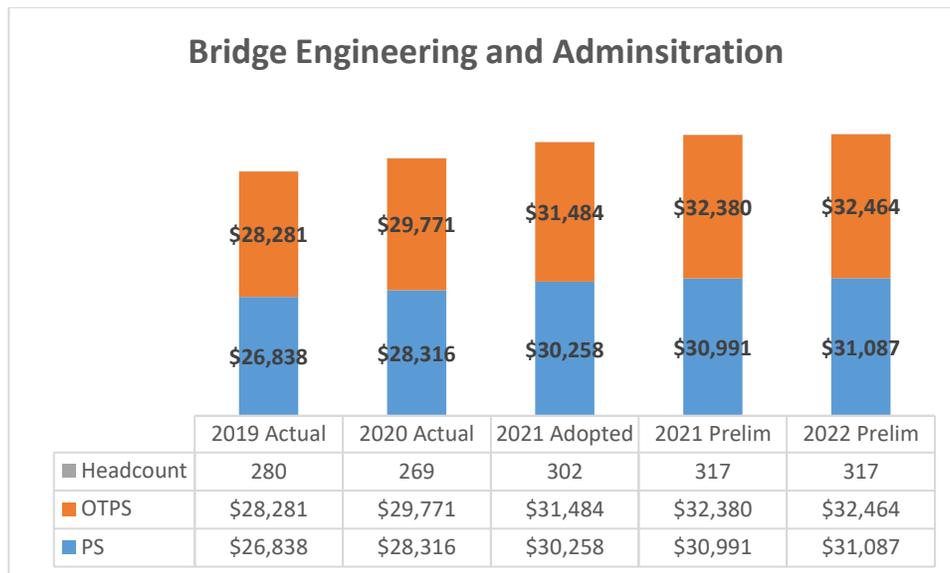
### Bridge Maintenance, Repair and Operation

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 2022 Preliminary Budget includes funding of \$77.4 million and full-time headcount of 464 for this program area in Fiscal 2022.



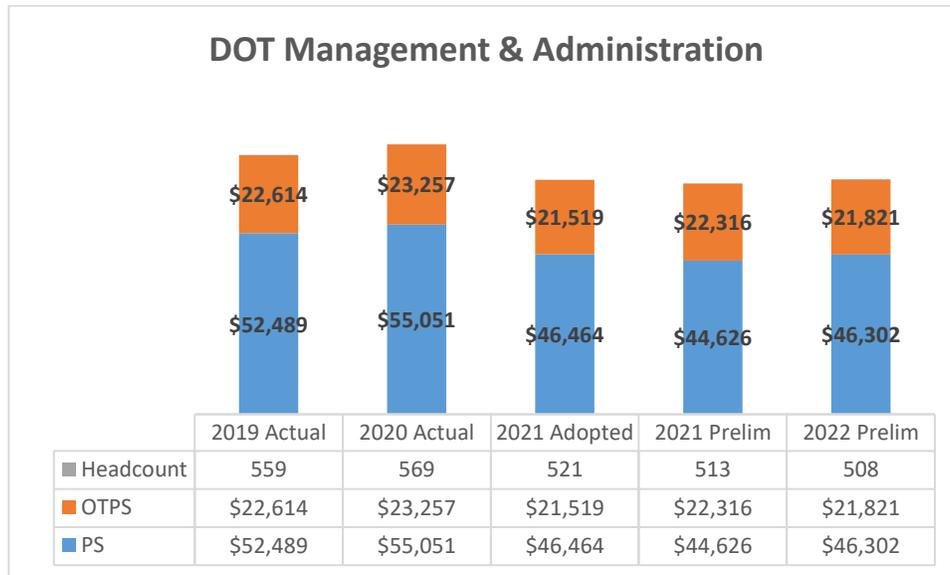
### Bridge Engineering and Administration

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. Over the next ten years, DOT plans to spend nearly \$8 billion, as contained in the Ten-Year Capital Strategy plan, on various bridge reconstruction and construction projects. The Fiscal 2022 Preliminary Budget includes funding of \$32.5 million and full-time headcount of 317 for this program area in Fiscal 2022.



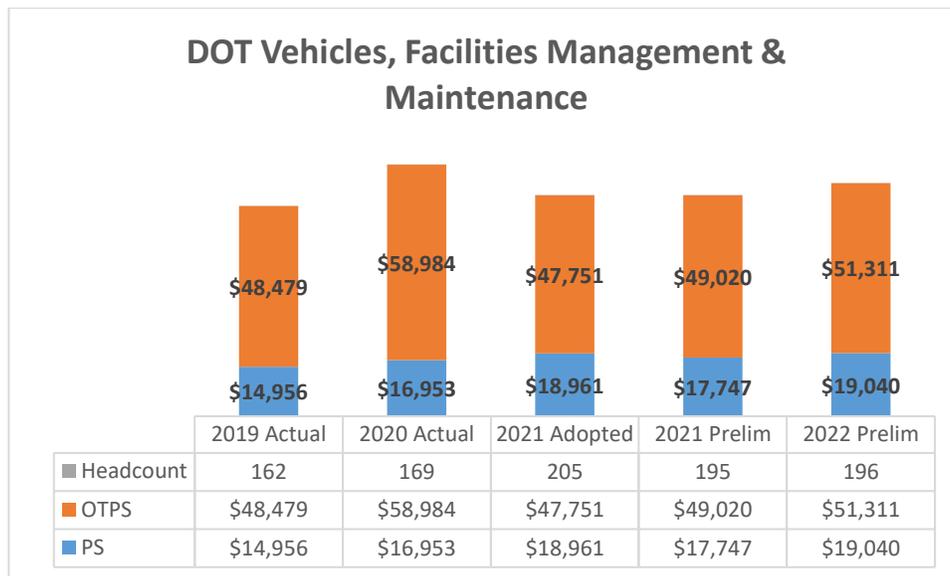
### DOT Management and Administration

This program area consists of the Commissioner’s office and all other agency-wide administrative services, including management information and analysis, management planning, finance, personnel, labor relations, general procurement services, data processing, general counsel, public information and information systems. The agency’s six Borough Commissioners, including the Borough Commissioner for Lower Manhattan, are also included in this program area. The Borough Commissioners are charged with dealing directly with borough-wide issues. The Fiscal 2022 Preliminary Budget includes funding of \$68.1 million and full-time headcount of 508 for this program area in Fiscal 2022.



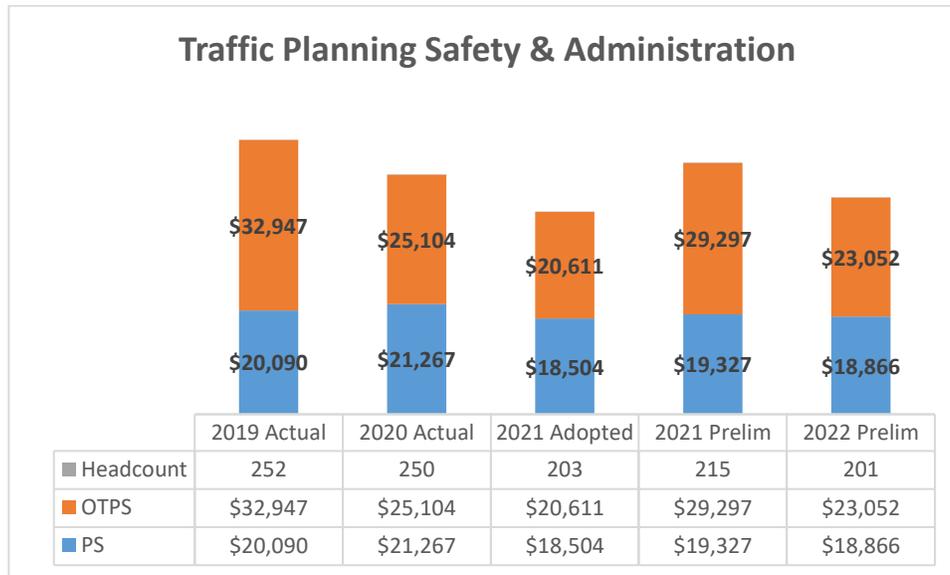
### DOT Vehicles, Facilities Management and Maintenance

Funding in this program area provides for the maintenance of the Department’s approximately 3,000 vehicles and facilities citywide. The Fiscal 2022 Preliminary Budget includes funding of \$70.4 million and full-time headcount of 196 for this program area in Fiscal 2022.



### Traffic Planning Safety and Administration

This program area is responsible for the supervision, planning and research, and general support of the Department’s traffic and parking programs. The Division also develops programs to enhance mobility for bicyclists and pedestrians, and studies traffic patterns and impacts of major projects and development. In Fiscal 2022, this program area will be staffed by 201 full-time positions with a budget of \$41.9 million, which could increase when additional federal and State grants are received.



## Capital Plan Overview

On January 14, 2021, Mayor Bill de Blasio released the Preliminary Ten-Year Capital Strategy (the Strategy), the Preliminary Capital Commitment Plan for Fiscal 2021-2025 (the Commitment Plan) and the Fiscal 2022-2025 Preliminary Capital Budget (the Capital Budget). The following section will provide an overview of the Preliminary Ten-Year Strategy, Commitment Plan and Capital Budget for DOT. Each one of these documents should support and be well integrated with one another to properly execute the City’s capital projects, as well as meet its infrastructure goals. Below we will examine to what extent this is occurring, where improvements need to be made, and the overall feasibility of DOT’s capital program.

### Fiscal 2021 Preliminary Ten-Year Capital Strategy for Fiscal 2022-2031

The Ten-Year Strategy is the City’s long-term capital planning document which provides a framework for capital spending by agency. The Strategy is released every two years as mandated by the City Charter.

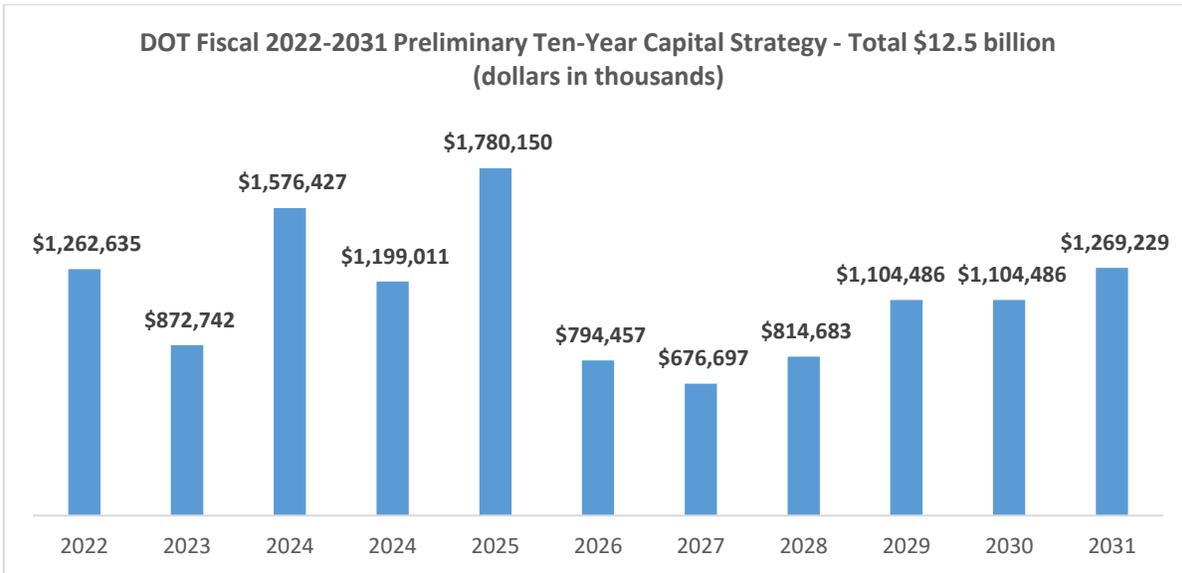
### Strategy Guiding Principles

By its own description the Ten-Year Strategy document: “provides a venue for the City to demonstrate the comprehensive infrastructure planning that the City undertakes as part of its responsibility to all New Yorkers, across all neighborhoods, and explain the connections between capital investment and strategic priorities.” It strives to do this through four guiding principles:

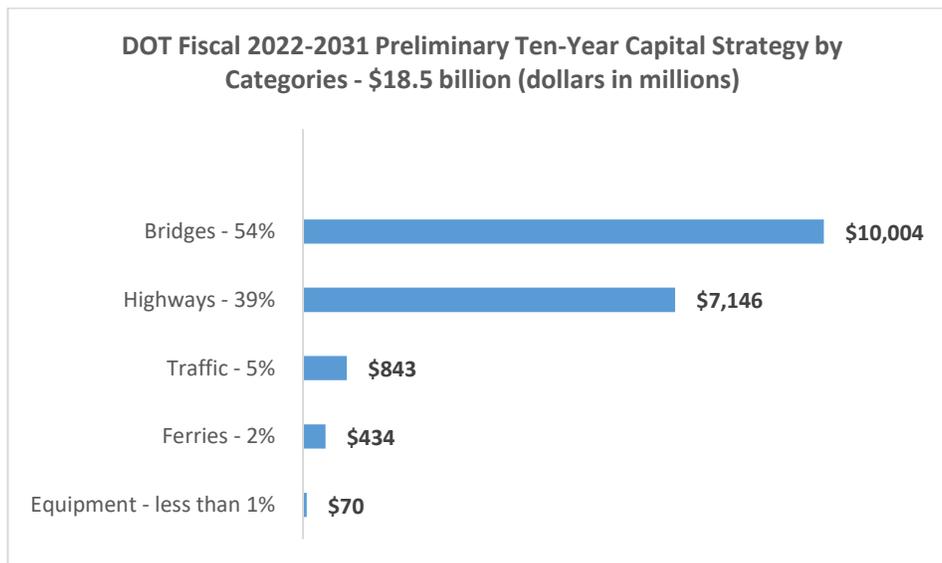
1. Maintain New York City’s financial responsibility
2. Promote forward-looking, holistic capital planning that anticipates neighborhood needs of tomorrow
3. Advance a more equitable New York City through capital investment
4. Consider community perspectives in capital planning and decision-making

Using these principles we will assess DOT’s Strategy, and how well it is integrated with DOT’s Capital Commitment Plan and Capital Budget.

The City’s Ten-Year Strategy totals \$118.8 billion (all funds), which is \$1.9 billion larger than the \$116.9 billion Fiscal 2020-2029 Ten-Year Strategy. DOT’s Ten-Year Capital Strategy totals \$18.5 billion, or 15.6 percent of the City’s total Strategy.



In general, each agency’s Ten-Year Strategy is broken down into Ten-Year Plan Categories which describe the general type of capital work being done. The chart below shows how DOT’s Ten-Year Strategy is distributed among five categories or programs that support the Department’s overall mission. As indicated below, Highways and Bridges will receive majority of the funding, totaling approximately \$17.2 billion, or 92 percent.



**Bridges.** The Ten-Year Capital Strategy provides \$10 billion in Bridge Program funding. These funds are to be used for the reconstruction and upgrade of the City’s numerous bridges, including the four East River Bridges and approximately 100 other bridge structures, including approximately 50 bridges currently rated “fair” or “good” that require rehabilitation and 50 bridges currently rated “fair” or “good” that require reconstruction. The first four years of the Strategy provides \$4.2 billion to the Bridge Program, of which \$898.8 million is planned to be committed in 2022. The largest project under

the bridge category is for the reconstruction of the Brooklyn-Queens Expressway (BQE) bridges from Sands Street to Atlantic Avenue in Brooklyn. At \$1.5 billion, this project comprises over 8.1 percent of DOT's entire Ten-Year Capital Strategy and nearly 1.3 percent of the City's Ten-Year Capital Strategy. Other projects include \$421.5 million for the Trans-Manhattan Expressway, \$133.4 million for Grand Street over Newtown Creek, \$307.6 million for the Shore Road Bridge over the Hutchinson River, \$324.9 million for rehabilitative work on the East River Bridges, \$287.7 million for protective coating treatment on bridge structures, \$25.2 million for the purchase of equipment and vehicles, and \$15.7 million for bridge facilities. Of the \$10 billion in bridge funding, \$9.5 billion is City funds, while \$513.9 million, and \$2.6 million are federal and State funds, respectively.

**Highways.** The Ten-Year Capital Strategy provides \$7.1 billion for rehabilitation of the City's streets. These funds include \$3.1 billion for street reconstruction, including \$218.8 million to improve drainage conditions in Southeast Queens and \$1.3 billion for Vision Zero projects; \$510.9 million for sidewalk reconstruction and an additional \$1.6 billion to install and reconstruct ADA compliant pedestrian ramps citywide; \$1.6 billion to resurface 6,580 lane miles of streets and highways; \$397.9 million for the design and reconstruction of highway maintenance and repair yards, other DOT facilities, and miscellaneous renovations and upgrades. To fund the highways, the City will provide \$6.6 billion in funding, the federal government will provide \$383.7 million, the State will provide \$57.6 million, and private funds will contribute \$78.7 million.

**Traffic.** The Preliminary Ten-Year Capital Strategy provides \$843.8 million for various Traffic programs. Programs include \$475.4 million for signal installation and computerization, including \$124.1 million to install accessible pedestrian signals; \$101.8 million for the installation of lampposts and luminaires; \$95.6 million for the installation of thermoplastic reflectorized pavement markings; \$95.4 million for the installation of signals, streetlights, and lane markings; \$30.3 million to replace wire/conduit for traffic related electrical distribution systems throughout the City's roadway and park lighting systems; \$42.2 million for parking meters and facilities; and \$2.2 million for the purchase and installation of electric vehicle charging stations. To fund this category, the City will provide \$612.6 million, the federal government will provide \$19.7 million, and the State will provide \$210.6 million.

**Ferries.** The Ten-Year Capital Strategy contains funding of \$433.6 million for the reconstruction, construction, and improvement of various ferry vessels and facilities. Funding includes \$303.3 million for the rehabilitation and renovation work to ferry terminal buildings, slips, and racks; \$129.7 million for reconstruction/construction of DOT operated ferry boats; and \$600,000 for general construction at the ferry maintenance facility. To fund this category, the City will provide \$317.4 million, the federal government will provide \$113.7 million, and the State will provide \$2.5 million.

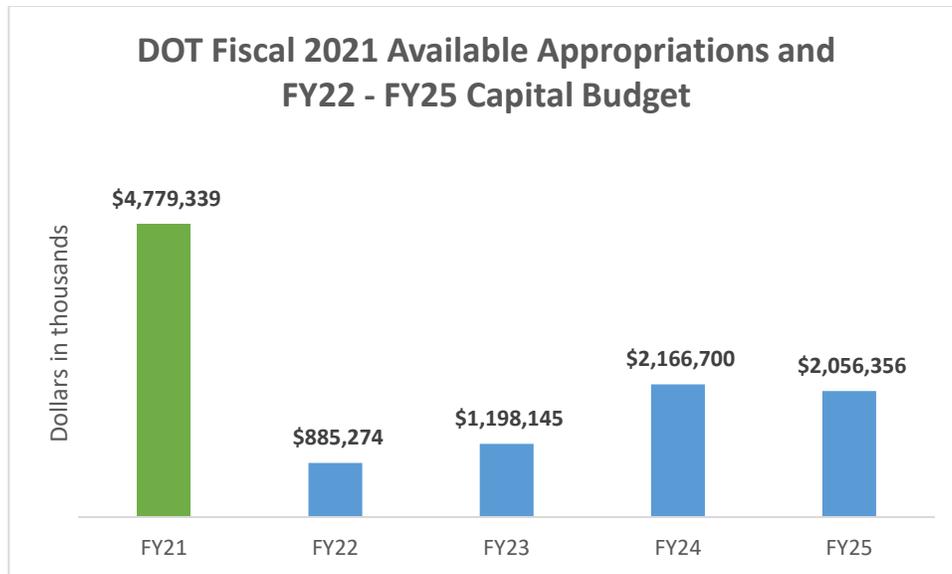
**Equipment.** The Preliminary Ten-Year Capital Strategy provides \$70 million for the purchase of computer equipment for office automation, data processing, engineering support, and vehicles and equipment for DOT field forces. To fund this category, the City will provide \$68.7 million while the remaining \$1.3 million will be federal funds.

### **Preliminary Capital Budget for Fiscal 2022-2025**

The Capital Budget provides the required appropriations for Fiscal 2022 and planned appropriations for the subsequent three-year capital program. Appropriations represent the legal authority to spend capital dollars and are what the Council votes on at budget adoption. The Commitment Plan, which is a five-year spending plan, is the plan to spend those appropriations. The Capital Budget is significantly less than the Capital Commitment Plan because it does not include the current

appropriations for Fiscal 2021 or the amount of funding that may be re-appropriated or rolled into Fiscal 2022 in the Executive or Adopted Budget.

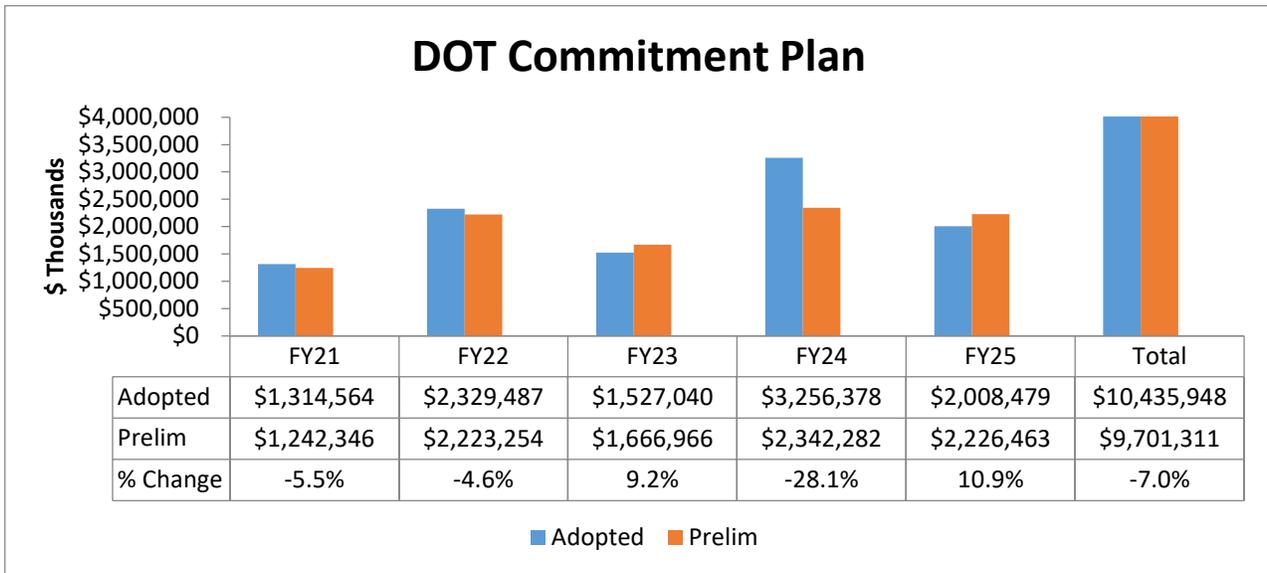
As shown in the chart below, the Department of Transportation’s Fiscal 2022 Preliminary Capital Budget includes \$6.3 billion in Fiscal 2022-2025. This represents approximately 11.7 percent of the City’s total \$53.6 billion Capital Budget for 2022-2025. Available appropriations for Fiscal 2021 total \$4.8 billion. This includes \$3.6 billion in reauthorized prior appropriations and \$1.3 billion in authorized Fiscal 2021 appropriations.



**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 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.

The Department of Transportation’s Preliminary Commitment Plan includes \$9.7 billion in Fiscal 2021-2025. This represents approximately 12 percent of the City’s total \$84.1 billion Preliminary Commitment Plan. The Capital Commitment Plan is significantly higher than the Capital Budget because it includes the current appropriations for Fiscal 2021. The amount of uncommitted appropriations form the amount that will be re-appropriated or rolled into Fiscal 2022 in the Executive and Adopted Budgets. The Department plans to commit \$1.2 billion in Fiscal 2021.



The DOT Preliminary Capital Commitment Plan for Fiscal 2021-2025 includes \$1.2 billion in Fiscal 2021, a decrease of \$73 million, or six percent when compared to the Fiscal 2021 Adopted Capital Commitment Plan. Moreover, the Commitment Plan reflects decreased spending in Fiscal 2022 of \$103 million or five percent when compared to the Fiscal 2022 Adopted Plan. Overall, the Preliminary Capital Plan for the Department of Transportation for Fiscal 2021-2025 has decreased by \$735 to a total of \$9.7 billion, demonstrating a decrease of seven percent when compared to the Department’s Adopted Commitment Plan. This seven percent change is not the result of a funding reduction, but instead the result of pushing/postponing capital projects beyond Fiscal 2025. This is an effort to align the Department’s Capital Commitment Plan with its ability to commit those projects, a priority of the Council.

The available appropriations for Fiscal 2021 total \$4.8 billion against planned commitments of \$1.3 billion.<sup>1</sup> This excess balance of \$3.5 billion in appropriations gives the Administration considerable flexibility within the capital plan. However, as the commitment of appropriations are legally bound to their budget line descriptions, this flexibility is more limited than it appears from this variance alone.

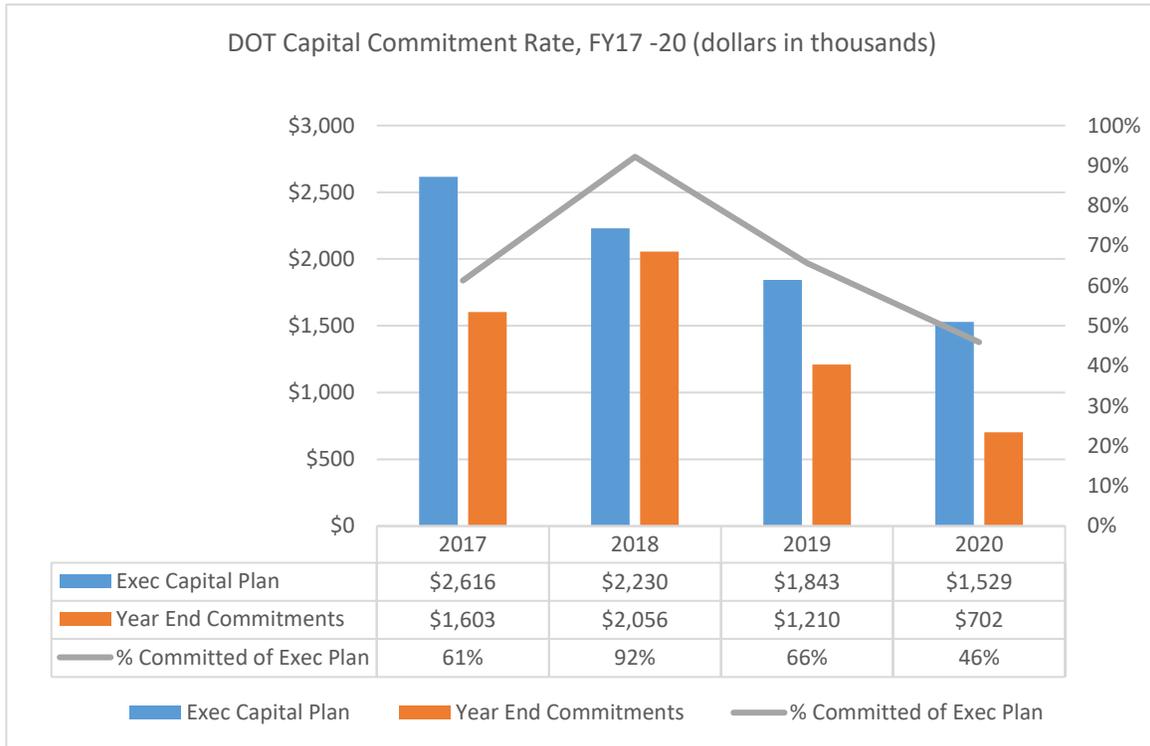
Historically, the Commitment Plan has frontloaded-planned commitments for capital projects in the first year or two of the plan, and included unrealistically high planned commitments. At the Council’s continued urging that practice has largely ceased. Beginning with the Fiscal 2020 Executive Commitment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

DOT’s ten-year total is \$17.4 billion, which is \$6.7 billion greater than its five-year plan. What this increase shows is the City’s commitment to continuing many of its current projects beyond the time frame of the Capital Commitment Plan.

<sup>1</sup> Appropriations for Fiscal 2021 are calculated by summing the available appropriations listed in the commitment plan with actual commitments to-date. Because commitments to-date excludes inter-fund agreements (IFA), this figure may be slightly lower than the total appropriations for Fiscal 2021. In addition, a very small portion of the difference between appropriations and planned commitments are necessary to fund IFA, which are excluded from this planned commitments figure.

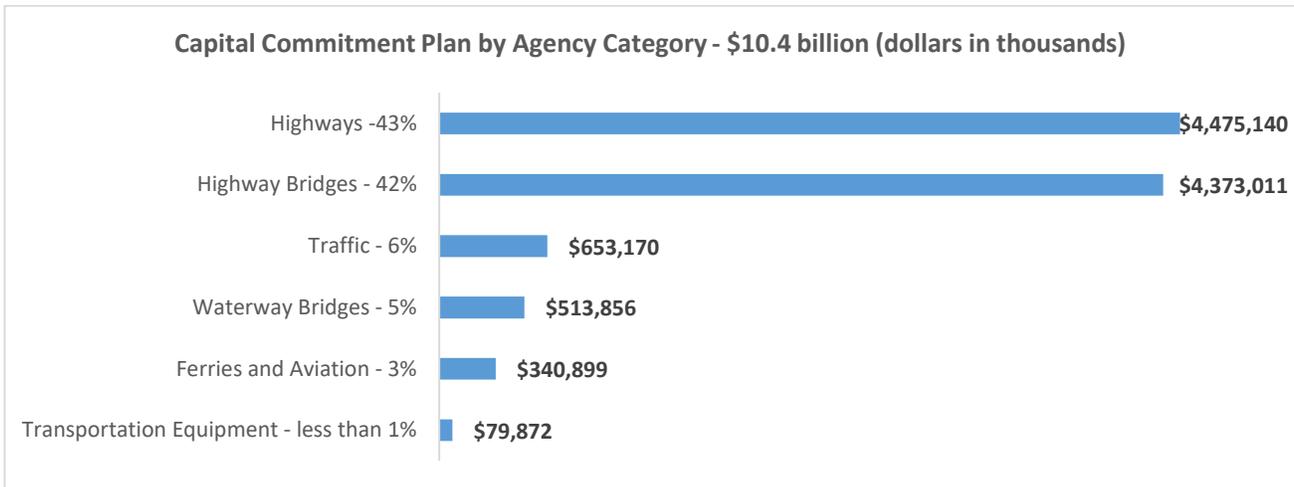
**Capital Commitment Rate**

DOT had actual commitments of \$702 million in Fiscal 2020, a commitment rate of 46 percent. The Department’s history of commitments is shown in the chart below. The chart below displays DOT’s capital commitment plan as of the Fiscal 2017-2020 Executive Budget and the actual commitments in the corresponding fiscal year. The cart also shows the capital commitment rate: the percentage of the capital plan committed per fiscal year. DOT’s Fiscal 2020 commitment rate was below the citywide average of approximately 70 percent.

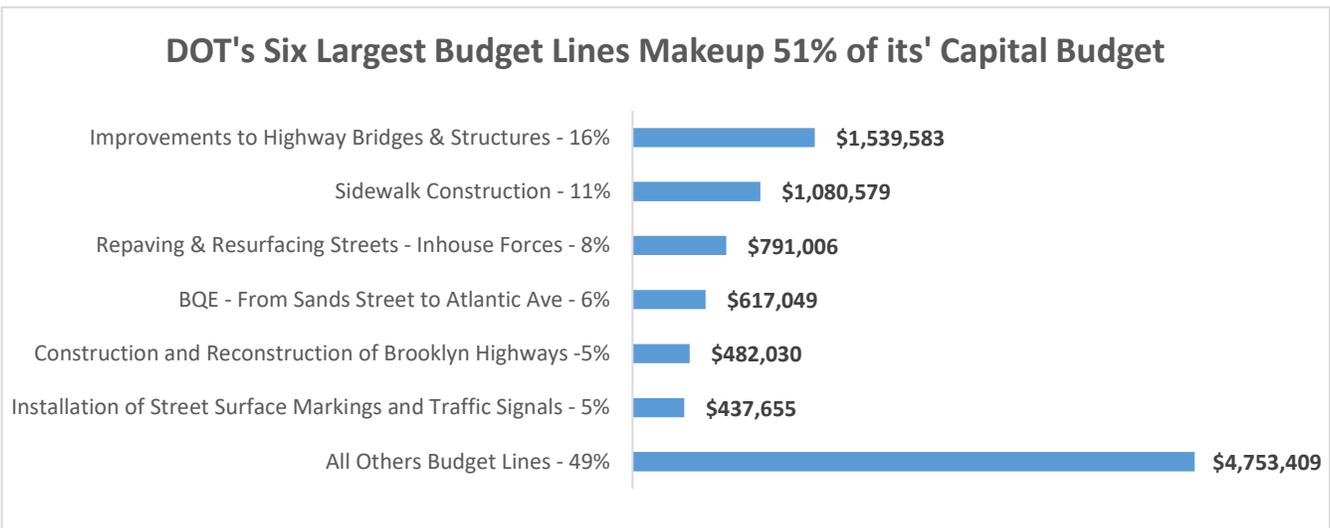


**Capital Budget Structure**

Overall, DOT’s Capital Commitment Plan contains a total of 228 budget lines and 1,321 individual projects. As shown in the table and chart below, DOT’s capital plan is divided into six categories: Ferries, Highway Bridges, Highways, Traffic, Transportation Equipment, and Waterway Bridges. Of these six categories, Highways encompasses the majority of the capital funding at 43 percent, followed by Highway Bridges at 42 percent, Traffic at six percent, Waterway Bridges at five percent, Ferries at three percent, and Transportation Equipment at one percent.



As outlined in the chart below, 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.



**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 includes \$54.6 million more for repaving and resurfacing streets when compared to the Fiscal 2021 the Adopted Capital Commitment Plan. DOT plans to repave 910 lane miles in Fiscal 2022.

**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 Bride Park, and second, a tunnel bypass with surface boulevard.

Similarly, in April 2019, the 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 remains the same in the Preliminary Plan as in the Adopted Plan, at \$616 million. Currently, DOT anticipates spending \$109 million in Fiscal 2022, \$173.4 million in Fiscal 2023, and \$324.1 million in Fiscal 2024. In total, DOT anticipates spending \$1.5 billion for this project in the Ten-Year Strategy

**Installation of Street Markings and Traffic Signals.** As stated earlier, five percent of DOT's total capital spending is used for the installation of street markings and traffic signals. Overall, the Preliminary Capital Commitment Plan reduces \$30 million from Fiscal 2022 and \$51 million over the plan period, when compared to the Adopted Capital Commitment Plan. 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.

**Reconstruction of the Harlem River Drive Ramp.** The Preliminary Capital Commitment Plan had a variance of \$396 million for reconstruction of the Harlem River Drive in Ramp when compared to the Adopted Budget.

**Vision Zero.** DOT will include \$2 billion for Vision Zero work between Fiscal 2021 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.

**Grand Concourse.** The Preliminary Capital Commitment Plan includes \$65.5 million across fiscal years 2021 through 2031 for Grand Concourse work in the Bronx. Phase 4 of the project is currently registered and in construction and Phase 5 is in the design stage.

**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 \$160.4 million for sidewalk construction, with a significant share of funding being allocated towards the Accessible Pedestrian Ramp Program. Overall, between Fiscal 2021 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>	FY 2021			FY 2022		
	City	Non-City	Total	City	Non-City	Total
<b>DOT Budget as of the Adopted 2021 Budget</b>	<b>\$669,314</b>	<b>\$430,560</b>	<b>\$1,099,874</b>	<b>\$721,018</b>	<b>\$409,416</b>	<b>\$1,130,434</b>
<b>New Needs - November Plan</b>						
Resurfacing DSNY parking lot	\$0	\$100	\$100	\$0	\$0	\$0
Resurfacing IFA Adjustment	0	31,989	31,989	0	0	0
Tropical Storm Isaias Sidewalk Repair	1,538	0	1,538	0	0	0
<b>Subtotal New Needs - November Plan</b>	<b>\$1,538</b>	<b>\$32,089</b>	<b>\$33,627</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Other Adjustments - November Plan</b>						
Furlough Savings	(\$459)	(\$163)	(\$622)	\$0	\$0	\$0
Ped Ramp Technical Adjustments	0	(8,961)	(8,961)	0	(2,250)	(2,250)
Citywide Discretionary Training Freeze	(190)	0	(190)	0	0	0
Citywide Wireless Services	0	0	0	(475)	0	(475)
Vehicle Purchase Freeze	(437)	0	(437)	(989)	0	(989)
Energy Personnel	0	86	86	0	0	0
ExCEL Projects	0	50	50	0	0	0
FY21 VW Settlimnt NYC Cln Trcks	0	1,500	1,500	0	0	0
Bicycle Network Dev True Up	0	1,156	1,156	0	0	0
Bicycle Network Development	0	3,004	3,004	0	0	0
Coord Int Transp Syst (CITS)	0	353	353	0	0	0
Financial Plan Headcount Adjustments	0	0	0	0	0	0
FY21 Bike Network Developmnt PS	0	547	547	0	0	0
FY21-ESA-ITS Contract True Up	0	1,500	1,500	0	0	0
HuntsPoint Diesel Emission Red	0	648	648	0	0	0
Muni Plug In & Adv Veh DOT	0	179	179	0	0	0
Smart Choice Program	0	129	129	0	0	0
Smrt Mobilty Seattle-USDOEnergy	0	392	392	0	0	0
Transp Access Visual Impaired	0	31	31	0	0	0
Buy&Install Bike Racks - CHIPS	0	200	200	0	0	0
FY21 True Up - Cityracks -4570	0	334	334	0	0	0
<b>Subtotal Other Adjustments - Nov Plan</b>	<b>(\$1,086)</b>	<b>\$986</b>	<b>(\$99)</b>	<b>(\$1,464)</b>	<b>(\$2,250)</b>	<b>(\$3,714)</b>
<b>Savings - November Plan</b>						
IFA Funding Switch	(\$242)	\$242	\$0	(\$429)	\$429	\$0
Barrier Beautification Reduction	(100)	0	(100)	(100)	0	(100)
Contract Savings	0	0	0	(375)	0	(375)
Energy Savings	(250)	0	(250)	0	0	0
Expand Parking Meter Areas	0	0	0	80	0	80
Federal Funding Switch	0	0	0	(560)	0	(560)
Hart Island Ferry Services Savings	0	0	0	0	0	0
Hiring Freeze	(2,487)	0	(2,487)	(147)	0	(147)
IFA Funding Switch	0	0	0	0	0	0
Insource Environmental Review	(289)	0	(289)	(341)	0	(341)
Lower Level Boarding Closure	(624)	0	(624)	0	0	0
Materials Savings	0	0	0	(1,000)	0	(1,000)
Office Supply Savings	(138)	0	(138)	(139)	0	(139)
Parking Revenue from Clear Curbs	0	0	0	101	0	101
Reduce Capittaly Ineligibile Funds	0	0	0	(1,000)	0	(1,000)
State Funding Switch	0	0	0	(1,267)	0	(1,267)
Study Delay	0	0	0	(150)	0	(150)
Surplus Reduction	(103)	0	(103)	0	0	0
Travel Reduction	0	0	0	(107)	0	(107)
Vacancy Reduction	(182)	0	(182)	(182)	0	(182)
Vision Zero media reduction	0	0	0	(2,000)	0	(2,000)
Hart Island Ferry Services Savings	0	(44)	(44)	0	(296)	(296)
Federal Funding Switch	0	0	0	0	180	180

<b>Savings - November Plan</b>	<b>City</b>	<b>Non-City</b>	<b>Total</b>	<b>City</b>	<b>Non-City</b>	<b>Total</b>
State Funding Switch	\$0	\$0	\$0	\$0	\$1,267	\$1,267
Restoration of Master Plan Study Delay	1,300	0	1,300	0	0	0
<b>Subtotal Savings- Nov Plan</b>	<b>(\$3,115)</b>	<b>\$198</b>	<b>(\$2,917)</b>	<b>(\$7,617)</b>	<b>\$1,580</b>	<b>(\$6,037)</b>
<b>TOTAL CHANGE , November Plan</b>	<b>(\$2,663)</b>	<b>\$33,273</b>	<b>\$30,610</b>	<b>(\$9,081)</b>	<b>(\$671)</b>	<b>(\$9,751)</b>
<b>New Needs - Preliminary 2022 Plan</b>						
Open Restraunts Environmental Review	\$427	\$0	\$427	\$0	\$0	\$0
Scooter Share Pilot	220	0	220	500	0	500
Speed Camera Expansion	11,131	0	11,131	0	0	0
<b>Subtotal New Needs - Prelim 2022 Plan</b>	<b>\$11,778</b>	<b>\$0</b>	<b>\$11,778</b>	<b>\$500</b>	<b>\$0</b>	<b>\$500</b>
<b>Other Adjustments</b>						
November Plan - Other Adjustments	\$0	\$0	\$0	\$0	\$0	\$0
Bridge Inspection Reduction		(209)	(209)	0	0	0
IC W/DOT FOR PAVING -1614	0	51	51	0	0	0
Office Supplies Spending	(184)	0	(184)	0	0	0
OGI/DOT-GI program drawing	0	247	247	0	0	0
Open Restaurants Barriers	600	0	600	0	0	0
Reallocation of City Council member items	5	0	5	0	0	0
Resurfacing IFA Adjustment	0	0	0	0	31,989	31,989
Safe Steps to Transit	0	70	70	0	0	0
<b>Subtotal - Other Adjustments</b>	<b>\$421</b>	<b>\$159</b>	<b>\$580</b>	<b>\$0</b>	<b>\$31,989</b>	<b>\$31,989</b>
<b>Savings to Eliminate the Gap</b>						
November Plan – Savings	\$0	\$0	\$0	\$0	\$0	\$0
Arterial highway drainage study delay	(580)	0	(580)	0	0	0
Hiring and Attrition Management	(6,091)	0	(6,091)	0	0	0
OTPS funding reduction	(4,980)	0	(4,980)	(8,118)	0	(8,118)
Prior Year Cash Receipts	(1,669)	1,669	0	0	0	0
Staff Restructuring	(78)	0	(78)	(156)	0	(156)
Switch Admin Overhead Revenue	(1,096)	1,096	0	(1,145)	1,145	0
<b>Subtotal - Savings Program</b>	<b>(\$14,493)</b>	<b>\$2,765</b>	<b>(\$11,728)</b>	<b>(\$9,418)</b>	<b>\$1,145</b>	<b>(\$8,273)</b>
<b>TOTAL, Preliminary FY22 Budget</b>	<b>(\$2,294)</b>	<b>\$2,923</b>	<b>\$629</b>	<b>(\$8,918)</b>	<b>\$33,134</b>	<b>\$24,215</b>
<b>TOTAL, All Changes</b>	<b>(\$4,957)</b>	<b>\$36,197</b>	<b>\$31,239</b>	<b>(\$17,999)</b>	<b>\$32,463</b>	<b>\$14,464</b>
<b>DOT Budget as of the Preliminary 2022 Budget</b>	<b>\$664,357</b>	<b>\$466,757</b>	<b>\$1,131,113</b>	<b>\$703,019</b>	<b>\$441,879</b>	<b>\$1,144,898</b>

## B: DOT Contract Budget

<b>DOT Fiscal 2021 Preliminary Contract Budget</b>				
<i>Dollars in Thousands</i>				
<b>Category</b>	<b>Fiscal 2020 Adopted</b>	<b>Number of Contracts</b>	<b>Fiscal 2021 Preliminary</b>	<b>Number of Contracts</b>
Cleaning Services	\$4,461	32	\$2,757	32
Contractual Services - General	27,809	89	41,433	89
Data Processing Equipment Maintenance	1,098	29	1,098	29
Costs Associated with Financing	12,746	2	12,911	2
Maintenance and Operation of Infrastructure	163,524	64	205,069	64
Maintenance and Repairs - General	15,599	113	15,631	113
Maintenance and Repairs - Motor Vehicle Equip	1,697	27	1,697	27
Office Equipment Maintenance	303	95	303	95
Printing Services	251	19	251	19
Prof. Services - Computer Services	6,402	10	4,979	10
Prof. Services - Engineering and Architectural Services	6,500	7	1,765	7
Prof. Services - Other	7,496	13	7,768	13
Security Services	22,525	7	22,553	7
Telecommunications Maintenance	28,110	22	18,461	22
Temporary Services	91	4	91	4
Training Program for City Employees	471	45	513	45
Transportation Expenditures	170	3	170	3
<b>TOTAL</b>	<b>\$299,253</b>	<b>581</b>	<b>\$337,448</b>	<b>581</b>

**C: DOT Miscellaneous Revenue**

<b>DOT Miscellaneous Revenue Budget Overview</b>						
<i>Dollars in Thousands</i>						
Revenue Sources	2019 Actual	2020 Actual	2021 Adopted	Preliminary Plan		*Difference 2021-2022
				2021	2022	
Sidewalk Interruption Permits	\$16,467	\$14,857	\$14,500	\$14,500	\$14,500	\$0
Street Opening/Utility Permits	45,956	31,514	30,000	31,050	31,050	1,050
Intercity Bus Permits	239	298	56	56	56	0
Overwght/Oversize Truck Permits	2,012	1,702	1,950	1,950	1,950	0
Emergency Manhole Open. Permits	441	481	550	550	550	0
Franchises: Bus Stop & Other	58,468	59,956	59,622	61,281	62,987	3,365
Concession Rents	87	72	100	100	100	0
Revocable Consents	18,395	19,283	19,600	20,446	21,904	2,304
Electrical Transformers	42,039	42,954	43,889	43,889	44,844	955
Ferry Permits & Concessions	4,312	3,532	3,320	500	3,320	0
Damage to City Property	381	382	350	350	350	0
Back Chges, Jets & Raise Cast	2,540	4,016	2,971	2,971	2,971	0
Garages & Long Term Parking	8,851	8,015	10,216	7,200	10,216	0
Parking Meters	254,052	216,387	251,078	230,000	252,516	1,438
Record Search Fees	30	2	20	20	20	0
Gas Reimb, Maps, Bid Book Fees	324	387	115	250	115	0
DOT Sign Shop-Sale of Signs	290	263	250	250	250	0
<b>TOTAL</b>	<b>\$454,883</b>	<b>\$404,101</b>	<b>\$438,587</b>	<b>\$415,363</b>	<b>\$447,699</b>	<b>\$9,112</b>

*\*The difference of Fiscal 2021 Adopted Budget compared to Fiscal 2022 Preliminary Budget.*

**D: Program Areas****Bridge Engineering and Administration**

<b>Bridge Engineering and Administration</b>						
<i>Dollars in Thousands</i>						
	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>Preliminary Plan</b>		<b>*Difference</b>
	<b>Actual</b>	<b>Actual</b>	<b>Adopted</b>	<b>FY21</b>	<b>FY22</b>	<b>FY21-FY22</b>
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$24,742	\$26,611	\$29,171	\$29,233	\$29,329	\$158
Other Salaried and Unsalariated	380	330	37	37	37	0
Additional Gross Pay	1,018	807	906	906	906	0
Overtime - Civilian	698	568	144	815	815	671
Fringe Benefits	0	0	1	1	1	0
Amounts to be Scheduled						
<b>Subtotal</b>	<b>\$26,838</b>	<b>\$28,316</b>	<b>\$30,258</b>	<b>\$30,991</b>	<b>\$31,087</b>	<b>\$829</b>
<b>Other Than Personal Services</b>						
Contractual Services	\$823	\$762	\$617	\$702	\$237	(\$380)
Other Services & Charges	85	234	(31)	(61)	576	607
Fixed and Misc. Charges	0	0	26	23	26	
Property & Equipment	104	102	358	327	283	(75)
Supplies & Materials	432	357	255	398	255	0
<b>Subtotal</b>	<b>\$1,443</b>	<b>\$1,455</b>	<b>\$1,225</b>	<b>\$1,389</b>	<b>\$1,377</b>	<b>\$152</b>
<b>TOTAL</b>	<b>\$28,281</b>	<b>\$29,771</b>	<b>\$31,484</b>	<b>\$32,380</b>	<b>\$32,464</b>	<b>\$981</b>
<b>Funding</b>						
City Funds			\$5,613	\$6,774	\$6,866	\$1,254
Other Categorical			0	0	0	0
Capital - IFA			25,513	25,248	25,240	(273)
State			83	83	83	0
Federal - Other			276	276	276	0
Intra City			0	0	0	0
<b>TOTAL</b>	<b>\$28,281</b>	<b>\$29,771</b>	<b>\$31,484</b>	<b>\$32,380</b>	<b>\$32,464</b>	<b>\$981</b>
<b>Budgeted Headcount</b>						
Full-Time Positions - Civilian	280	269	302	317	317	15

*\*The difference of Fiscal 2021 Adopted Budget compared to Fiscal 2022 Preliminary Budget.*

Bridge Maintenance, Repair & Operation

<b>Bridge Maintenance, Repair &amp; Operations</b>						
<i>Dollars in Thousands</i>						
	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>Preliminary Plan</b>		<b>*Difference</b>
	<b>Actual</b>	<b>Actual</b>	<b>Adopted</b>	<b>FY21</b>	<b>FY22</b>	<b>FY21-FY22</b>
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$36,900	\$37,472	\$41,792	\$38,531	\$40,378	(\$1,414)
Other Salaried and Unsalari ed	1,350	1,144	119	119	119	\$0
Additional Gross Pay	2,562	2,975	852	852	852	\$0
Overtime - Civilian	7,051	6,400	6,617	6,617	6,617	\$0
Fringe Benefits	2,478	3,353	3,181	3,181	3,181	\$0
Amounts to be Scheduled	0	0	0	0	0	\$0
<b>Subtotal</b>	<b>\$50,340</b>	<b>\$51,343</b>	<b>\$52,562</b>	<b>\$49,301</b>	<b>\$51,148</b>	<b>(\$1,414)</b>
<b>Other Than Personal Services</b>						
Contractual Services	\$18,498	\$18,881	\$22,663	\$22,821	\$19,485	(\$3,178)
Other Services & Charges	590	506	2,682	575	2,681	(1)
Fixed and Misc. Charges	2	1	6	7	6	0
Property & Equipment	473	209	668	726	434	(234)
Supplies & Materials	2,543	1,865	3,644	3,051	3,644	0
<b>Subtotal</b>	<b>\$22,106</b>	<b>\$21,461</b>	<b>\$29,663</b>	<b>\$27,179</b>	<b>\$26,250</b>	<b>(\$3,413)</b>
<b>TOTAL</b>	<b>\$72,446</b>	<b>\$72,804</b>	<b>\$82,225</b>	<b>\$76,480</b>	<b>\$77,397</b>	<b>(\$4,827)</b>
<b>Funding</b>						
City Funds			\$52,164	\$46,629	\$48,157	(\$4,007)
Other Categorical			125	125	125	0
Capital - IFA			2,037	2,037	2,037	0
State			6,465	6,465	6,465	0
Federal - Other			19,612	19,612	18,792	(820)
Intra City			1,821	1,612	1,821	0
<b>TOTAL</b>	<b>\$72,446</b>	<b>\$72,804</b>	<b>\$82,225</b>	<b>\$76,480</b>	<b>\$77,397</b>	<b>(\$4,827)</b>
<b>Budgeted Headcount</b>						
Full-Time Positions	434	418	483	464	464	(19)

\*The difference of Fiscal 2021 Adopted Budget compared to Fiscal 2022 Preliminary Budget.

## DOT Management &amp; Administration

<b>DOT Management &amp; Administration</b>						
<i>Dollars in Thousands</i>						
	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>Preliminary Plan</b>		<b>*Difference</b>
	<b>Actual</b>	<b>Actual</b>	<b>Adopted</b>	<b>FY21</b>	<b>FY22</b>	<b>FY21-FY22</b>
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$46,844	\$49,569	\$43,602	\$41,764	\$43,438	(\$164)
Other Salaried and Unsalariied	2,435	2,678	1,040	1,040	1,042	2
Additional Gross Pay	1,741	1,608	655	655	655	0
Overtime - Civilian	1,464	1,192	1,157	1,157	1,157	0
Fringe Benefits	4	5	10	10	10	0
Amounts to be Scheduled	0	0	0	0	0	0
P.S. Other	(42)	(50)	0	0	0	0
<b>Subtotal</b>	<b>\$52,489</b>	<b>\$55,051</b>	<b>\$46,464</b>	<b>\$44,626</b>	<b>\$46,302</b>	<b>(\$162)</b>
<b>Other Than Personal Services</b>						
Contractual Services	\$7,764	\$8,491	\$7,489	\$8,222	\$7,461	(\$29)
Other Services & Charges	12,138	12,497	12,557	12,009	12,958	401
Fixed and Misc. Charges	217	120	100	100	100	0
Property & Equipment	888	1,248	619	965	549	(70)
Supplies & Materials	1,606	900	753	1,021	753	0
<b>Subtotal</b>	<b>\$22,614</b>	<b>\$23,257</b>	<b>\$21,519</b>	<b>\$22,316</b>	<b>\$21,821</b>	<b>\$302</b>
<b>TOTAL</b>	<b>\$75,103</b>	<b>\$78,308</b>	<b>\$67,983</b>	<b>\$66,942</b>	<b>\$68,124</b>	<b>\$141</b>
<b>Funding</b>						
City Funds			\$54,852	\$53,971	\$54,992	\$140
Other Categorical			293	293	293	0
Capital - IFA			5,780	5,427	5,781	1
State			5,570	5,570	5,570	0
Federal - Other			1,488	1,681	1,488	0
Intra City			0	0	0	0
<b>TOTAL</b>	<b>\$75,103</b>	<b>\$78,308</b>	<b>\$67,983</b>	<b>\$66,942</b>	<b>\$68,124</b>	<b>\$141</b>
<b>Budgeted Headcount</b>						
Full-Time Positions	559	569	521	513	508	(13)

\*The difference of Fiscal 2021 Adopted Budget compared to Fiscal 2022 Preliminary Budget.

DOT Vehicles, Facilities Management & Maintenance

<b>DOT Vehicles, Facilities Management &amp; Maintenance</b>						
<i>Dollars in Thousands</i>						
	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>Preliminary Plan</b>		<b>*Difference</b>
	<b>Actual</b>	<b>Actual</b>	<b>Adopted</b>	<b>FY21</b>	<b>FY22</b>	<b>FY21-FY22</b>
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$12,060	\$14,130	\$16,326	\$15,113	\$16,406	\$80
Other Salaried and Unsalari ed	266	282	53	53	53	0
Additional Gross Pay	488	528	142	142	142	0
Overtime - Civilian	1,889	1,724	2,190	2,190	2,190	0
Fringe Benefits	253	290	249	249	249	0
Amounts to be Scheduled	0	0	0	0	0	0
<b>Subtotal</b>	<b>\$14,956</b>	<b>\$16,953</b>	<b>\$18,961</b>	<b>\$17,747</b>	<b>\$19,040</b>	<b>\$80</b>
<b>Other Than Personal Services</b>						
Contractual Services	\$7,614	\$7,540	\$5,981	\$7,676	\$5,964	(\$17)
Other Services & Charges	29,403	34,293	37,887	37,521	42,185	4,298
Fixed and Misc. Charges	7,339	12,678	2	2	2	0
Property & Equipment	666	1,048	692	612	75	(616)
Supplies & Materials	3,458	3,424	3,189	3,209	3,084	(105)
<b>Subtotal</b>	<b>\$48,479</b>	<b>\$58,984</b>	<b>\$47,751</b>	<b>\$49,020</b>	<b>\$51,311</b>	<b>\$3,559</b>
<b>TOTAL</b>	<b>\$63,435</b>	<b>\$75,937</b>	<b>\$66,712</b>	<b>\$66,767</b>	<b>\$70,351</b>	<b>\$3,639</b>
<b>Funding</b>						
City Funds			\$64,408	\$62,780	\$68,047	\$3,639
Other Categorical			0	1,500	0	0
Capital - IFA			1,359	764	1,359	0
State			423	423	423	0
Federal - Other			522	1,300	522	0
Intra City			0	0	0	0
<b>TOTAL</b>	<b>\$63,435</b>	<b>\$75,937</b>	<b>\$66,712</b>	<b>\$66,767</b>	<b>\$70,351</b>	<b>\$3,639</b>
<b>Budgeted Headcount</b>						
Full-Time Positions	162	169	205	195	196	(9)

*\*The difference of Fiscal 2021 Adopted Budget compared to Fiscal 2022 Preliminary Budget.*

Ferry Administration & Surface Transit

<b>Ferry Administration &amp; Surface Transit</b>						
<i>Dollars in Thousands</i>						
	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>Preliminary Plan</b>		<b>*Difference</b>
	<b>Actual</b>	<b>Actual</b>	<b>Adopted</b>	<b>FY21</b>	<b>FY22</b>	<b>FY21-FY22</b>
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$3,181	\$3,374	\$3,799	\$3,525	\$3,545	(\$253)
Other Salaried and Unsalari ed	96	68	34	34	34	0
Additional Gross Pay	81	170	291	291	291	0
Overtime - Civilian	87	74	136	136	136	0
Fringe Benefits	1	1	1	1	1	0
Amounts to be Scheduled	0	0	0	0	0	0
<b>Subtotal</b>	<b>\$3,446</b>	<b>\$3,687</b>	<b>\$4,259</b>	<b>\$3,985</b>	<b>\$4,006</b>	<b>(\$253)</b>
<b>Other Than Personal Services</b>						
Contractual Services	\$0	\$5,204	\$11,349	\$11,742	\$3	(\$11,346)
Other Services & Charges	17	26	184	59	184	0
Fixed and Misc. Charges	0	0	0	0	0	0
Property & Equipment	27	5	13	24	13	0
Supplies & Materials	34	54	5,240	5,252	35	(5,205)
<b>Subtotal</b>	<b>\$78</b>	<b>\$5,289</b>	<b>\$16,787</b>	<b>\$17,077</b>	<b>\$235</b>	<b>(\$16,552)</b>
<b>TOTAL</b>	<b>\$3,525</b>	<b>\$8,976</b>	<b>\$21,046</b>	<b>\$21,063</b>	<b>\$4,241</b>	<b>(\$16,805)</b>
<b>Funding</b>						
City Funds			\$4,038	\$3,662	\$3,784	(\$253)
Other Categorical			0	0	0	0
Capital - IFA			0	0	0	0
State			0	0	0	0
Federal - Other			17,009	17,401	457	(16,552)
Intra City			0	0	0	0
<b>TOTAL</b>	<b>\$3,525</b>	<b>\$8,976</b>	<b>\$21,046</b>	<b>\$21,063</b>	<b>\$4,241</b>	<b>(\$16,805)</b>
<b>Budgeted Headcount</b>						
Full-Time Positions	35	32	36	34	34	(2)

*\*The difference of Fiscal 2021 Adopted Budget compared to Fiscal 2022 Preliminary Budget.*

**Municipal Ferry Operation & Maintenance**

<b>Municipal Ferry Operation &amp; Maintenance</b>						
<i>Dollars in Thousands</i>						
	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>Preliminary Plan</b>		<b>*Difference</b>
	<b>Actual</b>	<b>Actual</b>	<b>Adopted</b>	<b>FY21</b>	<b>FY22</b>	<b>FY21-FY22</b>
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$37,534	\$38,433	\$43,089	\$41,358	\$44,486	\$1,398
Other Salaried and Unsalari ed	408	453	122	122	122	0
Additional Gross Pay	4,223	5,185	1,887	1,887	1,887	0
Overtime - Civilian	15,768	15,542	13,464	14,326	14,326	863
Fringe Benefits	581	529	387	387	387	0
Amounts to be Scheduled	0	0	0	0	0	0
<b>Subtotal</b>	<b>\$58,514</b>	<b>\$60,141</b>	<b>\$58,949</b>	<b>\$58,080</b>	<b>\$61,209</b>	<b>\$2,260</b>
<b>Other Than Personal Services</b>						
Contractual Services	\$30,470	\$27,816	\$11,462	\$11,937	\$24,488	\$13,026
Other Services & Charges	122	86	48	75	48	0
Fixed and Misc. Charges	24	19	12	24	12	0
Property & Equipment	294	412	358	269	318	(40)
Supplies & Materials	14,485	11,319	7,780	7,813	15,032	7,252
<b>Subtotal</b>	<b>\$45,394</b>	<b>\$39,652</b>	<b>\$19,660</b>	<b>\$20,119</b>	<b>\$39,899</b>	<b>\$20,238</b>
<b>TOTAL</b>	<b>\$103,908</b>	<b>\$99,793</b>	<b>\$78,609</b>	<b>\$78,199</b>	<b>\$101,107</b>	<b>\$22,499</b>
<b>Funding</b>						
City Funds			\$30,190	\$29,259	\$52,412	\$22,223
Other Categorical			0	0	0	0
Capital - IFA			1,640	2,205	2,212	572
State			41,560	41,560	41,560	0
Federal - Other			4,144	4,144	4,144	0
Intra City			1,075	1,031	779	(296)
<b>TOTAL</b>	<b>\$103,908</b>	<b>\$99,793</b>	<b>\$78,609</b>	<b>\$78,199</b>	<b>\$101,107</b>	<b>\$22,499</b>
<b>Budgeted Headcount</b>						
Full-Time Positions	561	571	645	606	639	(6)

*\*The difference of Fiscal 2021 Adopted Budget compared to Fiscal 2022 Preliminary Budget.*

## Roadway Repair, Maintenance &amp; Inspection

<b>Roadway Repair, Maintenance &amp; Inspection</b>						
<i>Dollars in Thousands</i>						
	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>Preliminary Plan</b>		<b>*Difference</b>
	<b>Actual</b>	<b>Actual</b>	<b>Adopted</b>	<b>FY21</b>	<b>FY22</b>	<b>FY21-FY22</b>
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$110,028	\$117,374	\$123,497	\$139,278	\$146,042	\$22,545
Other Salaried and Unsalari ed	21,491	26,453	20,180	20,180	20,183	2
Additional Gross Pay	14,022	16,931	3,454	3,454	3,454	0
Overtime - Civilian	23,966	24,950	15,562	17,025	17,100	1,538
Fringe Benefits	605	741	489	489	489	0
Amounts to be Scheduled	0	0	0	0	0	0
<b>Subtotal</b>	<b>\$170,112</b>	<b>\$186,449</b>	<b>\$163,183</b>	<b>\$180,427</b>	<b>\$187,268</b>	<b>\$24,085</b>
<b>Other Than Personal Services</b>						
Contractual Services	11,661	15,526	17,778	22,404	21,073	3,295
Other Services & Charges	23,088	19,575	10,128	18,218	10,584	456
Fixed and Misc. Charges	3	1	5	8	5	0
Property & Equipment	4,552	2,039	2,916	2,898	962	(1,954)
Supplies & Materials	83,255	65,986	62,888	54,928	63,738	850
<b>Subtotal</b>	<b>\$122,558</b>	<b>\$103,128</b>	<b>\$93,715</b>	<b>\$98,457</b>	<b>\$96,362</b>	<b>\$2,647</b>
<b>TOTAL</b>	<b>\$292,671</b>	<b>\$289,577</b>	<b>\$256,898</b>	<b>\$278,884</b>	<b>\$283,630</b>	<b>\$26,732</b>
<b>Funding</b>						
City Funds			\$63,344	\$61,331	\$61,595	(\$1,749)
Other Categorical			0	0	0	0
Capital - IFA			166,849	190,797	195,329	28,481
State			26,705	26,705	26,705	0
Federal - Other			0	0	0	0
Intra City			0	51	0	0
<b>TOTAL</b>	<b>\$292,671</b>	<b>\$289,577</b>	<b>\$256,898</b>	<b>\$278,884</b>	<b>\$283,630</b>	<b>\$26,732</b>
<b>Budgeted Headcount</b>						
Full-Time Positions	1358	1416	1431	1457	1461	30

\*The difference of Fiscal 2021 Adopted Budget compared to Fiscal 2022 Preliminary Budget.

## Roadway Construction Coordination &amp; Admin

<b>Roadway Construction Coordination &amp; Admin</b>						
<i>Dollars in Thousands</i>						
	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>Preliminary Plan</b>		<b>*Difference</b>
	<b>Actual</b>	<b>Actual</b>	<b>Adopted</b>	<b>FY21</b>	<b>FY22</b>	<b>FY21-FY22</b>
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$13,939	\$15,804	\$18,835	\$17,173	\$17,988	(\$847)
Other Salaried and Unsalari ed	1,231	860	647	647	648	0
Additional Gross Pay	594	413	367	367	367	0
Overtime - Civilian	1,436	1,028	1,392	1,392	1,397	5
Fringe Benefits	21	18	0	0	0	0
Amounts to be Scheduled	0	0	0	0	0	0
<b>Subtotal</b>	<b>\$17,221</b>	<b>\$18,125</b>	<b>\$21,240</b>	<b>\$19,578</b>	<b>\$20,399</b>	<b>(\$841)</b>
<b>Other Than Personal Services</b>						
Contractual Services	\$47	\$397	\$814	\$752	\$681	(\$133)
Other Services & Charges	48	59	37	52	32	(5)
Fixed and Misc. Charges	0	0	0	0	0	0
Property & Equipment	796	92	15	13	15	0
Supplies & Materials	579	332	133	183	160	27
<b>Subtotal</b>	<b>\$1,470</b>	<b>\$879</b>	<b>\$999</b>	<b>\$999</b>	<b>\$888</b>	<b>(\$111)</b>
<b>TOTAL</b>	<b>\$18,690</b>	<b>\$19,004</b>	<b>\$22,239</b>	<b>\$20,577</b>	<b>\$21,287</b>	<b>(\$952)</b>
<b>Funding</b>						
City Funds			\$19,851	\$17,092	\$17,754	(\$2,097)
Other Categorical			0	1,096	1,145	1,145
Capital – IFA			1,811	1,811	1,811	0
State			287	287	287	0
Federal – Other			291	291	291	0
Intra City			0	0	0	0
<b>TOTAL</b>	<b>\$18,690</b>	<b>\$19,004</b>	<b>\$22,239</b>	<b>\$20,577</b>	<b>\$21,287</b>	<b>(\$952)</b>
<b>Budgeted Headcount</b>						
Full-Time Positions	208	215	230	223	223	(7)

\*The difference of Fiscal 2021 Adopted Budget compared to Fiscal 2022 Preliminary Budget.

## Traffic Operations &amp; Maintenance

<b>Traffic Operations &amp; Maintenance</b>						
<i>Dollars in Thousands</i>						
	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>Preliminary Plan</b>		<b>*Difference</b>
	<b>Actual</b>	<b>Actual</b>	<b>Adopted</b>	<b>FY21</b>	<b>FY22</b>	<b>FY21-FY22</b>
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$74,753	\$81,050	\$90,880	\$87,419	\$93,095	\$2,214
Other Salaried and Unsalari ed	1,473	1,744	782	782	782	1
Additional Gross Pay	5,669	5,395	1,581	1,581	1,585	4
Overtime - Civilian	13,141	9,981	5,168	8,839	8,864	3,696
Fringe Benefits	1,498	971	627	627	627	0
Amounts to be Scheduled	0	0	0	0	0	0
<b>Subtotal</b>	<b>\$96,536</b>	<b>\$99,140</b>	<b>\$99,038</b>	<b>\$99,248</b>	<b>\$104,954</b>	<b>\$5,916</b>
<b>Other Than Personal Services</b>						
Contractual Services	\$149,842	\$180,002	\$242,158	\$242,694	\$245,949	\$3,791
Other Services & Charges	68,180	76,840	60,639	75,123	60,669	30
Fixed and Misc. Charges	4	1	108	108	108	0
Property & Equipment	5,546	6,851	3,259	8,976	3,067	(192)
Supplies & Materials	9,211	10,800	28,360	15,048	29,631	1,271
<b>Subtotal</b>	<b>\$232,784</b>	<b>\$274,495</b>	<b>\$334,524</b>	<b>\$341,949</b>	<b>\$339,424</b>	<b>\$4,899</b>
<b>TOTAL</b>	<b>\$329,319</b>	<b>\$373,635</b>	<b>\$433,562</b>	<b>\$441,197</b>	<b>\$444,378</b>	<b>\$10,815</b>
<b>Funding</b>						
City Funds			\$340,533	\$346,024	\$352,287	\$11,754
Other Categorical			1,300	1,300	1,300	0
Capital - IFA			17,280	17,187	17,211	(69)
State			37,438	37,438	37,438	0
Federal - Other			37,000	38,853	36,130	(870)
Intra City			12	395	12	0
<b>TOTAL</b>	<b>\$329,319</b>	<b>\$373,635</b>	<b>\$433,562</b>	<b>\$441,197</b>	<b>\$444,378</b>	<b>\$10,815</b>
<b>Budgeted Headcount</b>						
Full-Time Positions	1092	1211	1327	1280	1365	38

\*The difference of Fiscal 2021 Adopted Budget compared to Fiscal 2022 Preliminary Budget.

Traffic Planning Safety & Administration

<b>Traffic Planning Safety &amp; Administration</b>						
<i>Dollars in Thousands</i>						
	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>Preliminary Plan</b>		<b>*Difference</b>
	<b>Actual</b>	<b>Actual</b>	<b>Adopted</b>	<b>FY21</b>	<b>FY22</b>	<b>FY21-FY22</b>
<b>Spending</b>						
<b>Personal Services</b>						
Full-Time Salaried - Civilian	\$18,590	\$20,017	\$16,588	\$17,385	\$16,950	\$362
Other Salaried and Unsalari ed	330	374	144	144	144	1
Additional Gross Pay	583	333	1,110	1,110	1,110	0
Overtime - Civilian	585	542	628	655	628	0
Fringe Benefits	2	1	34	34	34	0
Amounts to be Scheduled	0	0	0	0	0	0
<b>Subtotal</b>	<b>\$20,090</b>	<b>\$21,267</b>	<b>\$18,504</b>	<b>\$19,327</b>	<b>\$18,866</b>	<b>\$362</b>
<b>Other Than Personal Services</b>						
Contractual Services	\$20,503	\$19,866	\$12,082	\$20,474	\$15,112	\$3,031
Other Services & Charges	5,001	1,940	2,993	1,244	2,999	6
Fixed and Misc. Charges	0	1	1	1	1	0
Property & Equipment	3,740	745	1,147	1,764	652	(496)
Supplies & Materials	3,702	2,551	4,388	5,815	4,288	(100)
<b>Subtotal</b>	<b>\$32,947</b>	<b>\$25,104</b>	<b>\$20,611</b>	<b>\$29,297</b>	<b>\$23,052</b>	<b>\$2,441</b>
<b>TOTAL</b>	<b>\$53,037</b>	<b>\$46,370</b>	<b>\$39,115</b>	<b>\$48,624</b>	<b>\$41,918</b>	<b>\$2,803</b>
<b>Funding</b>						
City Funds			\$34,323	\$36,835	\$37,126	\$2,803
Other Categorical			0	0	0	0
Capital - IFA			305	305	305	0
State			1,643	2,177	1,643	0
Federal - Other			2,844	9,307	2,844	0
Intra City			0	0	0	0
<b>TOTAL</b>	<b>\$53,037</b>	<b>\$46,370</b>	<b>\$39,115</b>	<b>\$48,624</b>	<b>\$41,918</b>	<b>\$2,803</b>
<b>Budgeted Headcount</b>						
Full-Time Positions	252	250	203	215	201	(2)

\*The difference of Fiscal 2021 Adopted Budget compared to Fiscal 2022 Preliminary Budget.