

THE COUNCIL OF THE CITY OF NEW YORK

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Speaker of the Council

Hon. Ydanis Rodriguez
Chair, Committee on Transportation



Report of the Finance Division on the
Fiscal 2020 Preliminary Plan and the
Fiscal 2019 Preliminary Mayor's Management Report for the

Department of Transportation

March 14, 2019

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Table of Contents

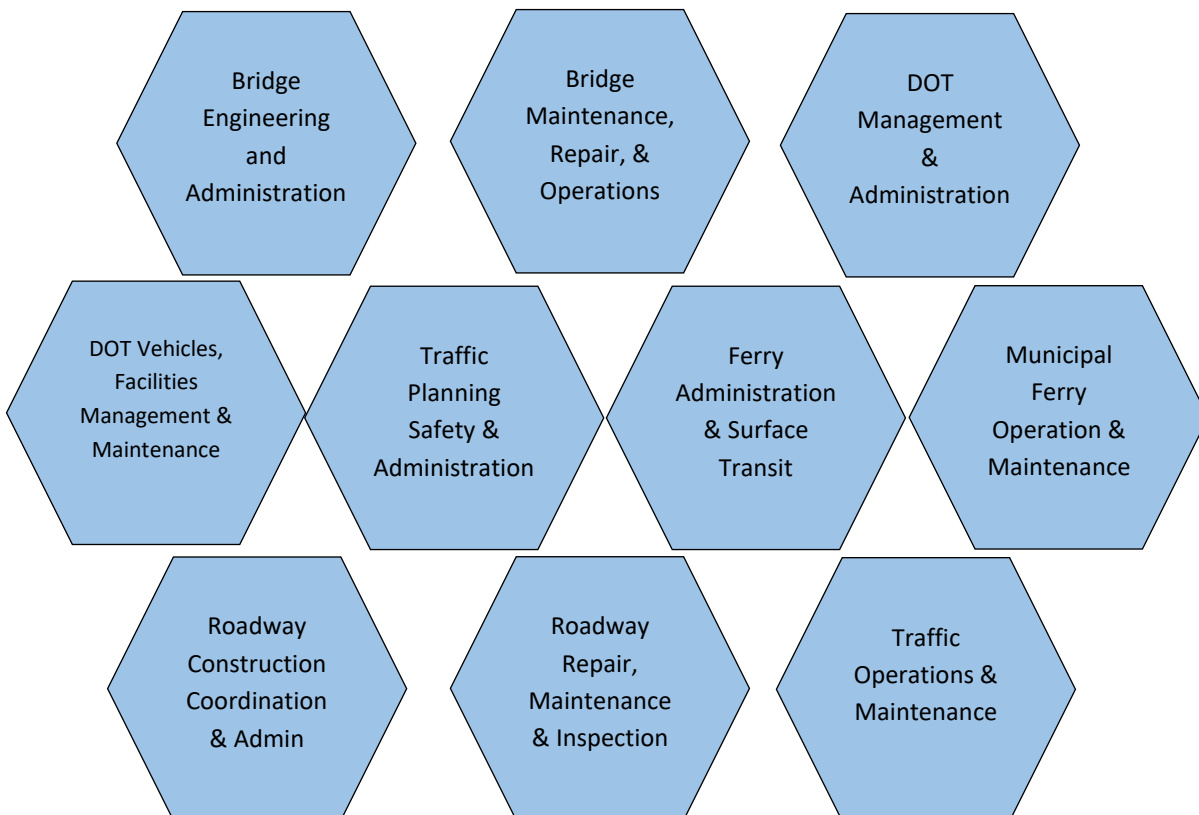
Department of Transportation Services Overview	1
Agency Description	2
Snapshot of Agency Portfolio.....	2
Fiscal 2019 Preliminary Budget Highlights.....	3
Financial Plan Summary	6
Headcount.....	9
Contract Budget	10
Miscellaneous Revenue	11
Budget Issues	12
Program Areas	12
Traffic Operations and Maintenance.....	12
Roadway Repair, Maintenance and Inspection.....	15
Roadway Construction Coordination and Administration	17
Municipal Ferry Operation and Maintenance	18
Ferry Administration and Surface Management	20
Bridge Maintenance, Repair and Operation.....	22
Bridge Engineering and Administration.....	23
DOT Management and Administration	25
DOT Vehicles, Facilities Management and Maintenance	26
Traffic Planning Safety and Administration	28
Capital Plan Overview	30
Preliminary Ten-Year Capital Strategy Fiscal 2020-2029	30
Strategy Guiding Principles	30
Fiscal 2020 Preliminary Capital Budget and Commitment Plan for Fiscal 2019-2023:	34
Capital Budget Structure	37
Appendices.....	43
A: Budget Actions in the November and the Preliminary Plans.....	43
B: DOT Contract Budget.....	45
C: DOT Miscellaneous Revenue	45
D: Program Areas.....	46
Bridge Engineering and Administration Budget Detail	46
Bridge Maintenance, Repair and Operations Budget Detail.....	47

DOT Management & Administration	48
DOT Vehicles, Facilities Management & Maintenance.....	49
Ferry Administration & Surface Transit	50
Municipal Ferry Operation & Maintenance.....	51
Roadway Construction Coordination & Admin.....	52
Roadway Repair, Maintenance & Inspection.....	53
Traffic Operation & Maintenance	54
Traffic Planning Safety & Administration.....	55

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.

Program Areas



DOT's activities include:

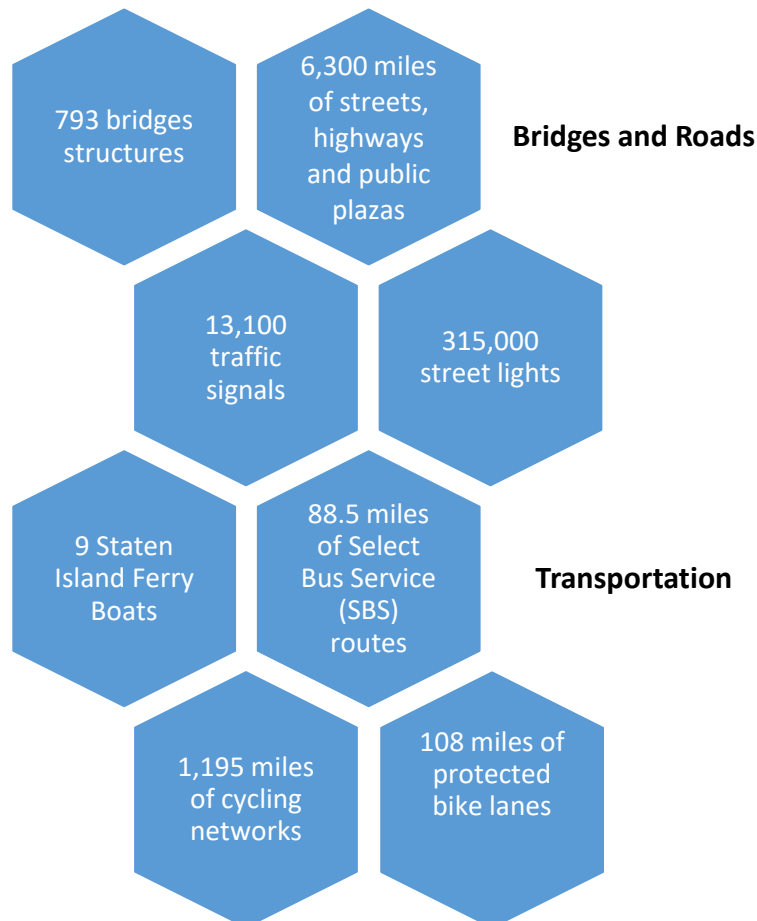
- Managing the City's bridge inventory to achieve a high state of good repair;
- Providing efficient passenger transportation via the Staten Island Ferry;
- Improving safety for pedestrians, motorists, bus and bike riders; and
- Maximizing efficient use of street/sidewalk space, among others.

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, 793 bridge structures, and the nine boats for the Staten Island Ferry program. DOT operates 13,100 traffic signals and over 315,000 street lights, and maintains over 200 million linear feet of markings on City streets and highways. DOT oversees the City's bike share system and maintains over 1,195 miles of the cycling network, including over 108 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.

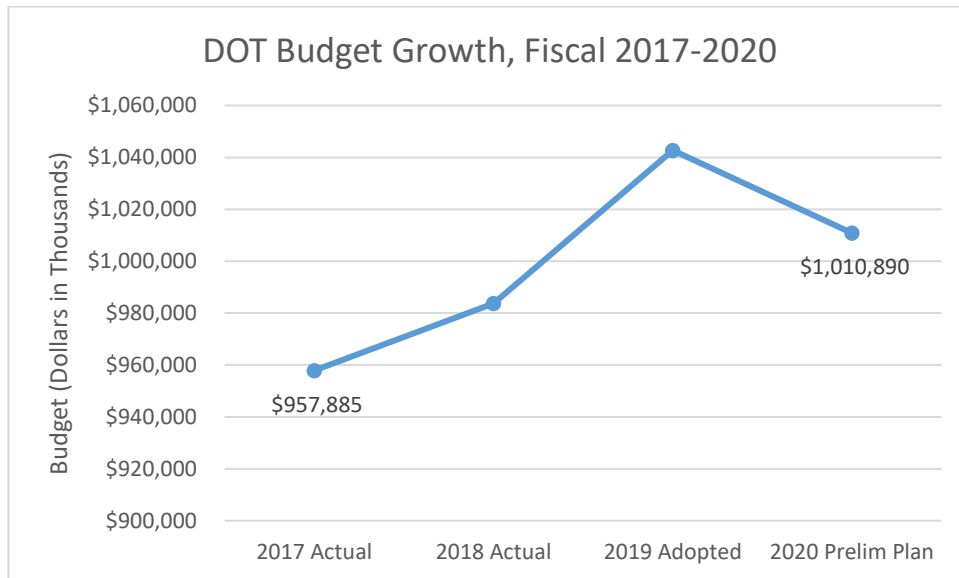
In addition, DOT's infrastructure programs include an extensive bridge capital investment and life-cycle maintenance program; roadway resurfacing, and pothole repair; ferry boat and terminal upgrades and maintenance; and a capital program that performs street and sidewalk reconstruction and additional 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

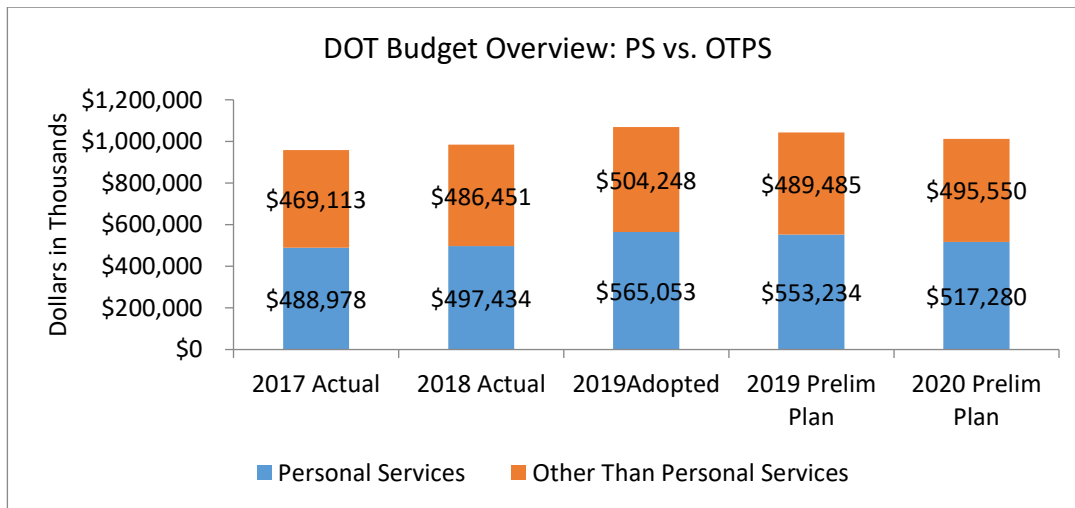


Fiscal 2019 Preliminary Budget Highlights

The Department of Transportation's Fiscal 2020 Preliminary Budget totals \$1.01 billion, a decrease of \$31 million or three percent from the Fiscal 2019 Adopted Budget. Since the Fiscal 2017 Adopted Budget, DOT's budget has grown by \$53 million (six percent) and now accounts for approximately one percent of the City's total budget of \$92.2 billion.



DOT's Fiscal 2020 Preliminary Budget includes \$517.3 million in funding for Personal Services (PS), to support 5,202 full-time and 208 full-time equivalent positions and \$495.6 million for Other Than Personal Services (OTPS).

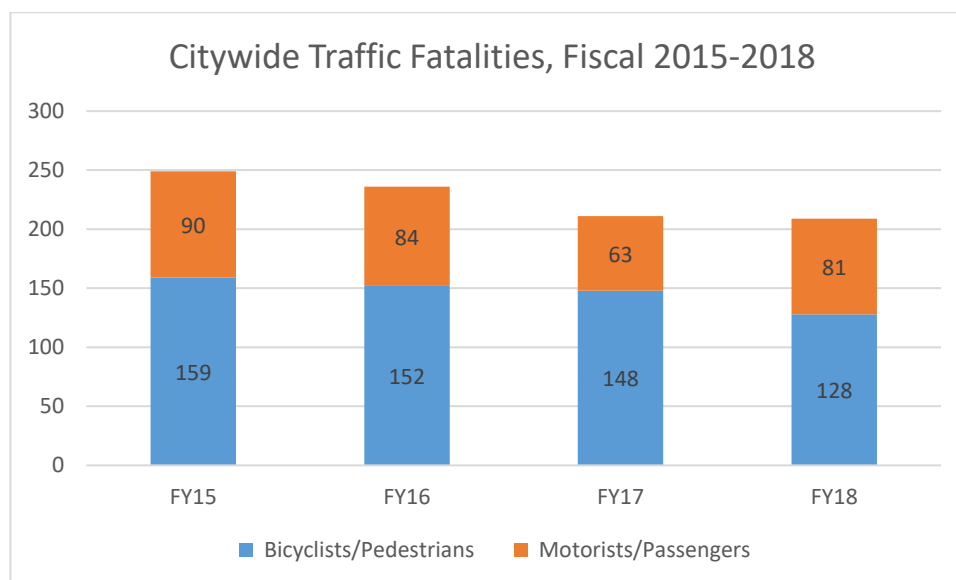


Highlights of DOT's Fiscal 2020 Preliminary Budget

- **New Needs**
 - **Mechanics for Pedestrian Ramp Program.** The Fiscal 2020 Preliminary Plan includes new needs of \$1.85 million in Fiscal 2020 and in the outyears for 12 new Pedestrian Ramp Program mechanics.
 - **Transit Signal Priority (TSP) Expansion.** The Preliminary Plan includes new funding totaling \$2.7 million in Fiscal 2020 and in the outyears to expand DOT's TSP program. TSP is a system that allows DOT to hold green lights at intersections as buses approach. The funding will support three new positions and OTPS costs to install TSP at an additional 300 intersections as part of the City's Bus Improvement Plan.
- **Citywide Savings Program.** In conjunction with the Fiscal 2020 Preliminary Plan, the Office of Management and Budget released a Citywide Savings Program that lays out plans to reduce City spending by \$1 billion in Fiscal 2019 and \$271 million in Fiscal 2020. The Department of Transportation has proposed savings totaling \$15.8 million in Fiscal 2019 and \$8.1 million in Fiscal 2020 as part of the Citywide Savings Plan. Highlights of DOT's savings program in Fiscal 2019 and 2020 include the following:
 - **NYCWiN Replacement Re-estimate.** Due to a cost re-estimate, the Preliminary Plan includes a savings of \$8.7 million from the replacement of the City's wireless network in Fiscal 2019 only. The New York City Wireless Network (NYCWiN), is a government-dedicated broadband wireless infrastructure created to support public safety and other essential City operations. DOT formerly used NYCWiN to transmit traffic data between intersections and to centrally monitor traffic patterns, and to change signal timing. DOITT, the administering agency, phased out NYCWiN in 2019 and DOT opted to hire a private vendor to install and administer a replacement system, titled TRANSNET at a cost of \$75 million. DOT is currently in the process of negotiating with carriers, which has resulted in savings.
 - **Re-Estimate of Building Permit Revenue.** The Preliminary Plan includes additional revenue of \$4.7 million in Fiscal 2019 and \$3.7 million in Fiscal 2020 from Sidewalk Interruption permits resulting from sustained construction activity.
- **Program to Eliminate the Gap (PEG).** In addition to the budget savings reflected in the Citywide Savings program, DOT will be required to identify an additional savings target of \$19.6 million by the release of the Fiscal 2020 Executive Financial Plan pursuant to the Administration's recently implemented Program to Eliminate the Gap (PEG). The \$19.6 million savings target represents about two percent of DOT's operating budget and about 3.6 percent of the Administration's total proposed PEG target of \$544.6 million across all City agencies.
- **Miscellaneous Revenue.** The Preliminary Plan projects that the Department of Transportation will generate Miscellaneous Revenue totaling \$420.8 million in Fiscal 2020, including \$234 million from parking meters.
- **Preliminary Mayor's Management Report (PMMR) Highlights.** Notable performance metrics reported by the Department of Transportation in the 2019 PMMR include the following.
 - In the first four months of Fiscal 2019 DOT resurfaced 704 lane miles, a 12 percent increase and on track to achieve the agency's goal to repave 1,300 lane miles annually.

However, it should be noted, that the Preliminary Plan only include \$135 million in Fiscal 2020 compared to \$298 million in the current fiscal year for in-house streets repaving and resurfacing. It's unlikely DOT would achieve the 1,300 lane miles target in Fiscal 2020 unless additional funding is provided in the Executive Budget.

- In the first four months of Fiscal 2019 DOT repaired 47,525 potholes (arterials and local streets), 14 percent fewer than in the same period last year, with repairs on arterials increasing and repairs on local streets decreasing. The average time to close a pothole work order where repair was done more than doubled, from 1.8 days to 4 days compared to the same period of Fiscal 2018. DOT attributes this increase to an increase in travel distances between pothole locations.
- 70.5 bicycle lane miles were installed in Fiscal 2018, surpassing the yearly target of 50 miles but decreasing 15 percent from Fiscal 2017. In the first four months of Fiscal 2019, DOT installed 34.2 bike lane miles, an increase of nearly two lane miles over the same period in Fiscal 2018. Although, the Agency is on schedule to install 50 bike lane miles by the end of June 2019, the indicator fails to show how many of the new bike lanes installed are protected bike lanes. It would be meaningful to include such indicator including the average cost per lane mile installed in future reports.
- Citywide traffic fatalities for bicyclists and pedestrians increased by 29 percent in Fiscal 2018 when compared to Fiscal 2017 but decreased 10 percent since Fiscal 2015. In the first four months of Fiscal 2019, citywide traffic fatalities decreased 15.1 percent from 86 in the same period of Fiscal 2018 to 73 in Fiscal 2019. Similarly, citywide traffic fatalities for motorists and passengers decreased 10.3 percent. As indicated in the chart below, both bicyclist/pedestrian and motorist/passenger fatalities have declined since Fiscal 2015, an indication that the City's Vision Zero program is working.



Financial Plan Summary

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 60 percent of the agency's total funding of \$1 billion in Fiscal 2020.

The largest increase in the program areas is in the Bridge Engineering and Administration, which is \$1.4 million or four percent greater than the Fiscal 2019 Adopted budget. Other program area increases include DOT Management & Administration, which increased by \$1.2 million or two percent, Bridge Maintenance, Repair, and Operations, which increased by \$969,000 or 1.4 percent, and DOT Vehicles, Facilities Management and Maintenance, which increased by \$615,000 or one percent. The largest decrease in the program areas is in Ferry Administration and Surface Transit, which is \$560,000 or 12 percent less than the Fiscal 2019 Adopted Budget. Other significant decreases include a reduction of \$30 million, or 10 percent, in the Roadway Repair, Maintenance & Inspection program area.

The Fiscal 2020 Preliminary Budget includes \$621 million in City tax-levy funds, a decrease of \$5.7 million from the Fiscal 2019 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. For the current fiscal year (Fiscal 2019), to date over \$168 million in State and federal funding has been realized post Adoption.

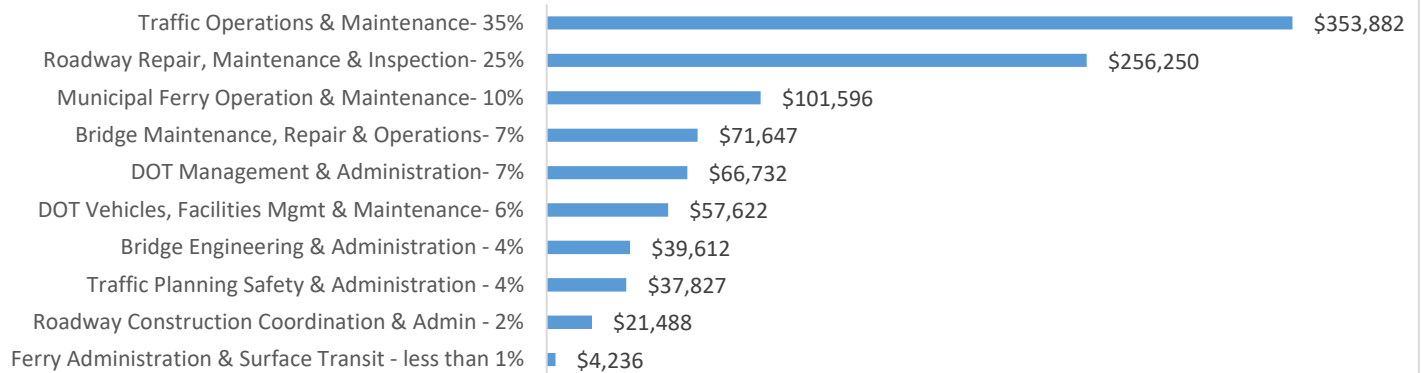
The Department's Fiscal 2019 full-time headcount is projected to be 5,202 a decrease of 157 positions when compared to the Fiscal 2019 Adopted Budget. However, when the Fiscal 2020 full-time equivalent (FTE) positions are taken into account, the overall headcount for Fiscal 2020 is 5,410 representing a decrease of 208 positions when compared to the Fiscal 2019 Adopted Budget.

Department of Transportation Financial Summary						
<i>Dollars in Thousands</i>						
	2017	2018	2019	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2019	2020	2019 - 2020
Spending						
Personal Services	468,907	486,255	489,485	504,248	495,550	\$6,065
Other Than Personal Services	\$488,978	\$497,434	\$553,234	\$564,774	\$515,340	(37,894)
TOTAL	\$957,885	\$983,689	\$1,042,719	\$1,069,022	\$1,010,890	(\$31,829)
Budget by Program Area						
Bridge Engineering and Administration	\$31,024	\$31,541	\$38,220	\$39,006	\$39,612	\$1,393
Bridge Maintenance, Repair & Operations	68,446	64,317	70,678	70,623	71,647	969
DOT Management & Administration	68,439	68,707	65,538	71,695	66,732	1,193
DOT Vehicles&Facilities						
Mgmt&Maintenance	55,532	60,997	57,007	57,402	57,622	615
Ferry Administration & Surface Transit	3,596	3,313	4,796	4,598	4,236	(560)
Municipal Ferry Operation & Maintenance	92,959	98,739	99,065	104,427	101,596	2,531
Roadway Construction						
Coordination&Admin	14,466	15,872	21,259	21,540	21,488	229
Roadway Repair, Maintenance & Inspection	269,060	275,828	286,304	288,921	256,250	(30,054)
Traffic Operations & Maintenance	308,935	318,826	361,206	352,099	353,882	(7,325)
Traffic Planning Safety & Administration	45,428	45,548	38,648	58,710	37,827	(821)
TOTAL	\$957,885	\$983,689	\$1,042,719	\$1,069,022	\$1,010,890	(\$31,829)
Funding						
City Funds			\$626,638	\$624,375	\$620,920	(\$5,717)
Other Categorical			1,600	1,684	1,600	0
Capital- IFA			240,357	241,642	217,534	(22,823)
State			100,789	103,893	102,170	1,382
Federal - Other			70,463	93,612	65,763	(4,700)
Intra City			2,872	3,816	2,902	30
TOTAL	\$957,885	\$983,689	\$1,042,719	\$1,069,022	\$1,010,890	(\$31,829)
Budgeted Headcount						
Full-Time Positions - Civilian	4,733	5,358	5,359	5,205	5,202	(157)
Full-Time Equivalent Positions - Civilian	729	209	256	208	208	(48)
TOTAL	5,462	5,567	5,615	5,413	5,410	(205)

**The difference of Fiscal 2019 Adopted Budget compared to Fiscal 2020 Preliminary Budget*

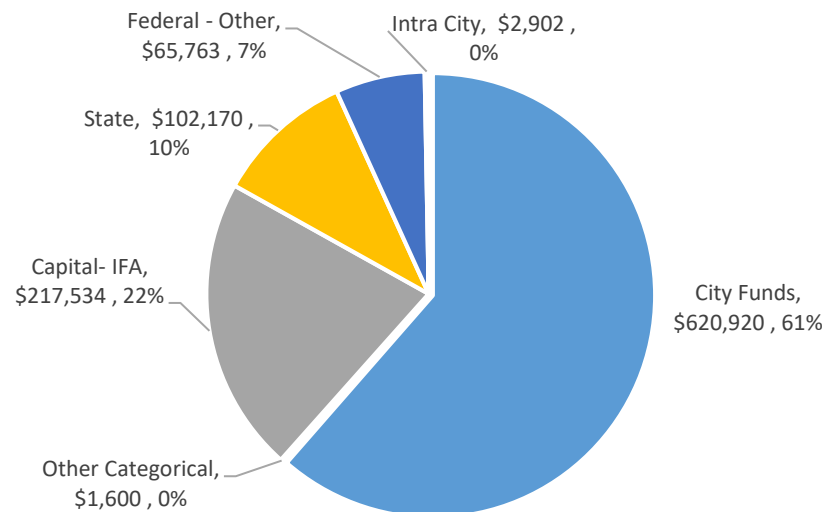
DOT FY20 Budget Breakdown by Program Area

Dollars in Thousands



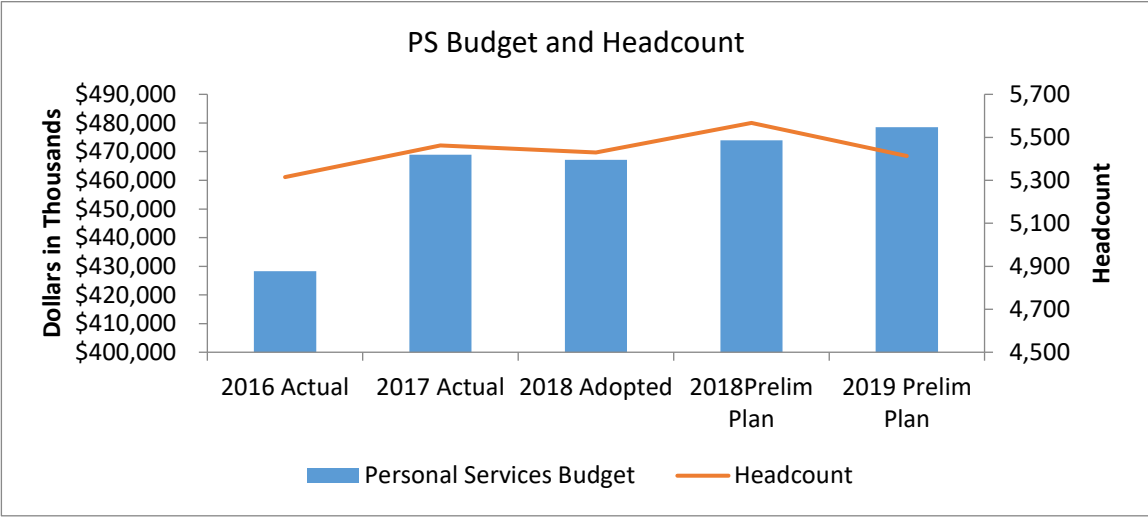
DOT FY 2020 Budget Funding Source

Dollars in Thousands

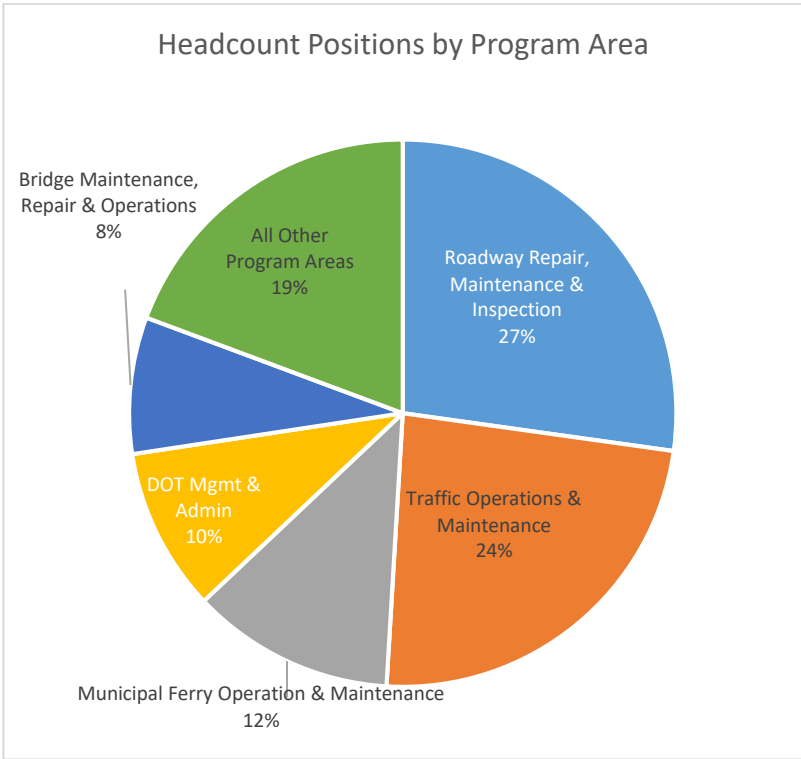


City funding for the Department of Transportation is \$620.9 million in Fiscal 2020, a decrease of \$5.7 million (less than one percent) from the Fiscal 2019 Adopted Plan of \$626.6 million. Federal funding for the DOT decreased \$4.7 million (6.7 percent) to \$65.8 million from the Fiscal 2019 Adopted Plan of \$70.4 million, State funding increased \$1.4 million (1.4 percent) to \$102.2 million from \$100.8 million in the Fiscal 2019 Adopted Plan, and Intra-City funds increased \$30,000 (less than one percent) to \$2.9 million from \$2.9 million in the Adopted Plan. Capital IFA funding decreased \$22.8 million (9.5 percent) to \$217.5 million from \$240.4 million in the Fiscal 2019 Adopted Plan and Other Categorical funding remained unchanged from the Fiscal 2019 Adopted Plan.

Headcount

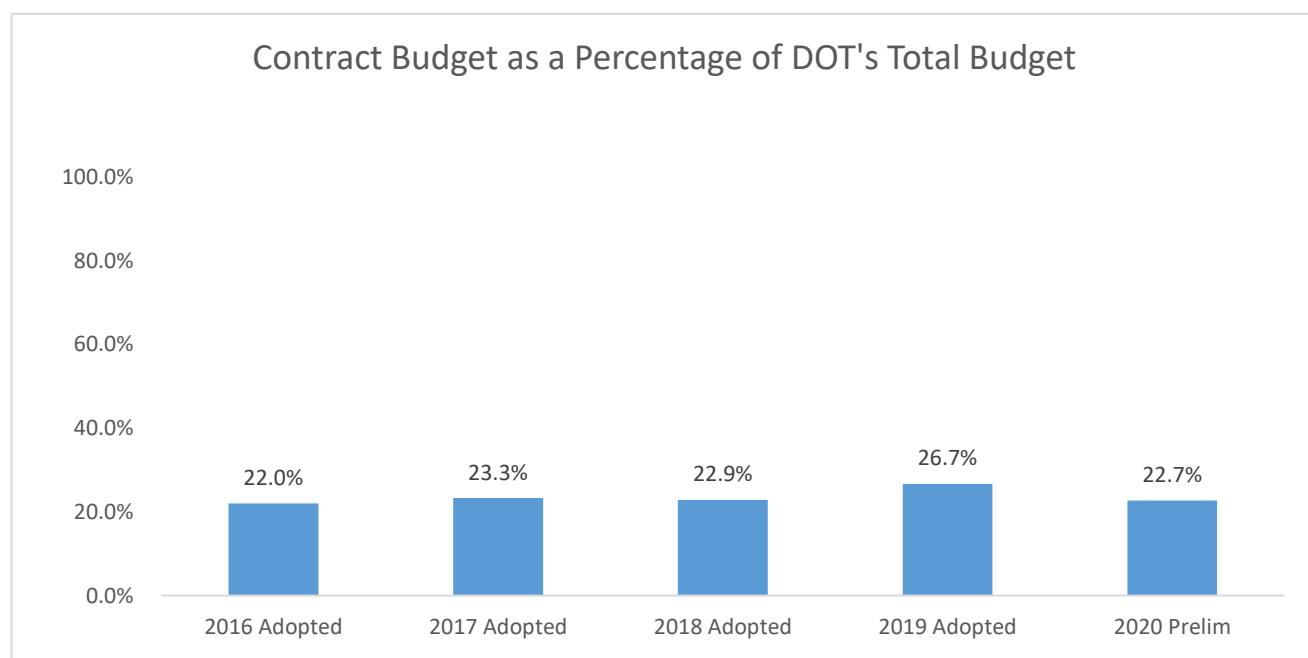


The Department’s Fiscal 2020 Preliminary Budget provides for 5,413 budgeted headcount positions across 10 program areas, a decrease of less than one percent from the Fiscal 2019 Adopted. As of December 2018, the Department was operating with a nine percent staff vacancy rate. As indicated in the charts below, the Roadway Repair, Maintenance and Inspection program area is the largest by headcount, with 1,480 budgeted positions, followed by Traffic Operations and Maintenance, with 1,291 budgeted positions. Together, these two program areas comprise 51 percent of the Department’s entire staff. Personal Services costs across all 10 program areas are in line with their respective headcount numbers.



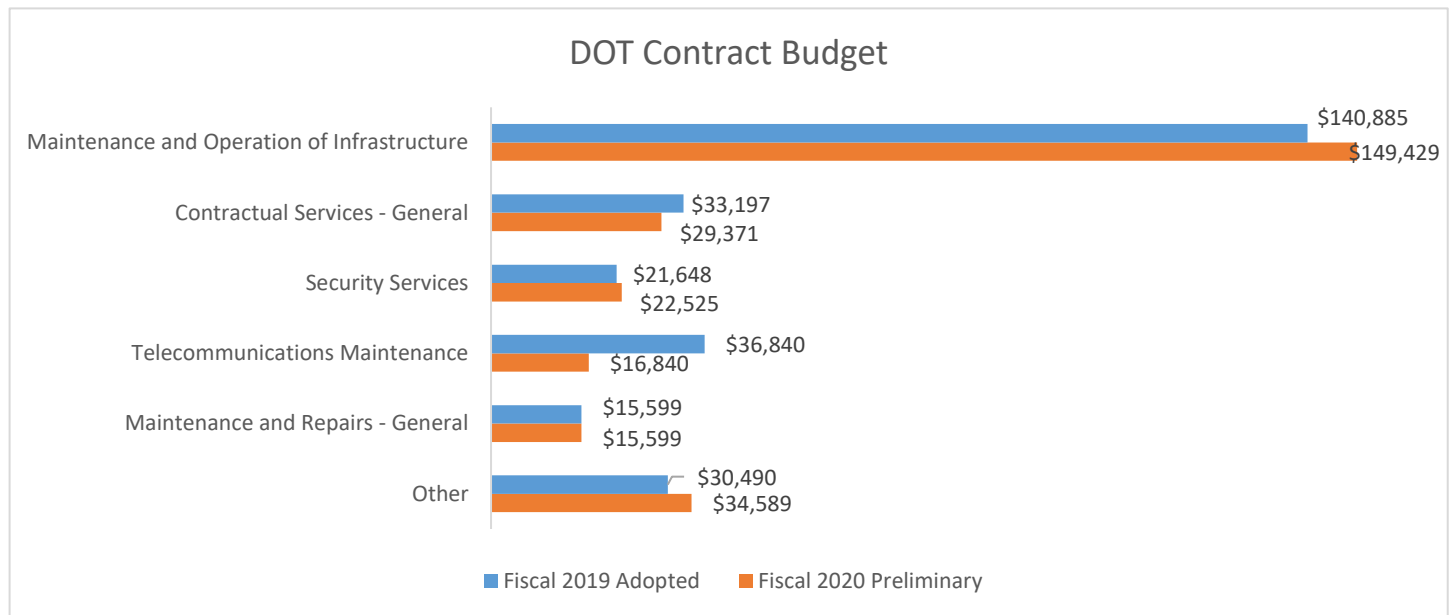
Contract Budget

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 2020 Preliminary Contract Budget totals \$15.6 billion for procurement expenditures across all agencies.

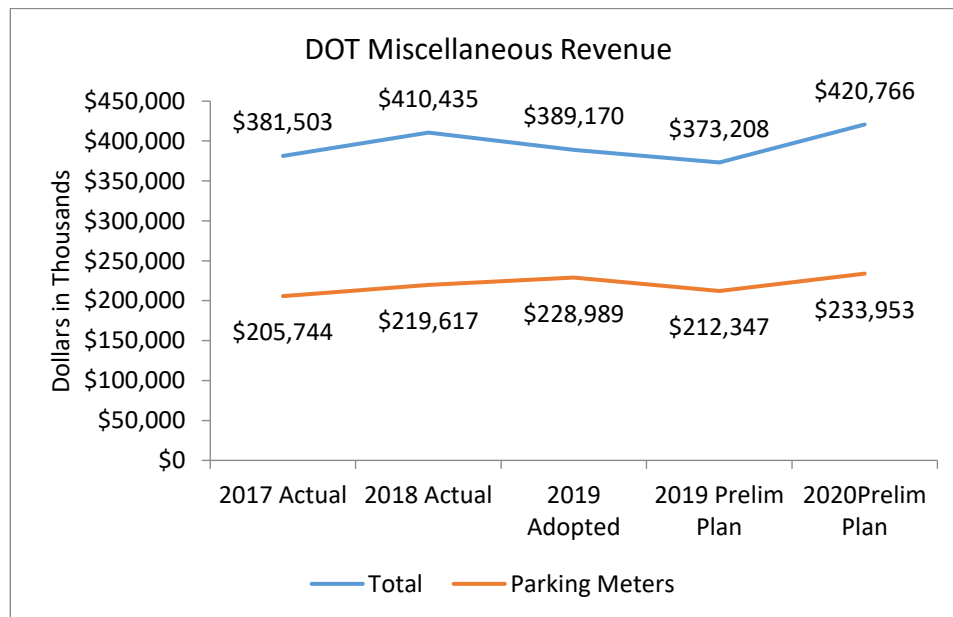


The Department's Fiscal 2020 Contract Budget totals \$268.4 million for 581 contracts, accounting for 22.7 percent of the Department's total budget. Overall, there were no new contracts added in Fiscal 2020 when compared to Fiscal 2019 and the total contract value in the Preliminary Plan decreased by four percent (\$10.3 million). The decrease in contract costs can be largely attributed to reducing the cost of Telecommunications Maintenance contracts from \$36.8 million in Fiscal 2019 to \$16.8 million in Fiscal 2020.

As indicated in the chart below, Maintenance and Operation of Infrastructure comprises the majority of the Department's total contract budget, at 61 percent, \$139.9 million.



Miscellaneous Revenue



The Department of Transportation plans to collect approximately \$420.8 million from various miscellaneous revenue sources in Fiscal 2020, an increase of \$31 million when compared to the Fiscal 2019 Adopted Budget. This increase was largely driven by a 73 percent increase in revenue from sidewalk interruption permits, totaling \$14.5 million, and a 94 percent increase in revenue generated from street opening/utility permits, totaling \$33.7 million. The additional Street Opening permits revenue is due to sustained construction activity and infrastructure upgrades citywide.

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. The majority of DOT miscellaneous revenue is generated through parking meters, which generate 57 percent of its total miscellaneous revenue.

Budget Issues

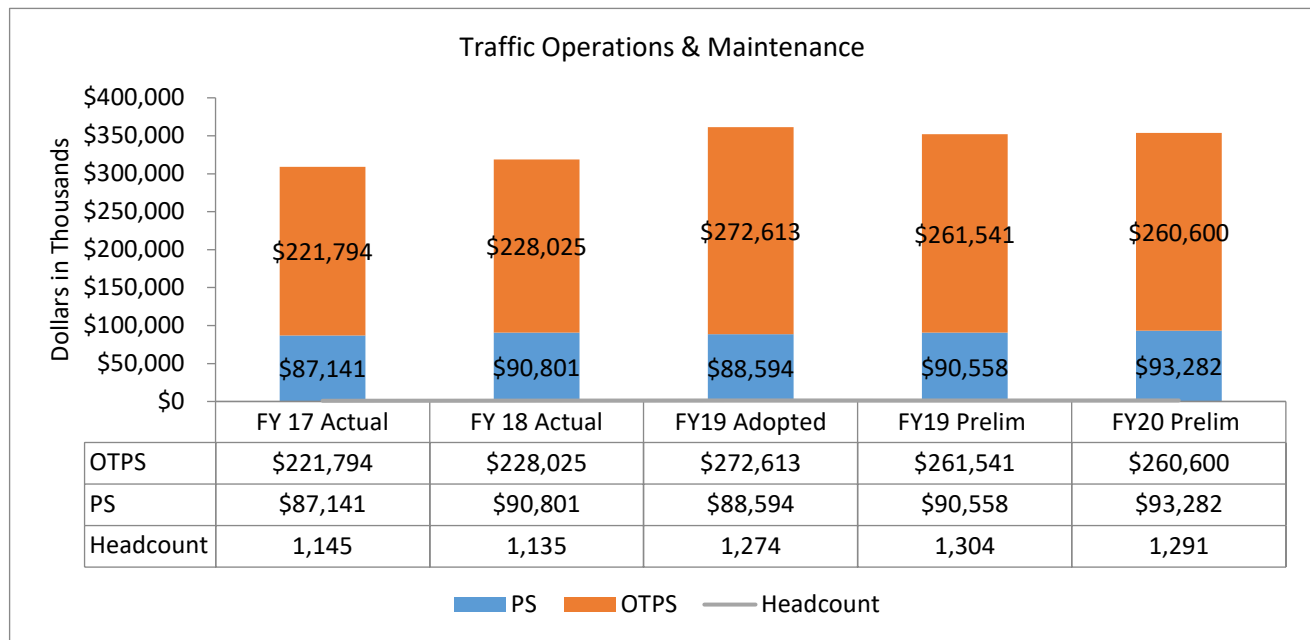
Federal Funding History

The Fiscal 2020 Preliminary Plan includes \$65.8 million in federal funds for the DOT, which comprises approximately seven 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 \$24 million in federal funds - representing nearly 2.2 percent of its current Fiscal 2019 budget. Accordingly, program areas that are funded, in part, with non-City funds might initially show a decrease in Fiscal 2020, but then eventually align with the Fiscal 2019 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 2020, however given the current atmosphere in Washington, the exact amount and timing remains unknown.

Program Areas

Traffic Operations and Maintenance

The Division of Traffic Operations is responsible for the safe and efficient movement of people and goods on the City's streets and for the development, installation, and maintenance of the City's traffic signals, street lights, 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 88,844 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 170 cameras installed at 150 locations citywide for the Red light camera program and has authorization for 140 school zone sites. The 2019 Adopted Budget for this program area totals \$361 million and provides for 1,274 positions. However, this amount may change if federal and state grants that would expire at the end of Fiscal 2019 are not renewed in Fiscal 2020.



DOT's Fiscal 2020 Preliminary Budget includes \$323.9 million for traffic operations and maintenance, \$3.6 million less than the Fiscal 2018 Adopted Budget of \$353.9 million. Traffic Operations and Maintenance is the Department's largest program area, accounting for 35 percent of the Department's entire budget.

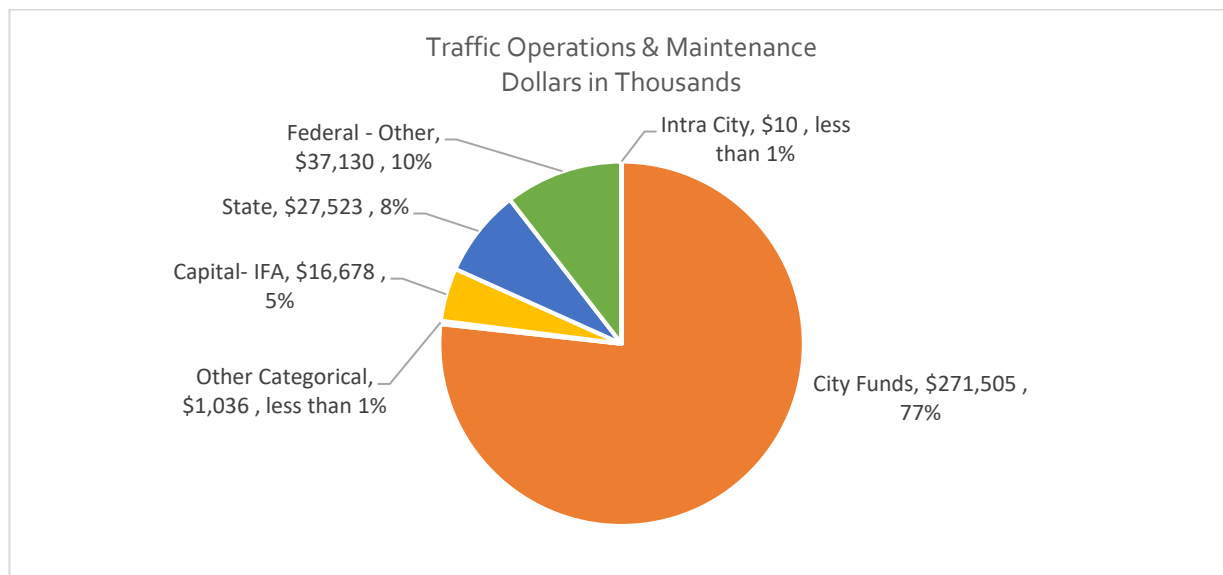
The Division of Traffic Operations' Fiscal 2020 Preliminary Budget includes funding for 1,291 positions, an increase of 17 positions compared to the Fiscal 2019 Adopted Budget. Since additional State and federal grants are likely to be recognized post Adoption, it is possible that additional positions will be added for this program area.

Since the Fiscal 2019 Budget was adopted last June, specific actions affecting the Traffic Operations and Maintenance program area include the following:

- Transit Signal Priority (TSP) Program Expansion.** The Preliminary Budget includes new funding totaling \$2.7 million in Fiscal 2020 and in the outyears to expand DOT's TSP program. TSP is a system that allows DOT to hold green lights at intersections as buses approach. The funding will support three new positions and OTPS costs to install TSP at an additional 300 intersections as part of the City's Bus Improvement Plan.
- NYCWiN Replacement Estimate.** The New York City Wireless Network (NYCWiN), is a government-dedicated broadband wireless infrastructure created to support public safety and other essential City operations. DOT formerly used NYCWiN to transmit traffic data between intersections and to centrally monitor traffic patterns, and to change signal timing. DOITT, the administering Agency, phased out NYCWiN in 2019 and DOT opted to hire a private vendor to install and administer a replacement system, titled TRANSNET at a cost of \$75 million. After re-estimating the replacement cost, the Preliminary Plan includes a savings of \$8.7 million in Fiscal 2019 due to ongoing negotiations with carriers.
- Bus Stops Under the EL.** MTA Elevated Lines are currently supported by columns that often prevent buses from pulling over to the curb. The Preliminary Budget includes \$245,000 in Federal Highway Administration (FHWA) funding in Fiscal 2019 to fund the construction of

concrete bus islands to reach bus stops under elevated lines. This FHWA grant will provide funding for eight bus stops at four locations, which are yet to be determined, outside of Manhattan.

- **Intersection Improvements Outside of Manhattan.** The Preliminary Plan includes an additional \$535,000 in federal funds in Fiscal 2019 to support intersection improvements outside of the borough of Manhattan.
- **Markings Surplus.** The Fiscal 2020 Preliminary Plan includes a savings of \$866,000 in Fiscal 2019 and \$1.3 million in Fiscal 2020 resulting from the use of new procurement methods that have resulted in more competitive bid for street marking contracts. Initiated in Fiscal 2019, the method permits the City to accept bids for smaller scale contracts allowing for competition from smaller vendors. Prior to Fiscal 2019, the City only accepted bids for large scale contracts, which limited competition amongst the relatively few vendors capable of doing the job. DOT will do less work than originally anticipated while the new vendors are being established. The additional savings more accurately reflects the projected savings from last year's Preliminary Plan.
- **Pay-By-Cell Contract Savings.** The Fiscal 2020 Preliminary Plan includes anticipated savings of \$931,000 in Fiscal 2020 from parking meters Pay-By-Cell contracts.



PMMR Performance Measures

The indicators below measures efficiencies and effectiveness of the Traffic Operations & Maintenance Program Area.

Performance Indicators	Actual			Target		4-Month Actual	
	FY16	FY17	FY18	FY19	FY20	FY18	FY19
★ Average time to respond to high priority traffic signal defect and make safe (hours: minutes)	1:50	1:47	1:57	2:00	2:00	1:37	1:24
★ Average time to repair priority regulatory signs after notification (business days)	1.8	1.7	1.8	3	3	1.8	1.8
Average time to repair street lights - by DOT (calendar days)	2.9	3	2.7	*	*	2.4	2.6
Average time to repair street lights - by ConEd (calendar days)	14.4	14.3	13.7	*	*	12.5	13.4
★ Overall traffic crashes	225,318	228,283	227,766	↓	↓	NA	NA
★ Citywide traffic fatalities	236	211	209	↓	↓	86	73
- Bicyclists/pedestrians	152	148	128	*	*	47	38
- Motorists/passengers	84	63	81	*	*	39	35
Collisions involving DOT vehicles	370	497	480	*	*	159	135
★ Speed humps installed	395	365	409	250	250	197	155
★ Pavement safety markings installed (000,000) (linear feet)	45.2	45	29.1	50	50	15.3	18.6
Intersections with accessible pedestrian signals installed	52	116	54	75	75	17	27
★ Critical Indicator "NA" Not Available in this report * No Target							

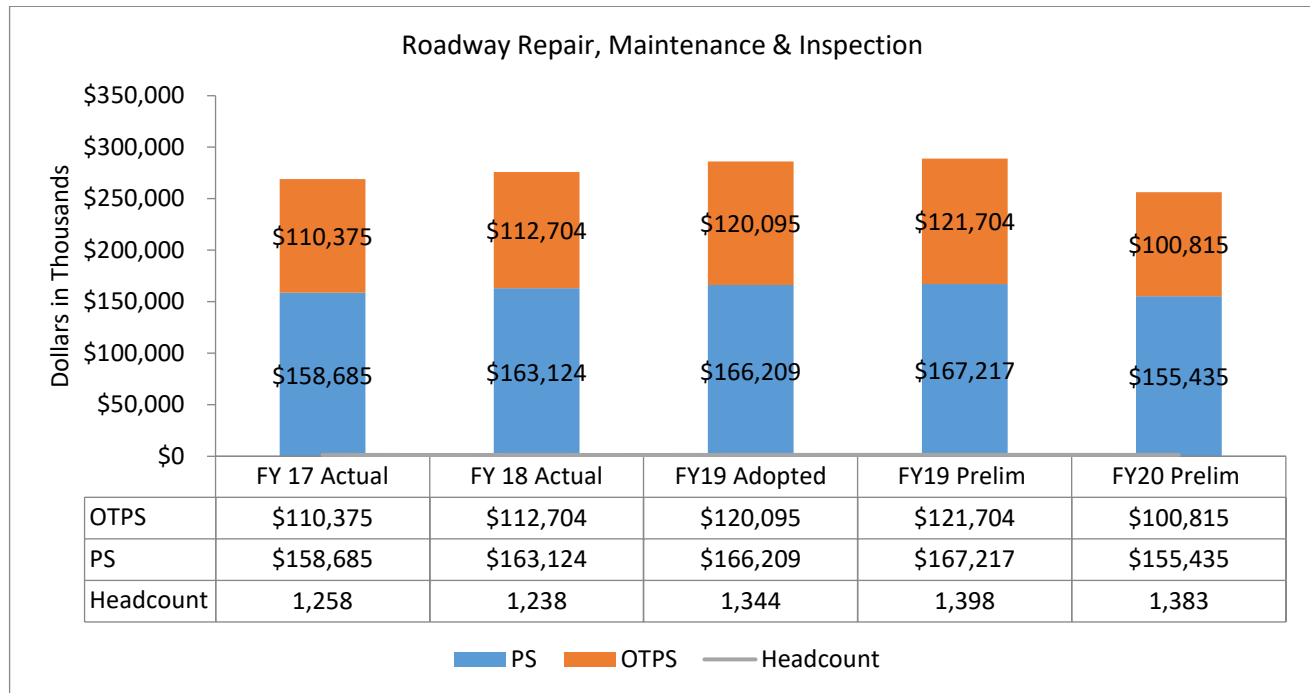
According to the Preliminary Mayor's Management Report (PMMR), in the first four months of Fiscal 2019, Citywide traffic fatalities decreased to 73 from 86. Traffic fatalities among motorists and passengers decreased to 35 from 39 and fatalities among bicyclists and pedestrians decreased from 47 to 38. Although the downward trend is a positive reflection of the City's Vision Zero Initiative, it's unclear at the present pace if the City will achieve its goal of zero fatalities by 2024. Overall, between Fiscal 2014 and Fiscal 2029, \$2.5 billion in citywide capital funds will be dedicated to Vision Zero.

In the first four months of Fiscal 2019, DOT continued to implement safety improvements by installing 155 speed humps and 27 accessible pedestrian signals. Collisions involving DOT vehicles decreased to 155 compared to 197 in the first four months of Fiscal 2019. In addition, the number of roadway safety markings installed increased to 18.6 million linear feet, from 15.3 in the same period last year. Last year, DOT saw a sharp decrease in the number of pavement safety markings installed and attributed it to several contractors failing to meet their monthly production targets as specified in the contract terms. The limited labor pool for line markings crew chiefs and stripers in the New York City area added to the program challenges. DOT evaluated contractor performance and in Spring 2018 replaced underperformers with contractors with more reliable growth potential in preparation for the next construction season.

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 2020, this program area will be staffed by approximately 1,383 full-time positions with a budget of \$256 million, which could increase when additional federal and State grants are received.



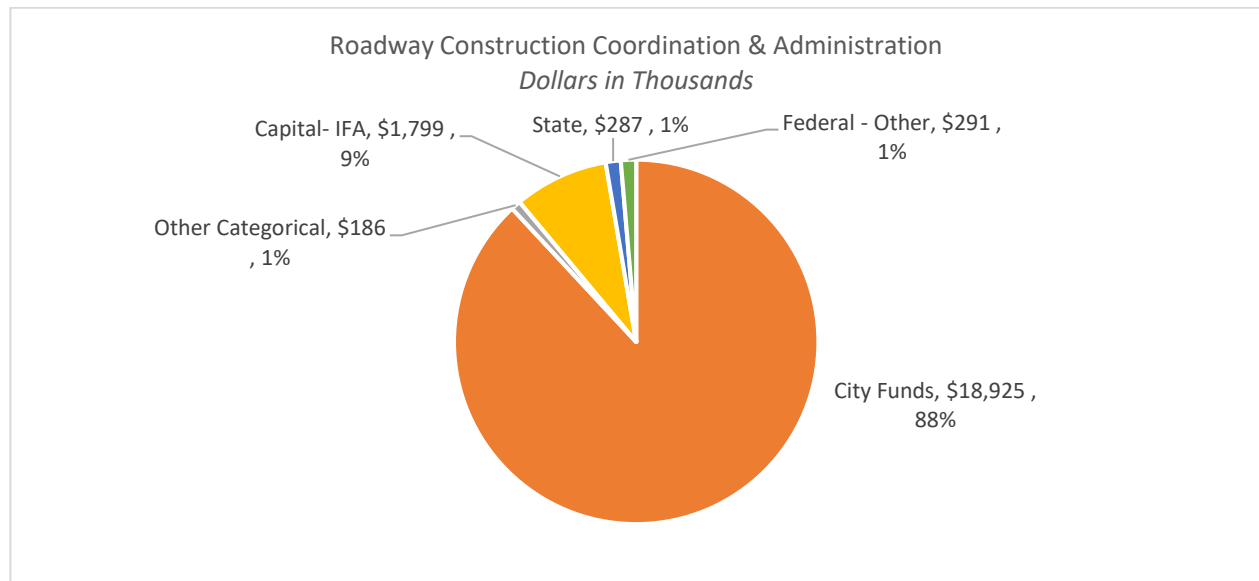
DOT’s Fiscal 2020 Preliminary Budget includes \$256 million in Fiscal 2020 for roadway repair, maintenance and inspections, \$30 million or 10 percent less than the amount allocated in the Fiscal 2019 Adopted Budget. This decrease is, in part, due reduced funding for in-house street repaving and resurfacing.

The Fiscal 2020 Preliminary Budget provides funding for 1,383 positions for roadway repair, maintenance and inspection, an increase of 39 positions compared to the Fiscal 2019 Adopted Budget number of 1,344 positions.

Since the Fiscal 2019 Budget was adopted last June, the key actions affecting this program area include the following.

- Federally Funded Sidewalk Inspector Management Crews.** The Fiscal 2020 Preliminary Plan includes \$2.2 million in Fiscal 2019 only in federal grants, from the Federal Highway Administration for costs associated with Sidewalk Safety and Inspections. The use of this funding will result in City tax-levy (CTL) savings of the same amount in Fiscal 2020.
- Re-estimate of Pedestrian Ramp PS Funding.** 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 Plan includes a capital-IFA savings of \$1.2 million in Fiscal 2019 only due to a re-estimate of PS costs for the Pedestrian Ramp Survey. This savings is tied to “crusher crews”, teams that break down construction materials for recycling and reuse in

future DOT capital projects. The funding adjustment reflects the timeline for hiring these seven “crusher” positions.



Performance Measures

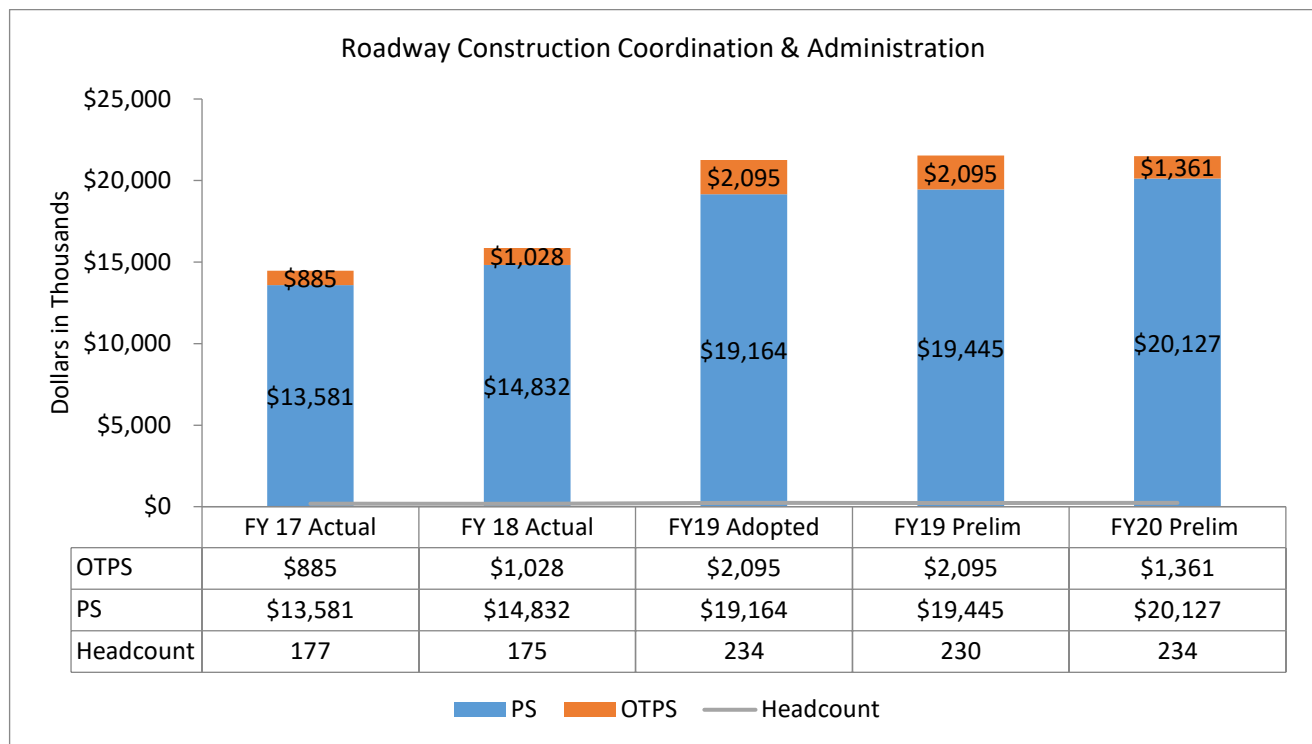
The indicators below measures efficiencies and effectiveness of the Roadway Repair, Maintenance and Inspection.

Performance Indicators	Actual			Target		4-Month Actual	
	FY16	FY17	FY18	FY19	FY20	FY18	FY19
★ Streets maintained with a pavement rating of - Good (%)	68.8%	69.8%	71.5%	71.0%	71.0%	NA	NA
- Fair (%)	30.4%	29.6%	28.0%	*	*	NA	NA
- Poor (%)	0.8%	0.6%	0.6%	*	*	NA	NA
★ Average time to close a pothole work order where repair was done (calendar days)	3.2	3	3.5	5	5	1.8	4
Pothole work orders	50,085	49,687	51,833	*	*	11,607	10,210
Potholes repaired - Arterial highway system	33,889	30,922	39,815	*	*	2,777	3,607
- Local streets	269,329	229,160	239,426	*	*	53,228	43,928
Lane miles resurfaced citywide	1239.4	1,321.20	1,321.90	*	*	631.1	703.9
Average cost per lane mile resurfaced citywide (\$)	\$149,102	\$152,192	\$161,406	*	*	NA	NA
★ Critical Indicator "NA" Not Available in this report * No Target							

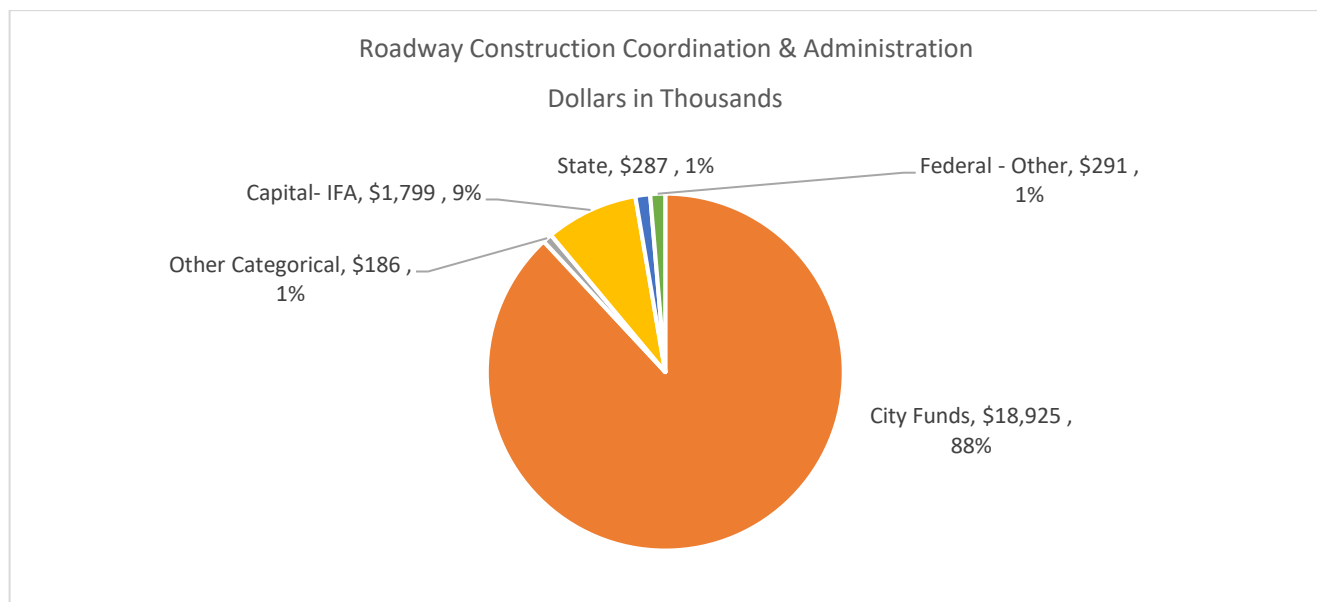
According to the PMMR, in the first four months of Fiscal 2019 the average time to close a pothole work order where repair was done nearly doubled to 4 days from 1.8 days compared to the same period of Fiscal 2018. The Agency attributed this increase to an increase in the distance traveled between pothole locations. DOT repaired 47,535 potholes (arterials and local streets), 15 percent fewer than in the same period last year, with repairs on arterials increasing and repairs on local streets decreasing.

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.



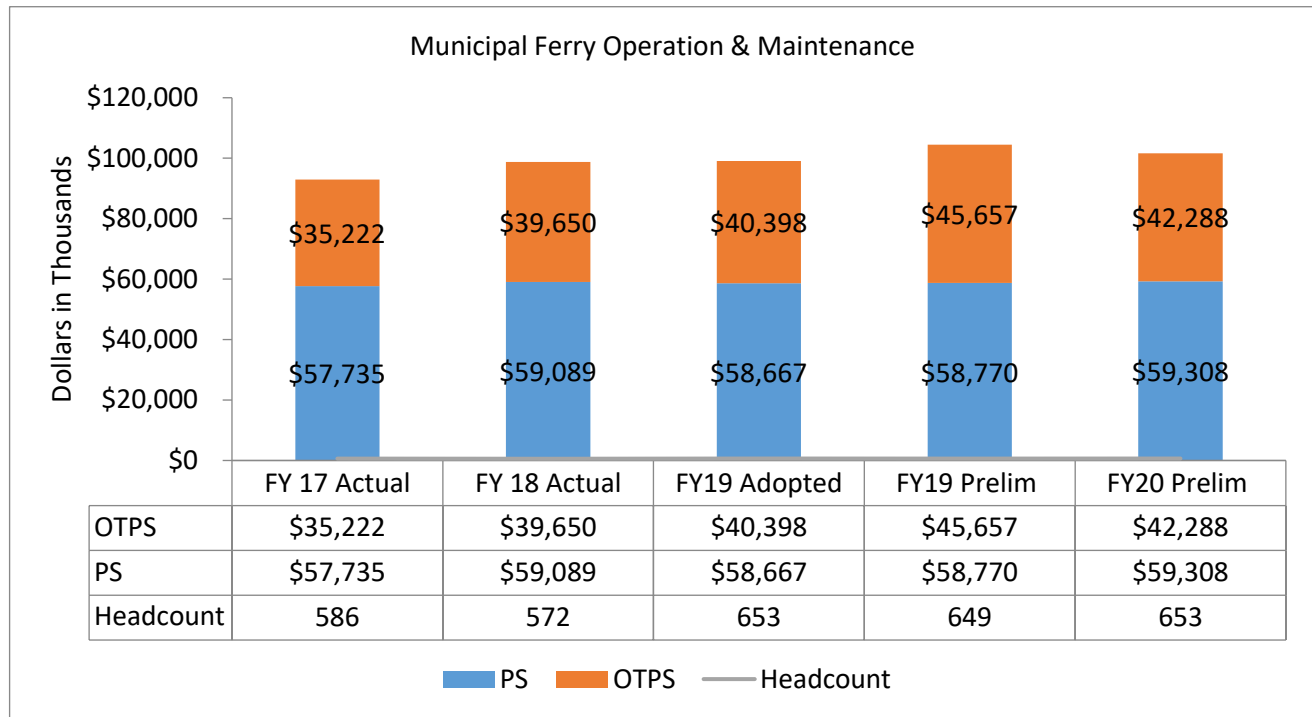
The DOT's Fiscal 2020 Preliminary Budget includes \$20.1 million in Fiscal 2020 for the roadway construction coordination and administration program area, an increase of \$897,000, or five percent when compared to the Fiscal 2019 Adopted Budget. The Fiscal 2020 headcount for this program area is 234, the same as it was in the Fiscal 2019 Adopted Budget.



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 2018, the Staten Island Ferry carried 24.5 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 three percent increase from Fiscal 2017. 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 13.8 million in Fiscal 2018, an increase of 23 percent from Fiscal 2017. 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 housed in Economic Development Corporation's (EDC) budget.

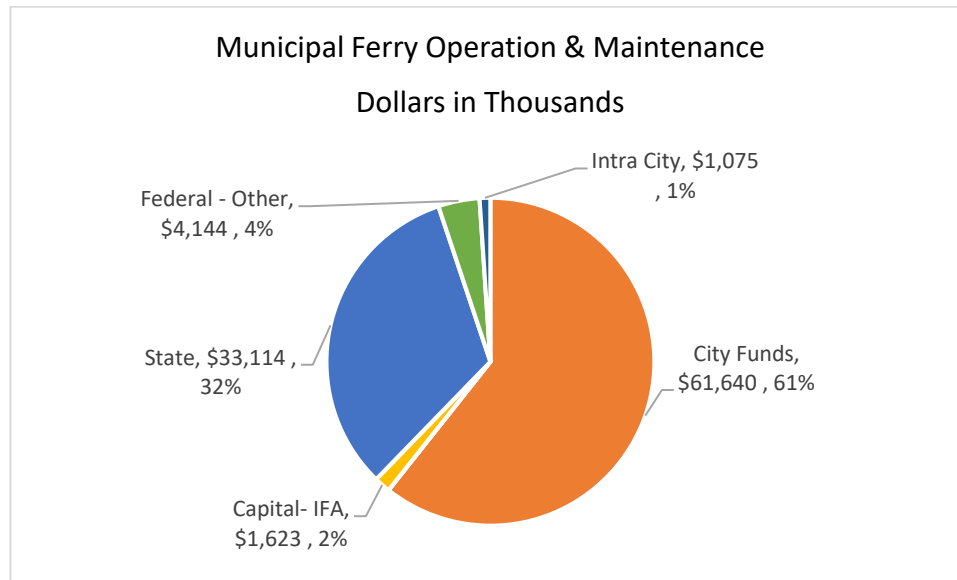


The Department's Fiscal 2020 Preliminary Budget includes \$101.6 million in Fiscal 2020 for municipal ferry operation and maintenance, \$2.5 million (three percent) more than the Fiscal 2019 Adopted Budget of \$99.1 million.

The Fiscal 2020 Preliminary Budget headcount for this program area is 653, unchanged compared to the Fiscal 2019 Adopted Budget.

Since the Fiscal 2019 Budget was adopted last June, the key actions affecting this program area include the following.

- **Staten Island Ferry Drydocking.** The Fiscal 2020 Preliminary Plan includes a new need of \$794,000 in Fiscal 2019 only for drydocking costs associated with the Staten Island ferryboats.
- **Staten Island Ferry Security Contract Adjustment.** Due to a re-estimate of contract costs for the Staten Island Ferry security, the Fiscal 2020 Preliminary Plan includes a new need of \$3 million in Fiscal 2019 only for contract costs adjustment.
- **Staten Island Ferry Terminal Maintenance Contract Adjustment.** Due to a contract adjustment for a terminal maintenance contract, the Fiscal 2020 Preliminary Plan includes a new need of \$909,000 in Fiscal 2019 only.



Performance Measures

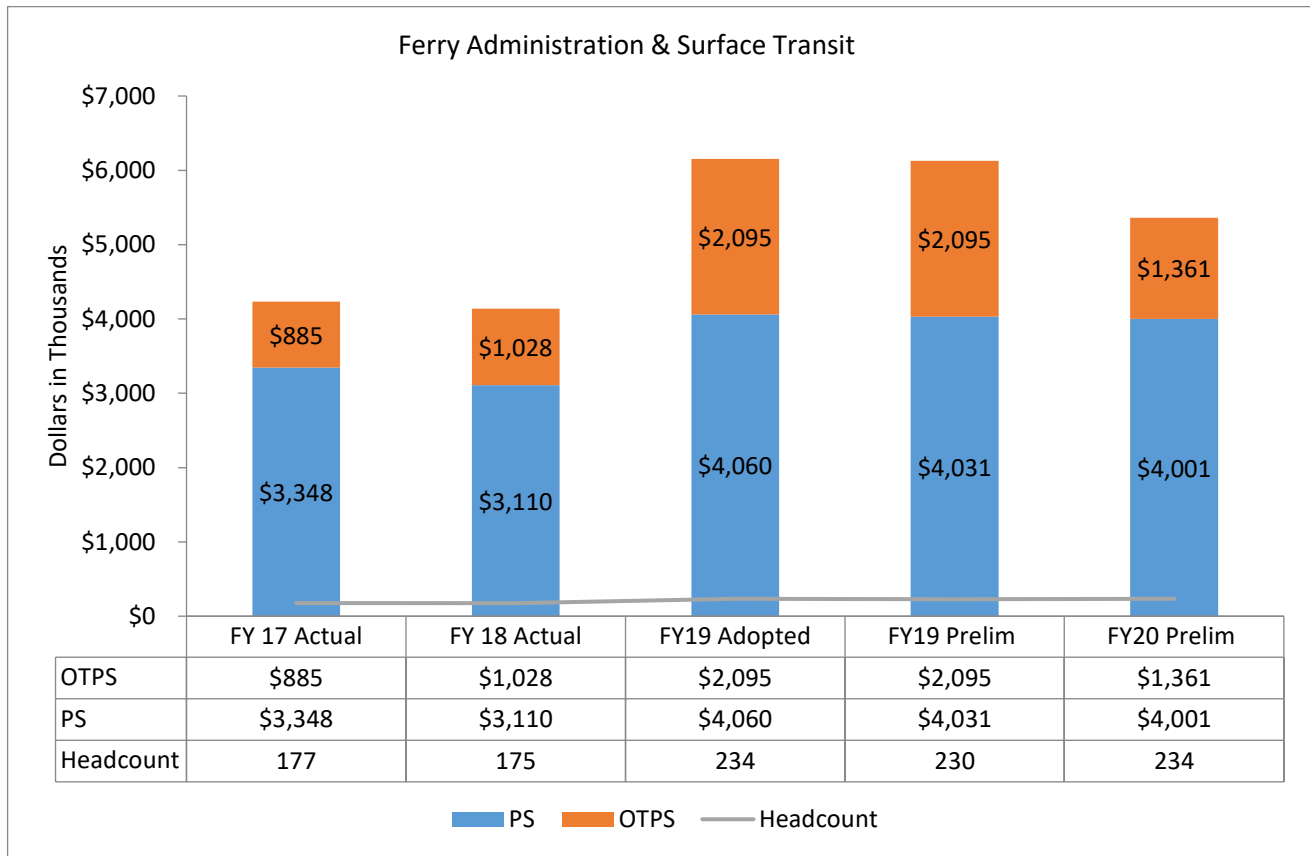
The indicators below measures efficiencies and effectiveness of the Municipal Ferry Operation and Maintenance Program Area.

Performance Indicators	Actual			Target		4-Month Actual	
	FY16	FY17	FY18	FY19	FY20	FY18	FY19
★ Staten Island Ferry - Trips that are on time (%)	92.3%	92.8%	92.4%	90.0%	90.0%	91.9%	91.1%
- Ridership (000)	23,067	23,920	24,497	*	*	9,155	9,103
- Average cost per passenger (\$)	\$5.87	\$5.16	\$5.37	*	*	NA	NA
★ Critical Indicator "NA" Not Available in this report * No Target							

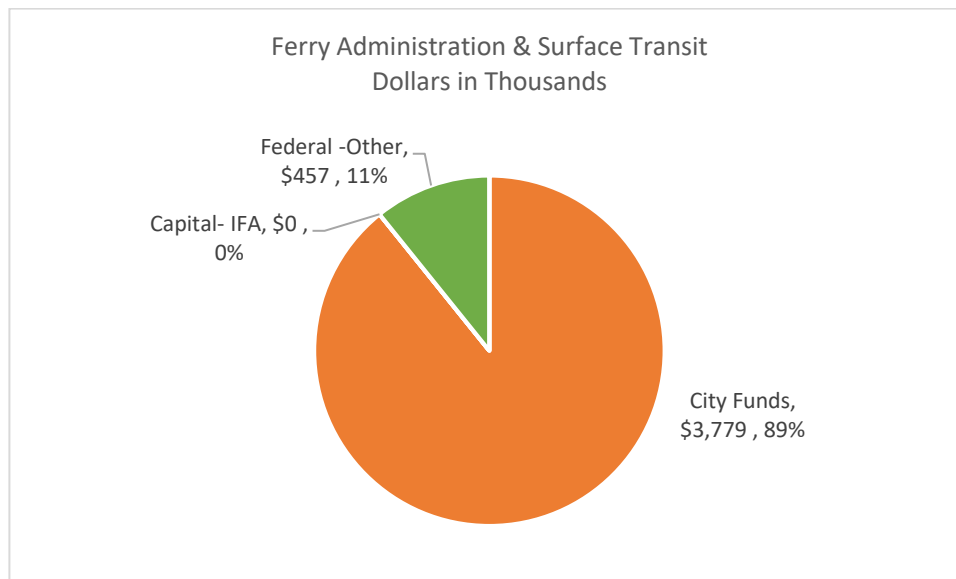
In the first four months of Fiscal 2019, the percent of Staten Island Ferry trips that were on-time was 91.1 percent, which is a slight decreased when compared to the same period a year ago. Overall ridership on the Ferry decreased by 52,000 passengers when compared to the same four-month period last year.

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.



The Department's Fiscal 2020 Preliminary Budget includes \$4.3 million and 37 positions in Fiscal 2020 for ferry administration and surface transit management. Funding for this program area decreased by \$560,000 or 12 percent when compared to the Fiscal 2019 Adopted Budget, primarily due to a reduction in Contractual Services.



Performance Measures

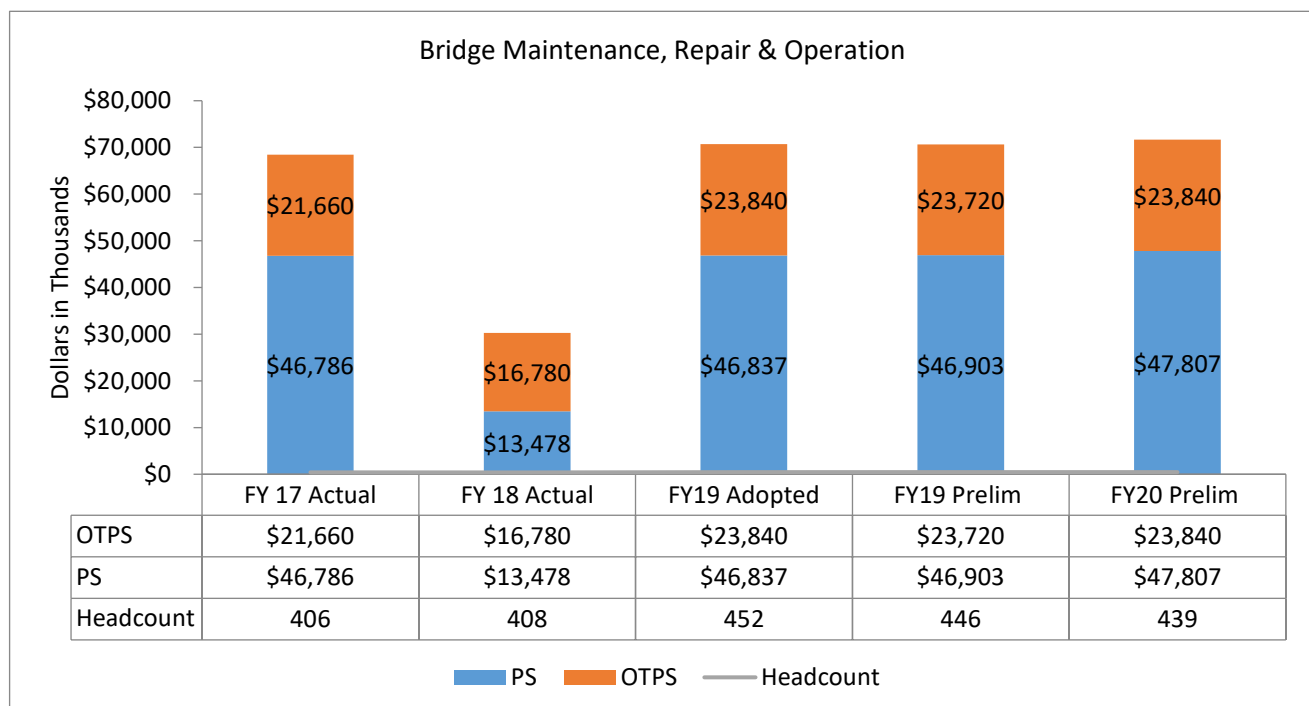
The indicators below measures efficiencies and effectiveness of the Ferry Administration and Surface Transit Program Area.

Performance Indicators	Actual			Target		4-Month Actual	
	FY16	FY17	FY18	FY19	FY20	FY18	FY19
Private ferry service - Total ridership (000)	10,883	11,202	13,827	*	*	5,542	6,103
★ Critical Indicator "NA" Not Available in this report * No Target							

According to the PMMR, in the first four months of Fiscal 2018 private ferry ridership surpassed 6.1 million riders, increasing 10 percent from last year. In August 2017, the Astoria route of NYC Ferry began service, connecting the growing residential and business communities of Western Queens and Roosevelt Island to Brooklyn and Manhattan. NYC Ferry service, which launched in May 2017, offers four routes (Astoria along with South Brooklyn, Rockaway, and East River), giving commuters another option to get to and from work each day. The service helps reduce overcrowding on subways and buses, offers reliable transportation to the underserved communities, and expands the use of our waterways as an essential component of the City's transportation network. City funding for the NYC Ferry resides in the NYC Economic Development Corporation's budget.

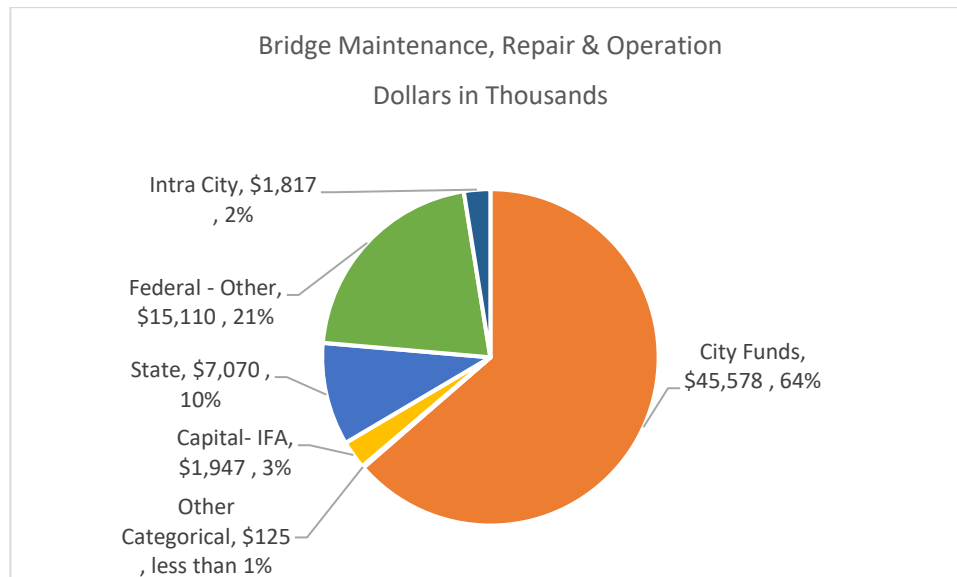
Bridge Maintenance, Repair and Operation

The Department's Division of Bridges is responsible for the inspection, maintenance, repair and operation of 794 bridge structures, including 769 non-movable bridges, 25 movable bridges, and six 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 DOT's Fiscal 2020 Preliminary Budget includes \$71.6 million for bridge maintenance, repair, and operations in Fiscal 2020, an increase of \$969,000 or 1.3 percent when compared to the Fiscal 2019 Adopted Budget of \$70.7 million. These funds will help the Department continue to provide adequate maintenance of the City's bridges.

In Fiscal 2020, funded headcount for this program area would be 439 positions, a decrease of 13 positions when compared to the Fiscal 2019 Adopted Budget. However, based on prior fiscal years, actual funding for bridge operations increased post budget adoption as federal funds became available. As such, it is likely that funding and headcount for this program area would increase in Fiscal 2020 as additional federal and State funds are recognized.



Performance Measures

The indicators below measures efficiencies and effectiveness of the Bridge Maintenance, Repair & Operation Program Area.

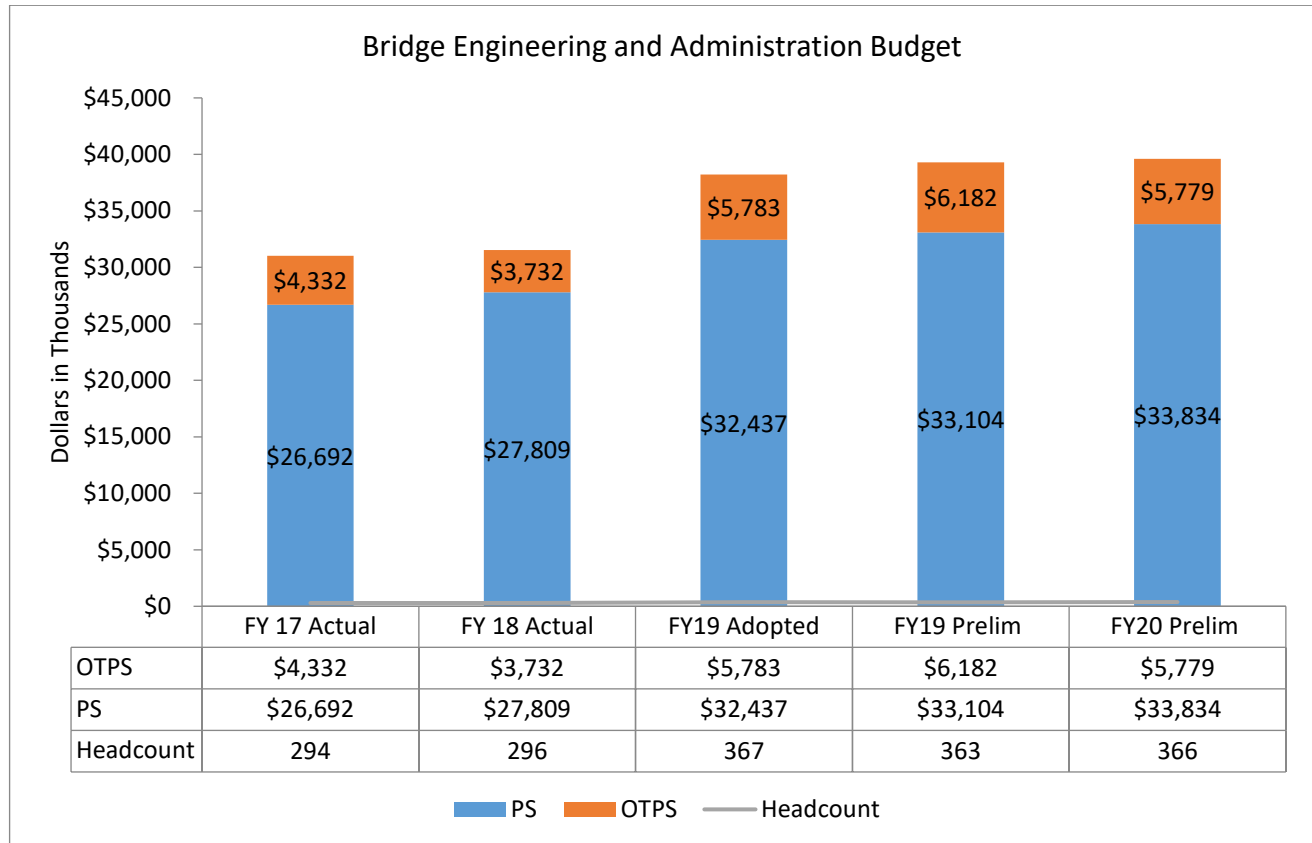
Performance Indicators	Actual			Target		4-Month Actual	
	FY16	FY17	FY18	FY19	FY20	FY18	FY19
★ Bridges rated - Good or very good (%) (calendar year)	41.9%	41.8%	41.9%	40.7%	40.7%	NA	NA
- Fair (%)	58.1%	58.2%	57.8%	*	*	NA	NA
- Poor (%)	0.0%	0.0%	0.3%	*	*	NA	NA
★ Critical Indicator "NA" Not Available in this report * No Target							

The Preliminary Mayor's Management Report does not provide performance data on bridge ratings for the first four months of Fiscal 2019. However, the report does show that the percentage of bridges rated "good" or "very good" increased slightly to 41.9 percent in Fiscal 2018 compared to 41.8 percent in Fiscal 2017 but remains slightly above the current year target of 40.7 percent.

Bridge Engineering and Administration

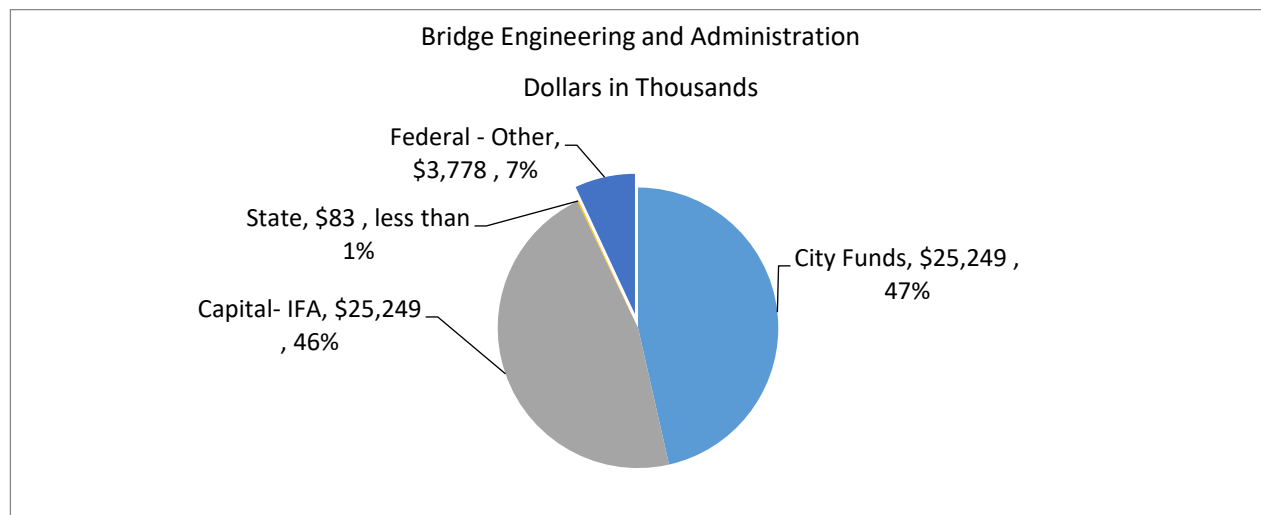
This program area is responsible for the design of bridge projects and supervision of consultant designs of bridge projects, and for oversight of Capital Budget work on City-owned bridges. The funding for bridge engineering and design is provided primarily from the City's Capital Budget through intra-fund agreements (IFA). Since 2000, this Division has managed over \$6 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.



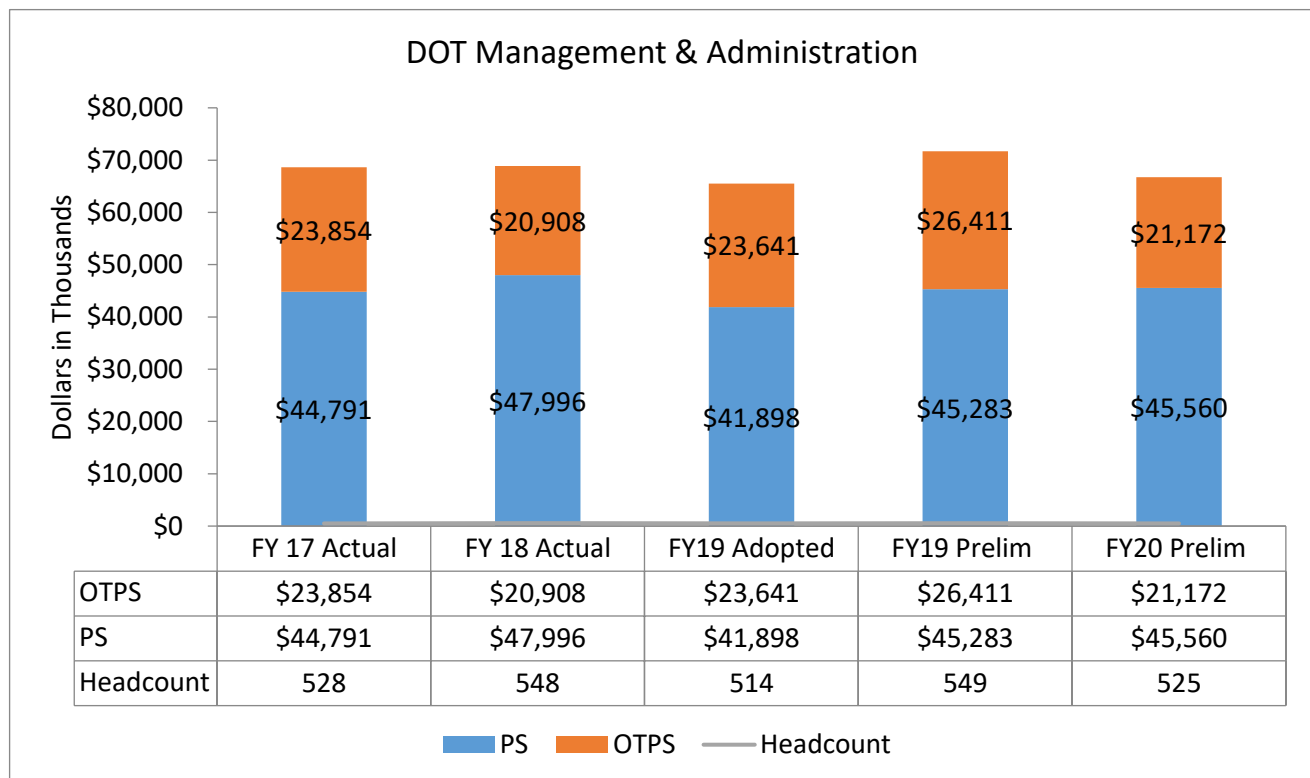
The DOT's Fiscal 2020 Preliminary Budget includes \$39.6 million in Fiscal 2020 for engineering and administration, a decrease of \$1.4 million, or four percent, when compared to the Fiscal 2019 Adopted Budget amount of \$38.2 million.

The Preliminary Budget includes a headcount of 366 in Fiscal 2019, decreasing by one position from the previous fiscal year.



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.



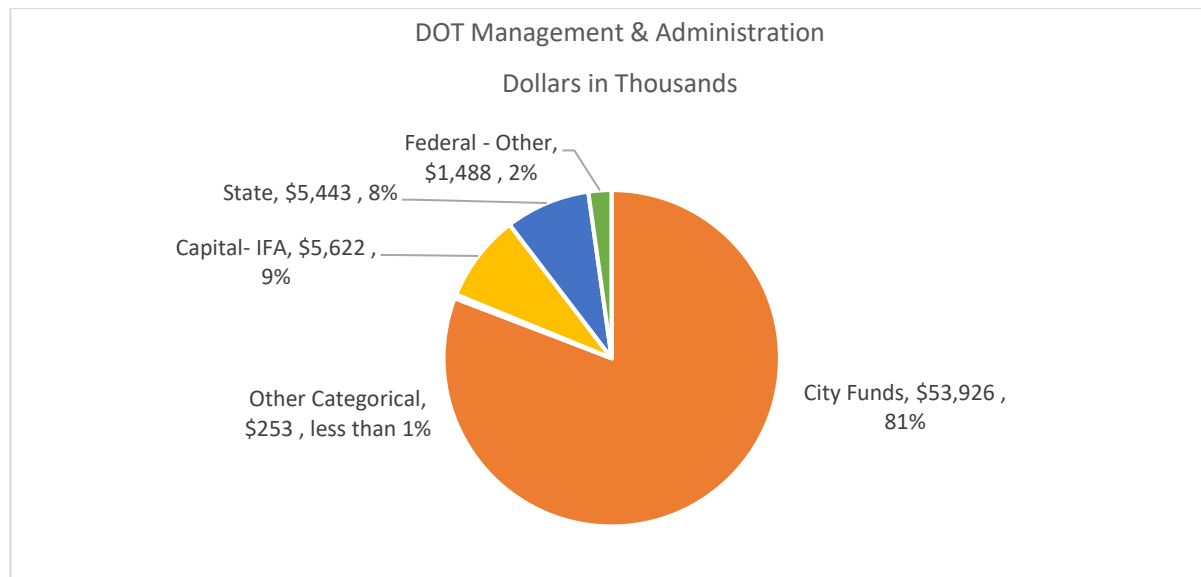
The DOT's Fiscal 2020 Preliminary Budget includes \$66.7 million for this program area, \$1.2 million (two percent) greater than the Fiscal 2019 Adopted Budget of \$65.5 million.

The Preliminary Budget includes a headcount of 525 in Fiscal 2020 for this program area, an increase

of 11 positions when compared to the Fiscal 2019 Adopted Budget. The increase is associated with the net impact of 12 fleet ramp positions, various reductions, and modifications of grant funds.

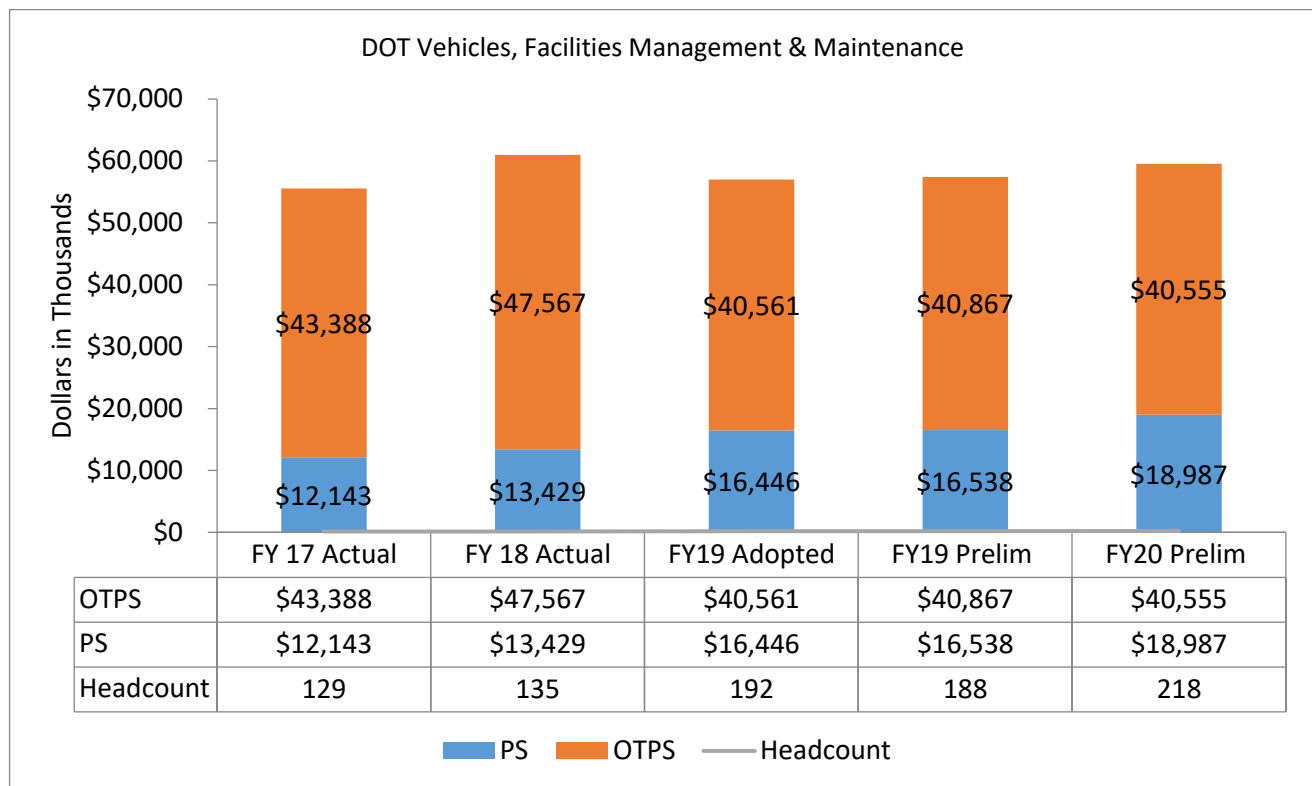
Since the Fiscal 2019 Budget was adopted last June, the key actions affecting this program area in Fiscal 2020 include the following.

DOTCollective Bargaining. The Department's Fiscal 2020 Preliminary Plan includes funding for collective bargaining agreements added since the November 2018 Plan totaling \$647,000 in Fiscal 2019, \$1.2 million in Fiscal 2020 and \$1.5 million in Fiscal 2021 and in the outyears.



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.

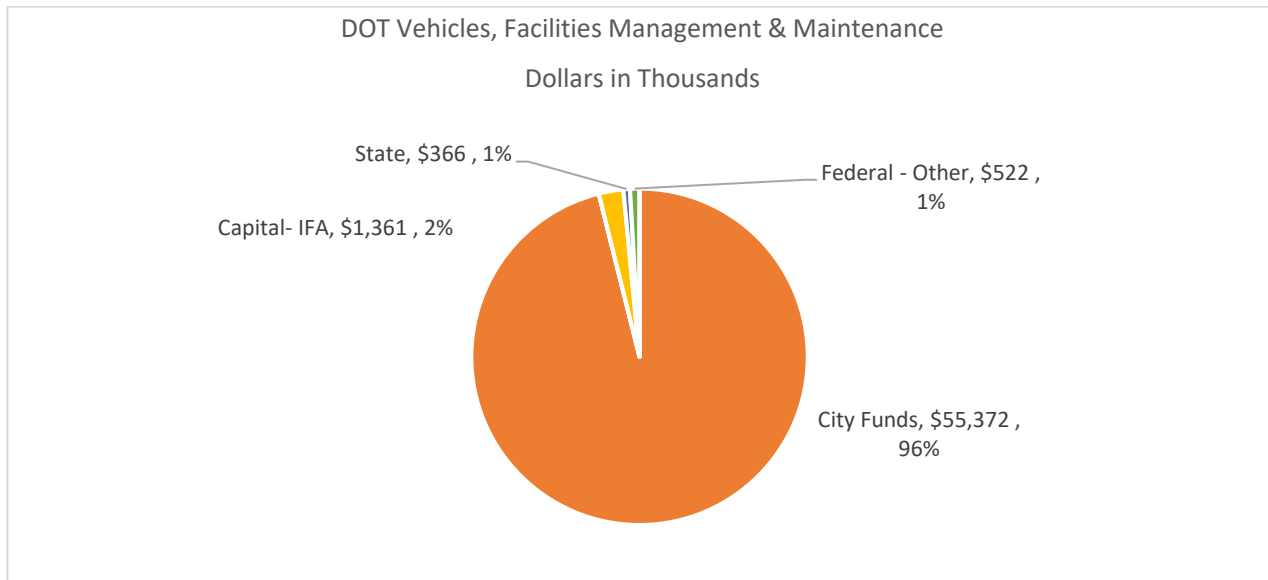


The DOT's Fiscal 2020 Preliminary Budget includes \$59.5 million in Fiscal 2020 for vehicles, facilities management, and maintenance, \$2.5 million more than the Fiscal 2019 Adopted Budget of \$57 million.

The Fiscal 2020 Preliminary Budget includes funding for 218 positions in Fiscal 2020 for this program area, an increase of 26 position from the previous Adopted Budget.

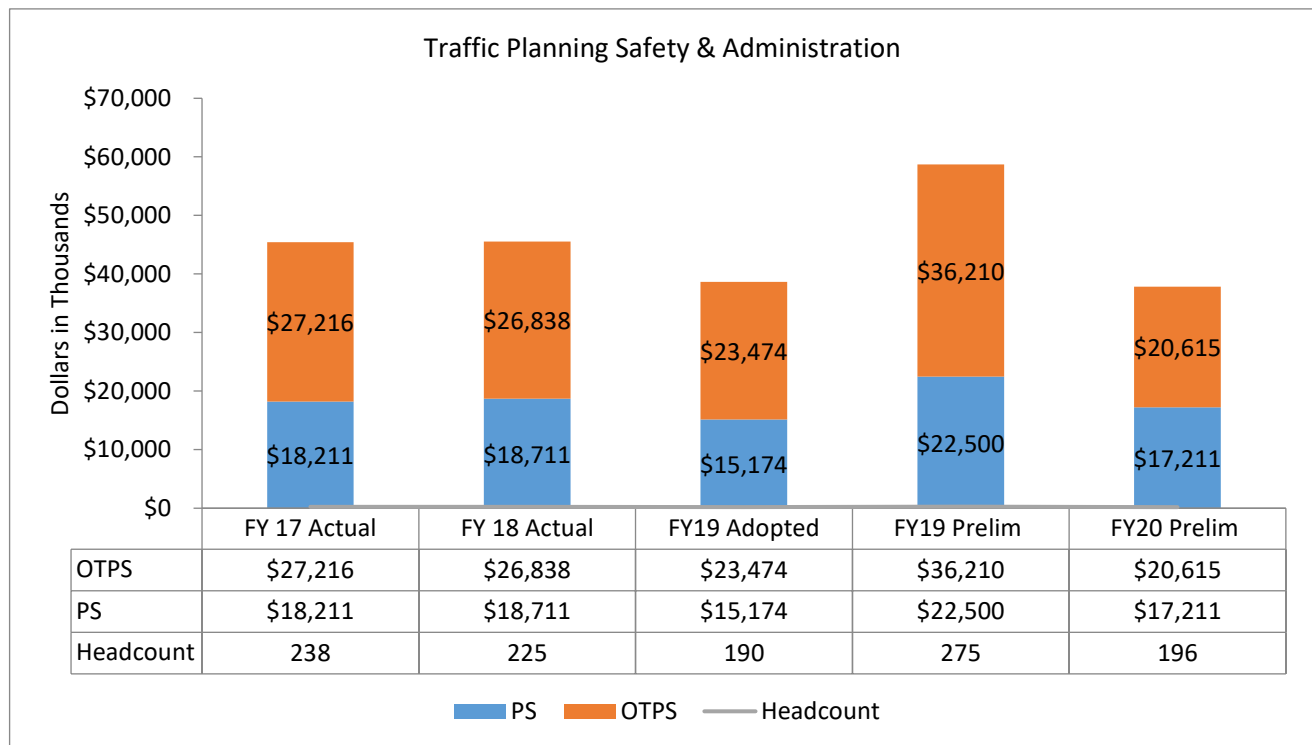
Since the Fiscal 2019 Budget was adopted last June, the key actions affecting this program area in Fiscal 2020 include the following.

- Hunts Point Diesel Emission Reduction.** The Fiscal 2020 Preliminary Plan includes federal funding of \$1.1 in Fiscal 2019 only for the DOT's Hunts Point Diesel Reduction program. The Hunts Point Diesel Emission program promotes the use of alternative fuel vehicles. It also provides rebates and subsidies for equipment installations to help improve air quality in the Hunts Point area of the Bronx.



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.

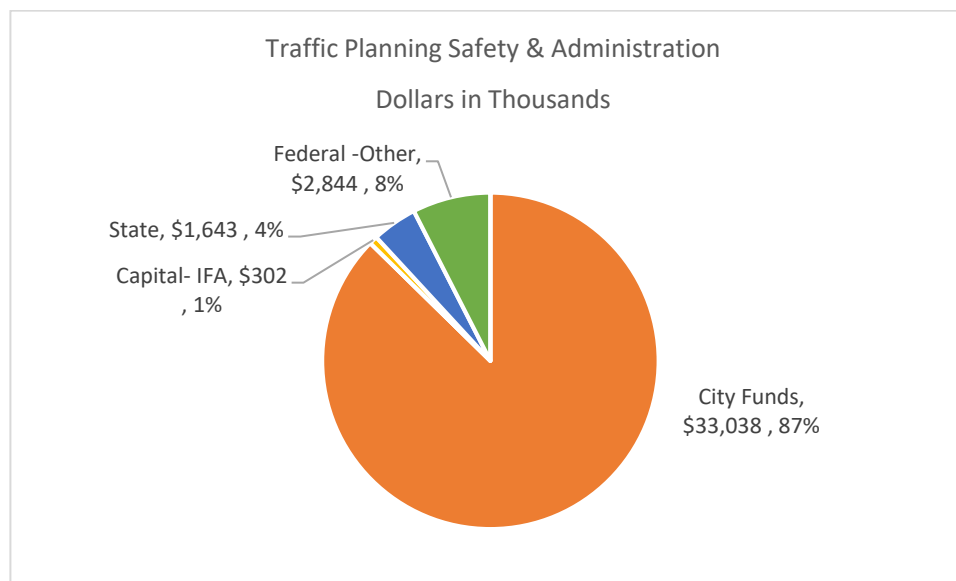


The DOT's Fiscal 2020 Preliminary Budget includes \$37.8 million for traffic planning safety and administration, \$821,000 less than the Fiscal 2019 Adopted Budget. This variance is due to the fact that DOT does not typically recognize the majority of State and federal funds it receives each year for this program area until post budget adoption. The Fiscal 2020 Preliminary Budget includes funding

for 196 positions in Fiscal 2020 for this program area, an increase of six position from the previous Adopted Budget.

Actions taken which affected this program area since Fiscal 2019 budget adoption last June include the following.

- **Coordinated Intelligent Transportation System.** The Fiscal 2020 Preliminary Plan includes \$313,000 in federal funds in Fiscal 2019 to fund a study to provide ongoing training, research, and development for urban intelligent systems. The study will focus on management, collection, and signal timing.
- **Vision Zero Education Initiative.** The Fiscal 2020 Preliminary Plan includes \$462,000 in federal funds in Fiscal 2019 for the Vision Zero Education Initiative. This National Highway Traffic Safety Administration (NHTSA) grant will provide age appropriate traffic safety education for pedestrian, bicycle, and vehicle passenger safety. The program is primarily focused on safety for children, older adults, and other populations of high risk, including low-income New Yorkers. As such, the programs will be offered at various senior and community centers throughout the City.
- **Vision Zero.** The City's Fiscal 2020 Preliminary Plan includes \$70 million of baselined funding for Vision Zero, of which \$50 million, or 71 percent, is dedicated to DOT's budget
- **School Safety- CHIPS.** The Preliminary Budget includes State funding of \$1.8 million in Fiscal 2019 for School Safety – CHIPS. Funding will be used to improve traffic safety around City schools, including signage outlining speed regulations and limits.



Performance Measures

The indicators below measures efficiencies and effectiveness of the Traffic Planning Safety & Administration Program Area.

Performance Indicators	Actual			Target		4-Month Actual	
	FY16	FY17	FY18	FY19	FY20	FY18	FY19
Bicycle lane miles installed	53.9	82.9	70.5	50	50	32.7	34.2
Bicycle racks installed	1,300	2,018	804	1,500	1,500	NA	NA
★NYC Adults who Bike Regularly (calendar years)	N/A	828,000	793,000	↑	↑	NA	NA
Select Bus Service ridership (000) (annual)	65,433	77,902	88,148	*	*	NA	NA
Construction permits issued	549,495	597,358	646,079	*	*	215,183	236,628
Inspections of permitted street work	708,276	707,330	595,665	*	*	206,184	183,862
★ Critical Indicator "NA" Not Available in this report * No Target							

In the first four months of Fiscal 2019, DOT added 34 lane miles to the City's bicycle network during the reporting period. Although, the agency is on schedule to install 50 bike lane miles by the end of June 2019, the indicator fails to show how many of the new bike lanes installed are protected bike lanes. It would be meaningful to include such indicator including the average cost per lane mile installed in future reports.

Capital Plan Overview

On February 7, 2019, the Administration released the Preliminary Ten-Year Capital Strategy for Fiscal Years 2020-2029 (the Ten-Year Strategy), the Capital Commitment Plan for Fiscal 2019-2023 (the Commitment Plan) and the Fiscal 2020 Preliminary Capital Budget (the Capital Budget).

This section will provide an overview of the Preliminary Ten-Year Strategy, Commitment Plan and Capital Budget for Department of Transportation. 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. We will examine to what extent this is occurring, where improvements need to be made, and the overall feasibility of Department of Transportation's capital program.

Preliminary Ten-Year Capital Strategy Fiscal 2020-2029

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.

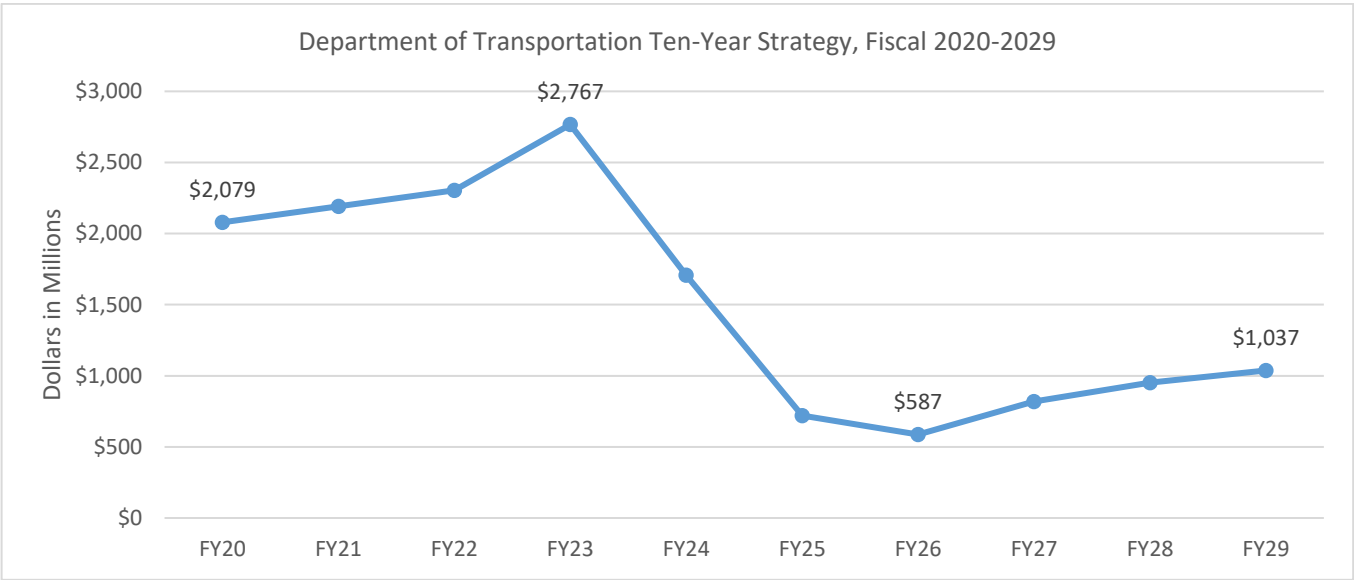
Strategy Guiding Principles

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

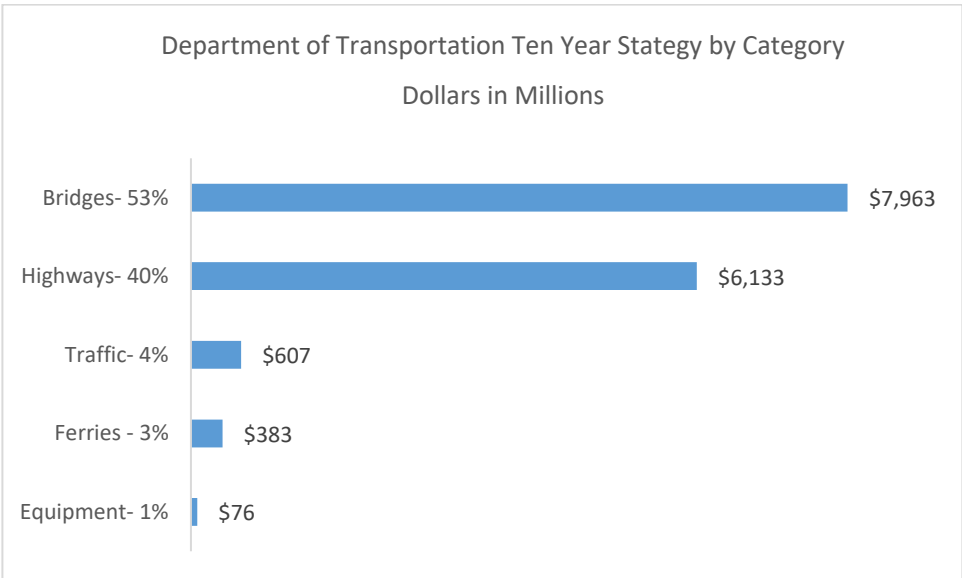
Using these principles we will assess DOT's Strategy, and how well it is integrated with DOT's Capital Commitment Plan and Capital Budget.

The City’s Ten-Year Strategy totals \$104.1 billion (all funds), which is \$14.5 billion larger than the \$89.6 billion Fiscal 2018-2028 Ten-Year Strategy. DOT’s Ten-Year Capital Strategy totals \$15.2 billion or 14.6 percent of the City’s total Strategy, with Bridges and Highways receiving the majority of the funding, totaling approximately \$14.1 billion.

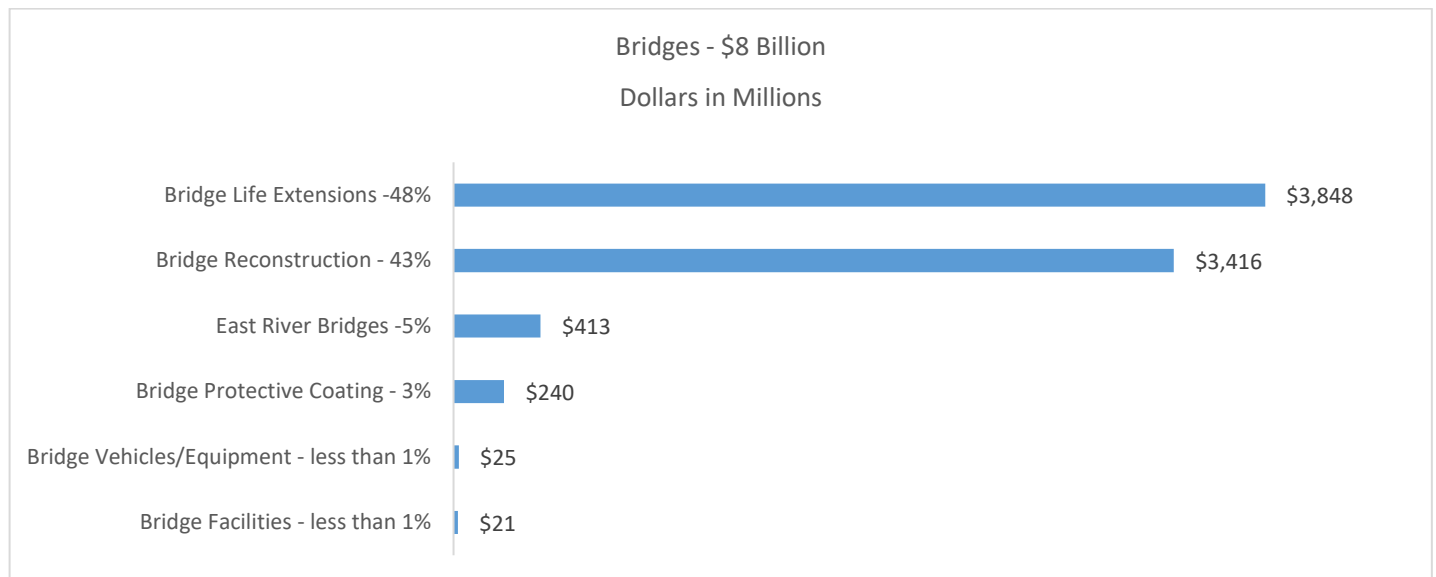


The Strategy is intended to be heavily focused on a “forward-looking, holistic capital planning” approach. However, the chart below shows some shortfalls in this strategy. DOT’s planned spending in the first five years is 73 percent of the total ten-year spending plan. The Strategy decreases from a peak of \$2.7 billion in Fiscal 2023 to less than \$700 million in Fiscal 2026. The fact, that the final five years do not reflect a realistic spending plan, leads to the conclusion that the Strategy is not truly comprehensive and falls short in complying with or meeting the stated guiding principles.

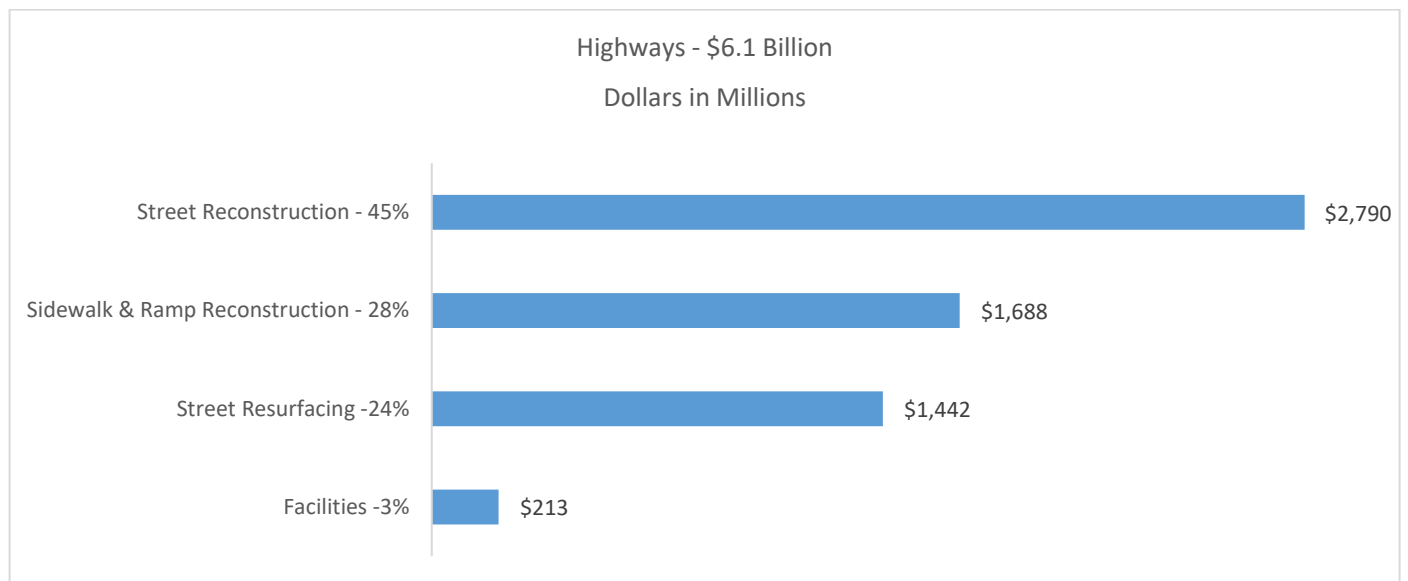
The Department’s Ten-Year Strategy is broken down into five Categories which describe the general type of capital work being done therein. The chart below shows how DOT’s Ten-Year Strategy is distributed among these categories.



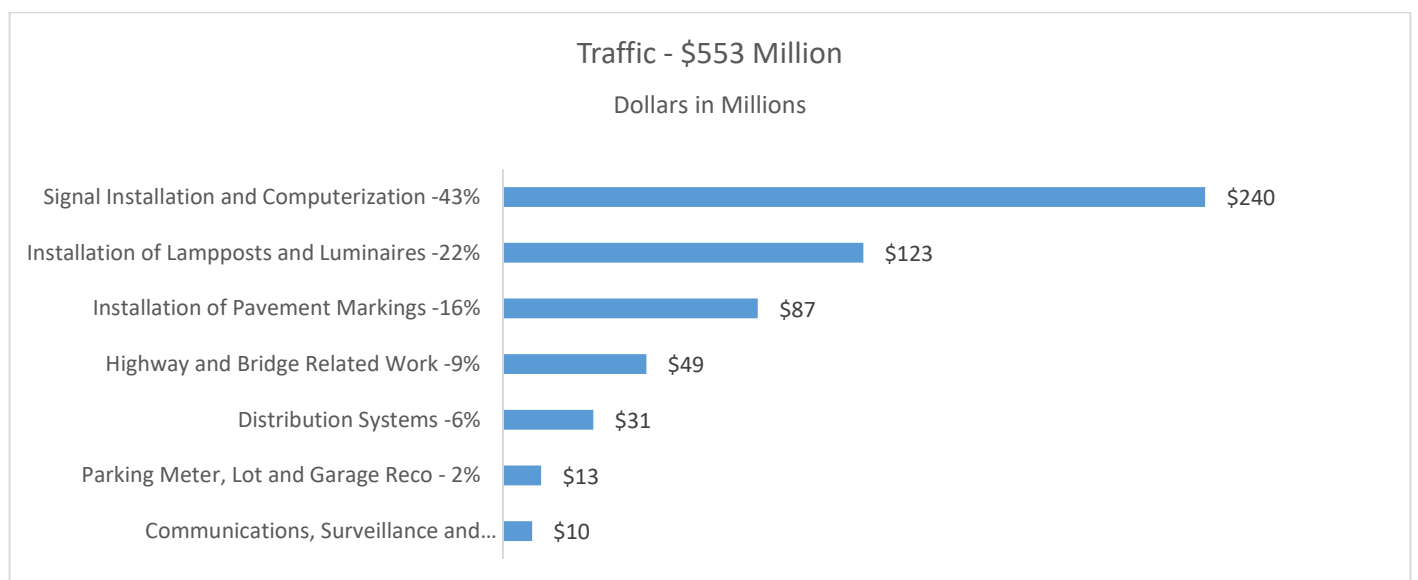
Bridges. The Ten-Year Capital Strategy provides \$8 billion in Bridge Program funding. These funds are to be used for the reconstruction and upgrade of the City's numerous bridges, including the four East River Bridges and approximately 100 other bridge structures, including approximately 40 bridges currently rated "fair" or "good" that require rehabilitation and 60 bridges currently rated "fair" or "good" that require reconstruction. 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 \$1.6 billion, this project comprises nearly 10.5 percent of DOT entire Ten-Year Capital Strategy and two percent of the City's Ten-Year Capital Strategy. Other projects include \$421.5 million for the Trans-Manhattan Expressway, \$132.9 million for Grand Street over Newtown Creek, \$307 million for the Shore Road Bridge over the Hutchinson River, \$412.7 million for rehabilitative work on the East River Bridges, \$239.8 million for protective coating treatment on bridge structures, \$24.7 million for the purchase of equipment and vehicles, and \$21.3 million for bridge facilities. Of the \$8 billion in bridge funding, \$7.6 billion is City funds, while \$330 million, \$13 million, and \$2 million are federal, State, and private funds, respectively.



Highways. The Ten-Year Capital Strategy provides \$6.1 billion for rehabilitation of the City's streets. These funds include \$2.8 billion for street reconstruction, including \$266.5 million to improve drainage conditions in Southeast Queens and \$945.3 million for Vision Zero projects; \$463.4 million for sidewalk reconstruction and an additional \$1.2 billion to install and reconstruct ADA compliant pedestrian ramps citywide; \$1.4 billion to resurface 6,300 lane miles of streets and highways; \$213.4 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 \$5.5 billion in funding, the federal government will provide \$454.6 million, the State will provide \$63.3 million, and private funds will contribute \$117.6 million.

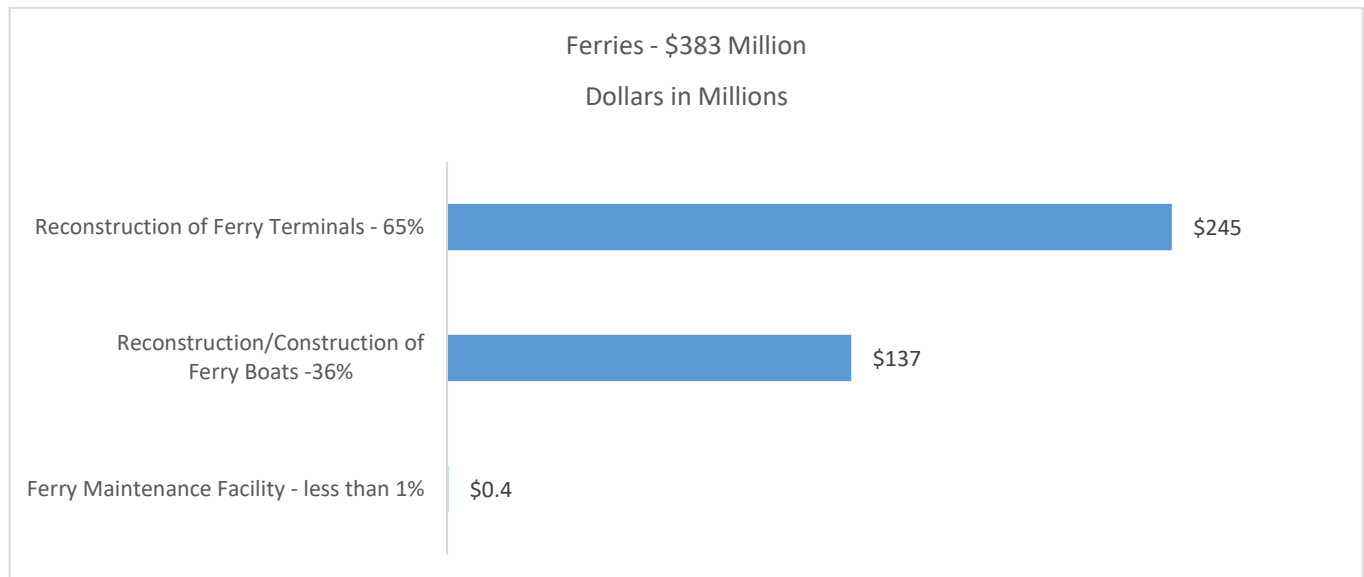


Traffic. The Preliminary Ten-Year Capital Strategy provides \$607.1 million for various Traffic programs. Programs include \$239.9 million for signal installation and computerization, including \$61.8 million to install accessible pedestrian signals; \$123.1 million for the installation of lampposts and luminaires; \$96 million for the installation of security bollards; \$87.1 million for the installation of thermoplastic reflectorized pavement markings; \$49 million for the installation of signals, streetlights, and lane markings; \$30.9 million to replace wire/conduit for traffic related electrical distribution systems throughout the City's roadway and park lighting systems, to reduce lighting outages; \$13.1 million for parking meters and facilities; and \$10 million for the purchase and installation of electric vehicle charging stations. To fund this category, the City will provide \$350.9 million, the federal government will provide \$28.3 million, and the State will provide \$227.9 million.

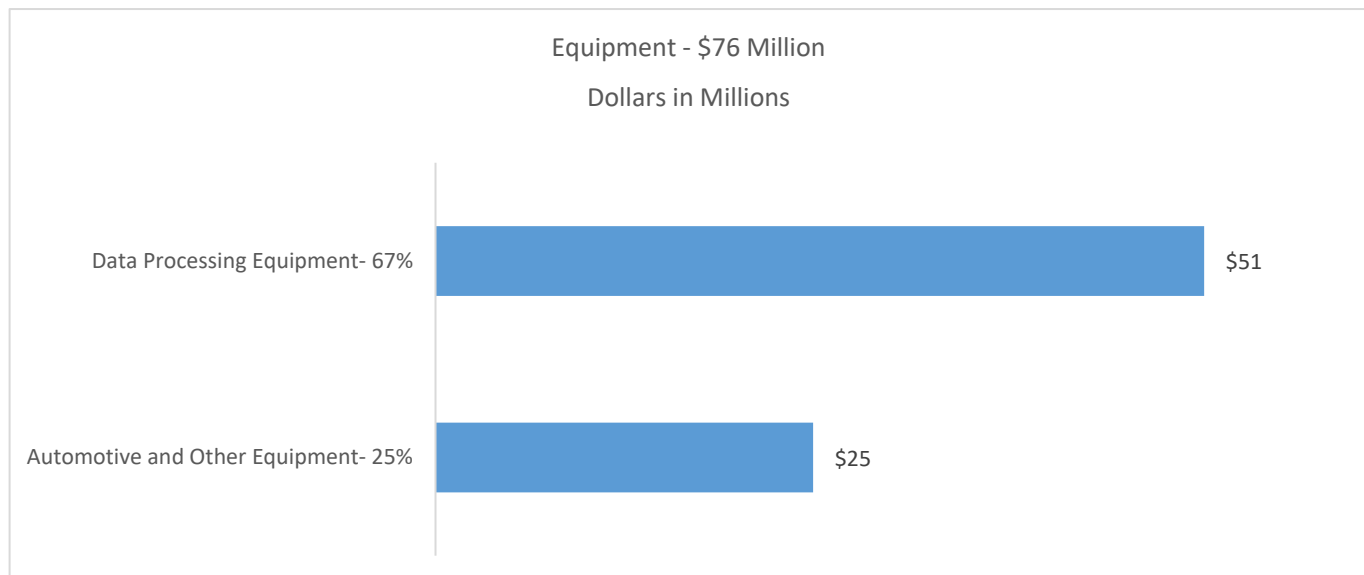


Ferries. The Ten-Year Capital Strategy contains funding of \$382.5 million for the reconstruction, construction, and improvement of various ferry vessels and facilities. Funding includes \$245.3 million for the rehabilitation and renovation work to ferry terminal buildings, slips, and racks; \$136.8 million for reconstruction/construction of DOT operated ferry boats; and \$400,000 for general construction

at the ferry maintenance facility. To fund this category, the City will provide \$258.4 million, the federal government will provide \$116 million, and the State will provide \$8 million.



Equipment. The Ten-Year Capital Strategy provides \$76.2 million, of which \$51.1 million is for Data Processing Equipment and \$25.1 million is for Automotive and Other Equipment.

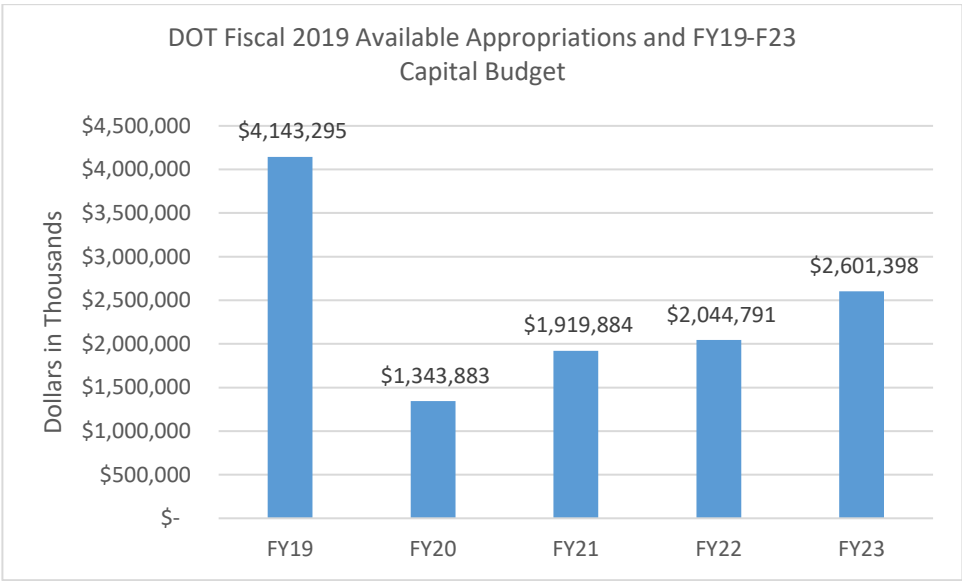


Fiscal 2020 Preliminary Capital Budget and Commitment Plan for Fiscal 2019-2023:

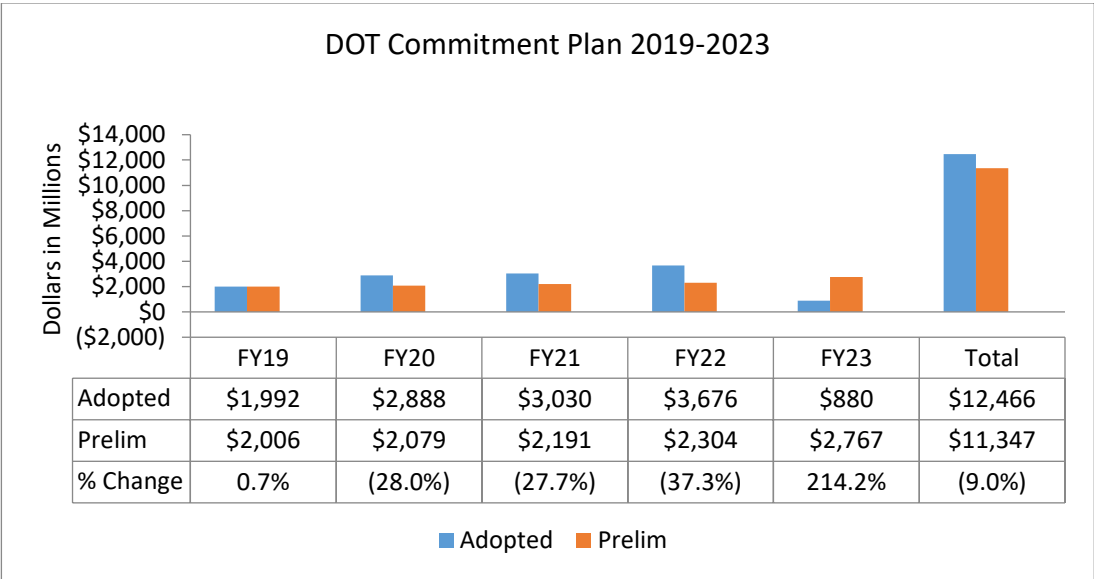
The Capital Budget provides the required appropriations for Fiscal 2020 and planned appropriations for the subsequent three-year capital program. Appropriations represent the legal authority to spend capital dollars and are what the Council votes on at budget adoption. The Commitment Plan, which is a 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 2019 or the amount of funding that may be re-appropriated or rolled into

Fiscal 2020 in the Executive or Adopted Budget. This report will provide an overview of the Capital Budget and Commitment Plan for the Department of Transportation.

As shown in the chart below, the Department of Transportation’s Fiscal 2020 Preliminary Capital Budget includes \$7.9 billion in Fiscal 2020-2023. This represents approximately 15 percent of the City’s total \$52.8 billion Capital Budget for 2020-2023. Available appropriations for Fiscal 2019 total \$4.1 billion. This includes \$4.2 billion in reauthorized prior appropriations and \$4.4 million in authorized Fiscal 2019 appropriations, less actual commitments in the current fiscal year.



For the DOT, the Preliminary Capital Commitment Plan includes \$11.3 billion in Fiscal 2019-2023 (including City and Non-City funds). This represents roughly 13 percent of the City’s total \$83.8 billion Preliminary Commitment Plan. The Department plans to commit \$2.1 billion in Fiscal 2020.

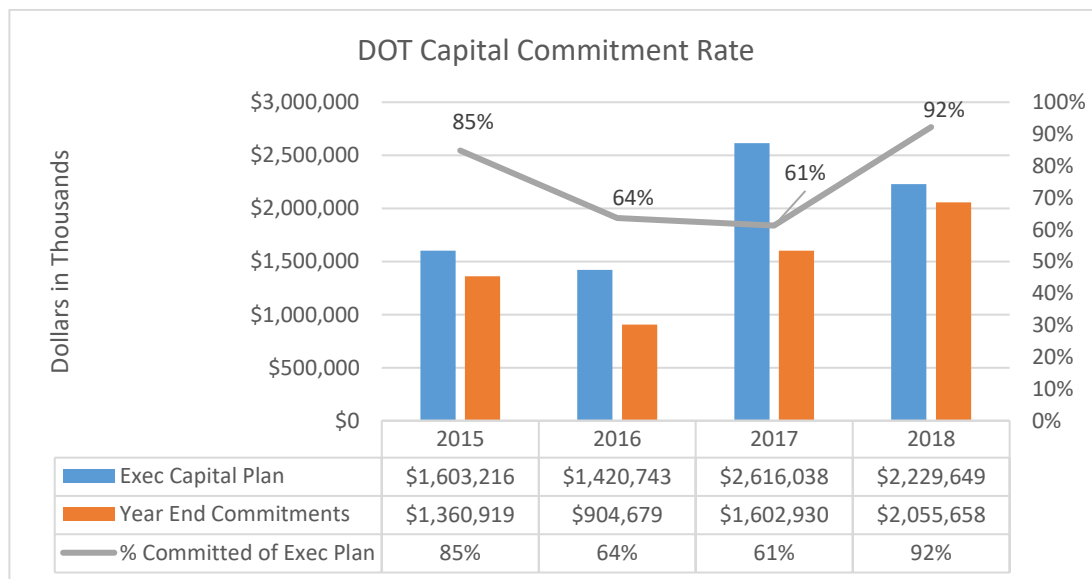


The DOT Preliminary Capital Commitment Plan for Fiscal 2019-2023 includes \$2 billion in Fiscal 2019, an increase of \$14 million or less than one percent when compared to the Fiscal 2019 Adopted Capital

Commitment Plan. However, the Commitment Plan reflects decreased spending in Fiscal 2020 of \$809.5 million or 28 percent when compared to the Fiscal 2019 Adopted Plan. Overall, the Preliminary Capital Plan for the Department of Transportation for Fiscal 2019-2023 has decreased by \$1.1 billion to a total of \$11.3 billion, demonstrating a decrease of nine percent when compared to the Department's Adopted Commitment Plan. This nine percent change is not the result of a funding reduction, but instead the result of pushing/postponing capital projects beyond Fiscal Year 2023. Projects that have been partially moved outside the Fiscal 2019-2023 Capital Plan include \$346.6 million for reconstruction of the Harlem River Drive Ramp, \$103.7 million for citywide bridge painting, \$116.6 million for East 174th Street Bridge of the Sheridan Expressway in the Bronx, \$77.6 million for highway construction and reconstruction in Queens \$73 million for citywide improvements to highway bridges and structures.

The available appropriations for Fiscal 2019 total \$4.1 billion against planned commitments of \$2 billion. This excess balance of \$2.1 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.

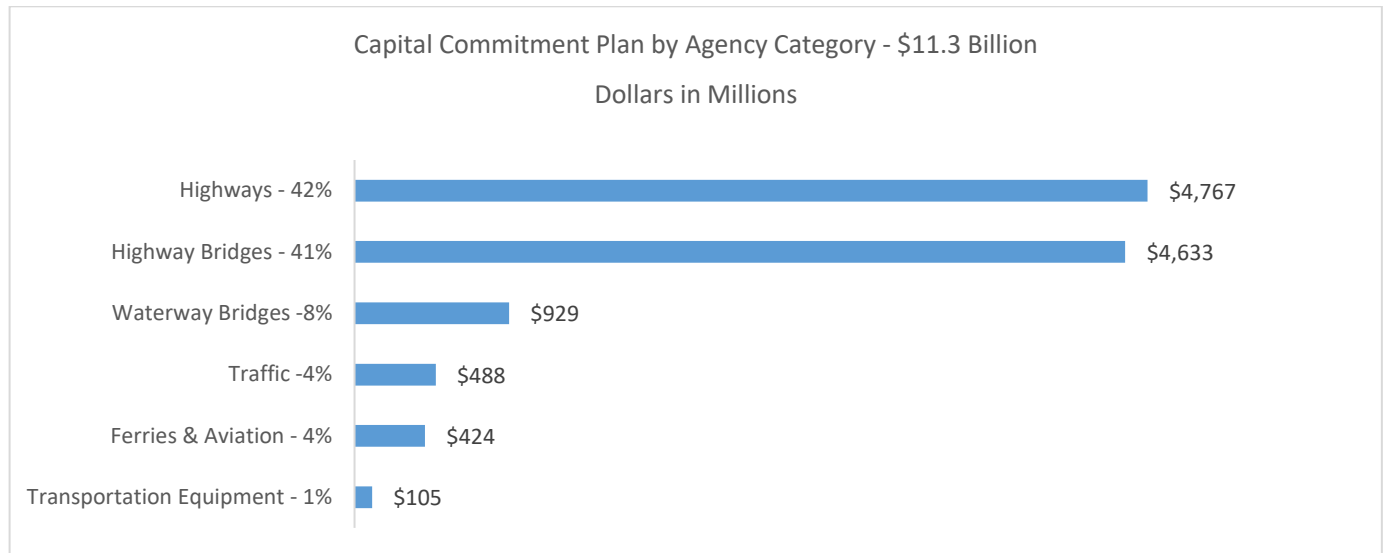
The Commitment Plan typically frontloads planned commitments for capital projects in the first year or two of the plan, and agencies rarely meet these targets. DOT's Commitment Plan includes approximately 18 percent of all commitments in the first year. Its history of commitments is shown below. Given this performance history, it is likely that DOT will end this year with unmet commitment targets and significant appropriations available to be rolled into Fiscal 2019.



Capital projects generally span multiple fiscal years, so if an agency has made fewer commitments than planned at the end of a fiscal year, remaining funds are often rolled into future fiscal years. In Fiscal 2018, DOT committed \$2.1 billion, or 92 percent, of its \$2.2 billion planned capital commitments. This generated a roll of \$174 million from Fiscal 2018 into Fiscal 2019-2023, which was accounted for in the Executive Capital Commitment Plan. DOT improved its capital commitment rate to 92 percent in Fiscal 2018 from 61 percent in Fiscal 2017. In comparison, the City's overall commitment rate was 70 percent for Fiscal 2018.

Capital Budget Structure

Overall, the DOT's Capital Commitment Plan contains a total of 222 budget lines and 1,344 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 42 percent, followed by Highway Bridges at 41 percent, Waterway Bridges at eight percent, Traffic at four percent, Ferries at four percent, and Transportation Equipment at one percent.



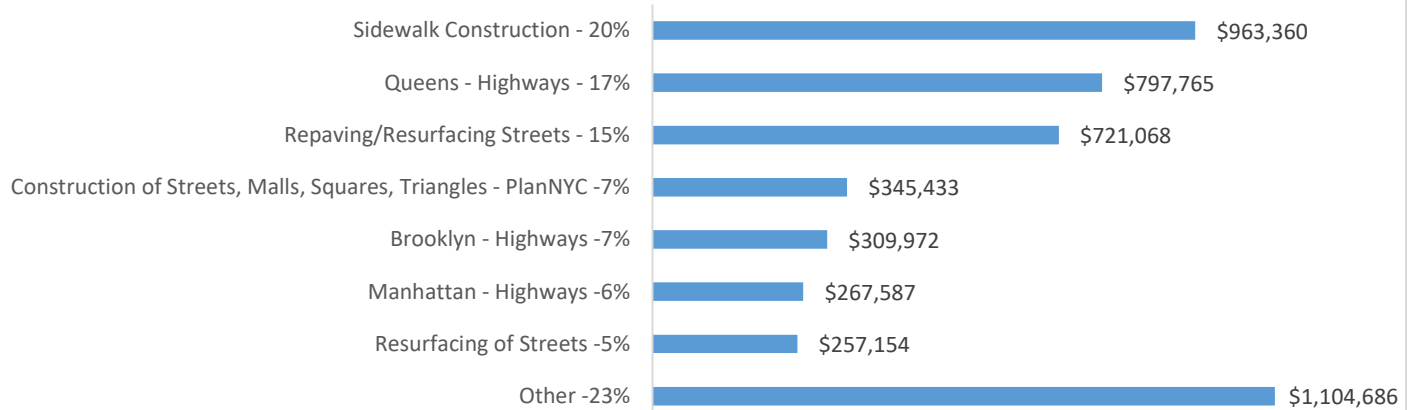
DOT Highways

The Preliminary Capital Commitment Plan for Fiscal 2019-2023 includes \$4.8 billion for DOT Highways (including City and Non-City funds). Overall, the Preliminary Capital Commitment Plan funding for highways in Fiscal 2019-2023 is \$92.1 million less than the Adopted Plan of \$4.9 billion, a decrease of nearly 19 percent.

The DOT's highway category contains a total of 90 budget lines and 601 individual projects. The majority of the highways capital planned spending are allocated for the following budget lines: Sidewalk Construction \$963.4 million, Construction and Reconstruction of Highways - Queens \$797.8 million, and Repaving and Resurfacing of Streets \$721.1 million. These three budget lines make up 52 percent of the total capital spending for Highways.

Highway Capital Commitments by Budget Lines, Fiscal 2019-2023 - \$4.8 Billion

Dollars in Thousands

**DOT Highway Project Highlights**

Grand Concourse. The Preliminary Capital Commitment Plan includes \$116.9 million for Grand Concourse in the Bronx. Phase 4 of the project is currently registered in Fiscal 2019 and will consist of work from East 175th Street to East Fordham Road. Phase 5 of the projected is planned for Fiscal 2022 and will consist of work from East Fordham Road to East 19th Street.

Vision Zero. The Preliminary Capital Commitment Plan includes \$105 million for Vision Zero Street Reconstruction and \$12.1 million for Vision Zero Great Streets. Overall, between Fiscal 2014 and Fiscal 2029, \$2.5 billion in citywide capital funds will be dedicated to Vision Zero.

South Brooklyn Crosstown SBS – In the summer of 2018, DOT launched a ten-mile Select Bus Service on the B82 bus route. The Preliminary Capital Commitment Plan for Fiscal 2019-2023 includes \$79.2 million for the B82 bus route project implementation.

Performance Indicators

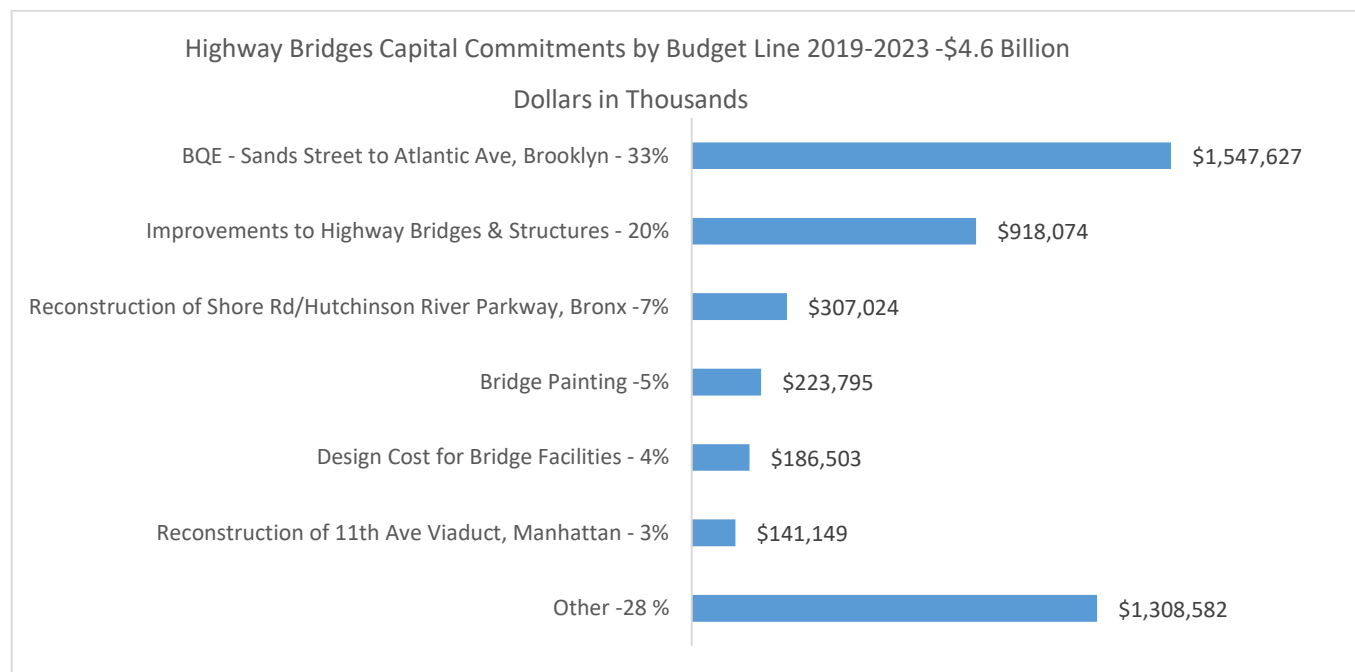
According to the PMMR, in the first four months of Fiscal 2019, DOT resurfaced 703.9 lane miles, a 12 percent increase when compared to the first four months of Fiscal 2018. By replacing the top layer of asphalt, resurfacing prevents potholes, addresses existing potholes and frees crews to address locations in need of general roadway repairs. In Fiscal 2018, 72 percent of streets maintained a pavement rating of “good”, a two percent increase from Fiscal 2017.

Performance Indicators	Actual			Target		4-Month Actual	
	FY16	FY17	FY18	FY19	FY20	FY18	FY19
★ Streets maintained with a pavement rating of - Good (%)	68.8%	69.8%	71.5%	71.0%	71.0%	NA	NA
- Fair (%)	30.4%	29.6%	28.0%	*	*	NA	NA
- Poor (%)	0.8%	0.6%	0.6%	*	*	NA	NA
Lane miles resurfaced citywide	1239.4	1,321.20	1,321.90	*	*	631.1	703.9
Average cost per lane mile resurfaced citywide (\$)	\$149,102	\$152,192	\$161,406	*	*	NA	NA
Average in-house cost of asphalt per ton (\$)	\$51.77	\$44.91	\$43.39	*	*	NA	NA
Average Vendor cost of asphalt per ton (\$)	\$55.43	\$57.25	\$62.86	*	*	NA	NA
★ Critical Indicator "NA" Not Available in this report * No Target							

DOT Highway Bridges

The DOT Preliminary Capital Commitment Plan for Fiscal 2019-2023 includes \$4.6 billion for Highway Bridges (including City and Non-City funds). The funding for bridges in the Plan is \$92 million, 27 percent, less in Fiscal 2019 than projected in the Adopted DOT Capital Commitment Plan. Overall, the Preliminary Capital Commitment Plan funding for bridges in Fiscal 2019-2023 is \$1 billion less than the Adopted Plan, a decrease of nearly 18 percent. This change is primarily due to projects being forecasted beyond the window of the five-year capital plan.

The DOT's Highway Bridges category contains a total of 101 budget lines and 239 individual projects. The majority of the planned capital spending is allocated for the Brooklyn-Queens Expressway (BQE) – Sands Street to Atlantic Avenue budget line at \$1.5 billion, which represents 32 percent of the Highway Bridges capital budget and 13 percent of the agency's total capital commitment plan. Other large capital budget lines include: Citywide Improvements to Highway Bridges and Structures at \$918 million, Reconstruction of Shore Road/Hutchinson River Parkway in the Bronx at \$307 million, citywide Bridge Painting at \$223.8 million, Design Cost for Citywide Bridge Facilities at \$186.5, and Reconstruction of the 11th Ave Viaduct over LIRR West Side Yard in Manhattan, at \$141.1 million.

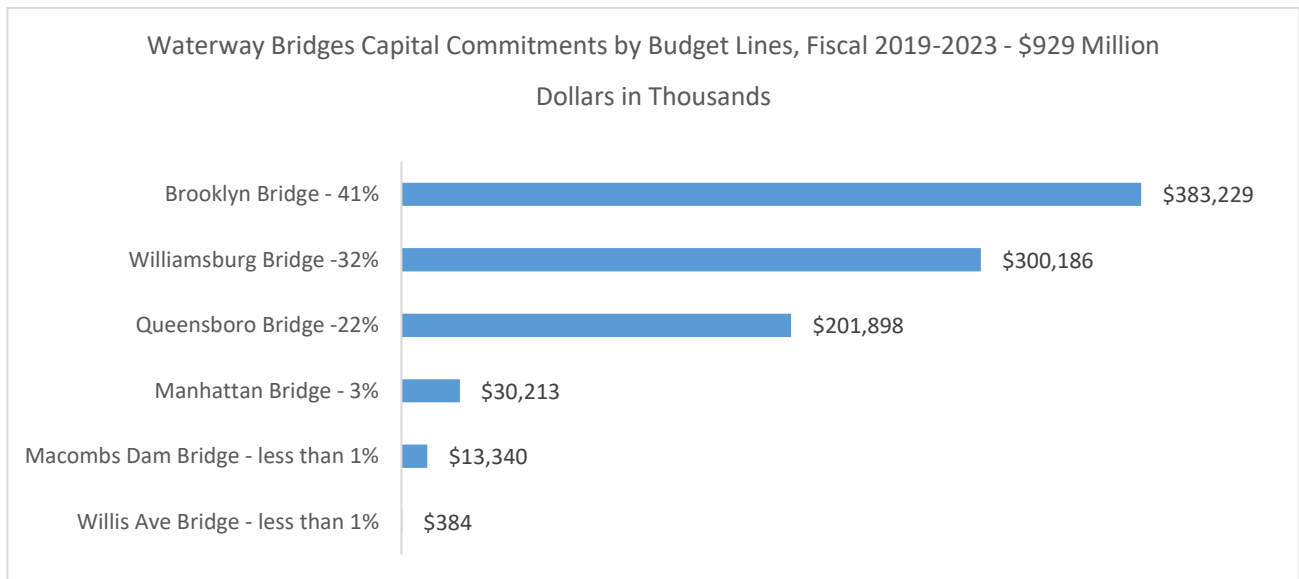


DOT Waterway Bridges

The Preliminary Capital Commitment Plan for Fiscal 2019-2023 includes \$929.2 million for Waterway Bridges (including City and Non-City funds). Funding for Waterway Bridges is \$447.1 million or less than one percent less in Fiscal 2019 than projected in the Fiscal 2019 Adopted Capital Commitment Plan. Overall, the Preliminary Capital Commitment Plan funding for waterway bridges in Fiscal 2019-2023 remained the same as the Adopted Plan.

The Waterway Bridge category contains a total of seven budget lines and 14 individual projects. Funding is allocated primarily to the four East River Bridges, with the rehabilitation of the Brooklyn Bridge comprising of the most capital spending at \$383.2 million, or 41 percent of the Waterway Bridges budget. The Williamsburg, Queensboro/Ed Koch, and Manhattan Bridges each comprise of

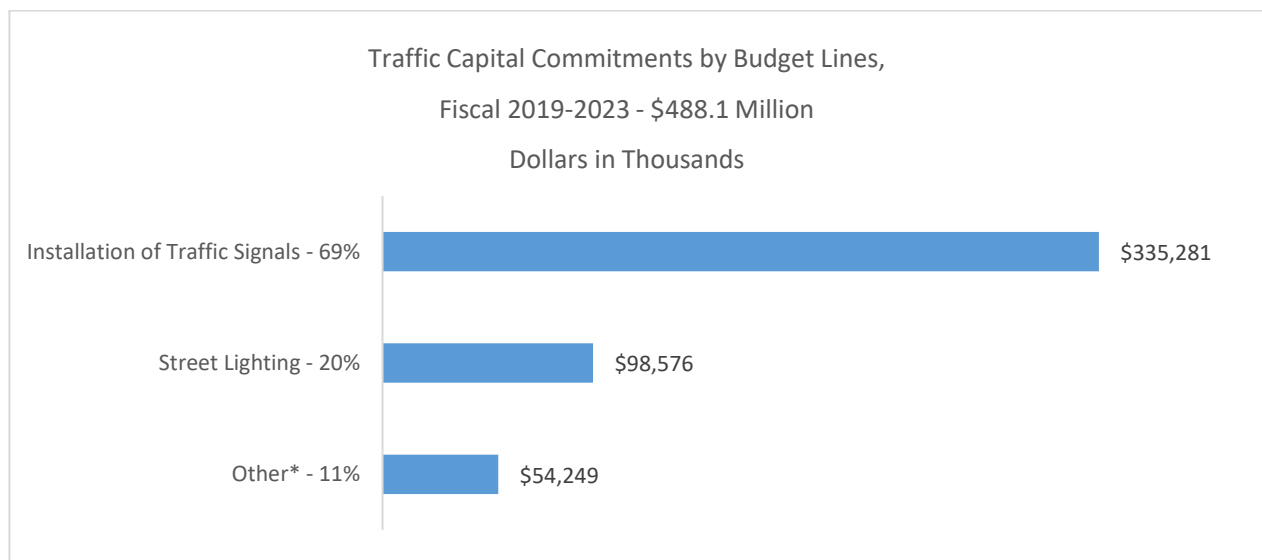
32 percent, 22 percent, and three percent of the planned capital commitments, respectively. The Macombs Dam and Willis Ave Bridges crossing the Harlem River were allocated \$13 million and 384,000, respectively.



DOT Traffic

The Preliminary Capital Commitment Plan for Fiscal 2019-2023 includes \$488.1 million for DOT Traffic (including City and Non-City funds). Funding for DOT Traffic is \$12 million, or six percent, greater in Fiscal 2019 than projected in the Adopted Capital Commitment Plan. Overall, the Preliminary Capital Commitment Plan funding for traffic in Fiscal 2019-2023 is \$20.4 million less than in the Adopted Plan.

The DOT's Traffic category contains a total of 16 budget lines and 269 individual projects. The majority of the category's planned spending is allocated for the Installation of Traffic Signals, at \$335.3 million, or 67 percent of the total for traffic. This is followed by Street Lighting, which comprises 20 percent of the capital commitment plan for traffic at \$98.6 million.

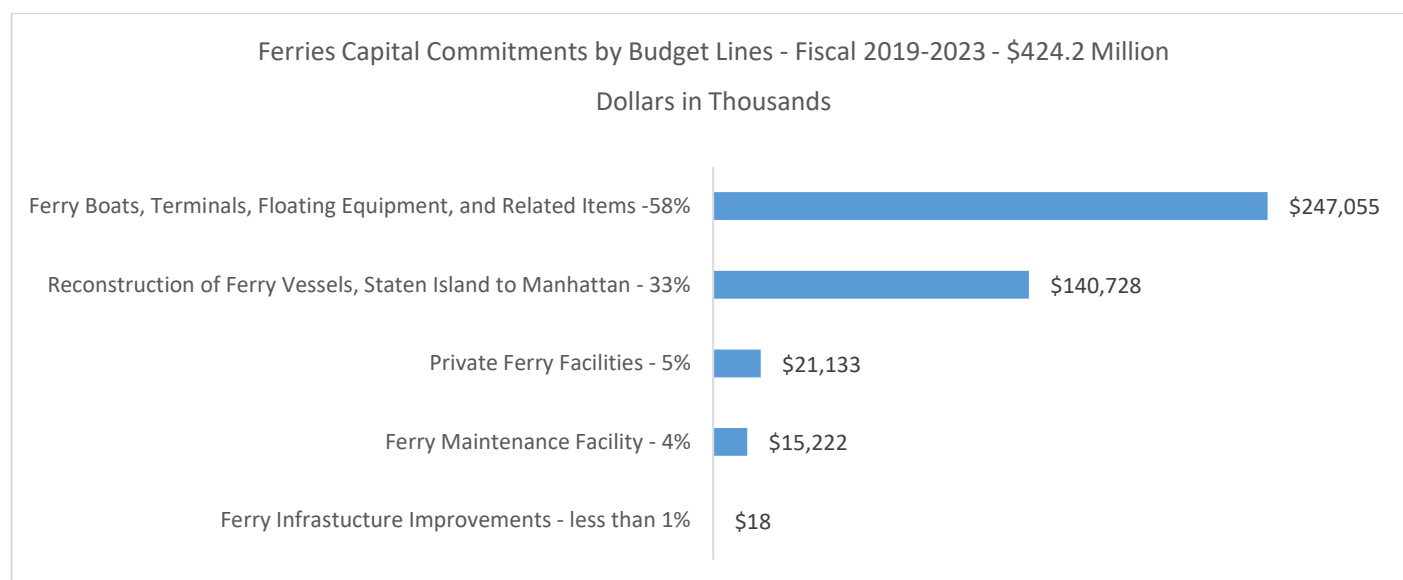


*Other consists of Signage, Bus Rapid Transit, Off-Street Parking Facilities, Parking Meters, Streetscape Improvements, and Traffic Improvements

DOT Ferries

The Preliminary Capital Commitment Plan for Fiscal 2019-2023 includes \$424.2 million for DOT Ferries (including City and Non-City funds). The Plan for Fiscal 2019 is \$2.7 million, or five percent, less than was projected in the Adopted Capital Commitment Plan. Overall, the Preliminary Capital Commitment Plan for DOT Ferries in Fiscal 2019-2023 is \$3.3 million greater than the Adopted Plan, a slight increase of less than one percent.

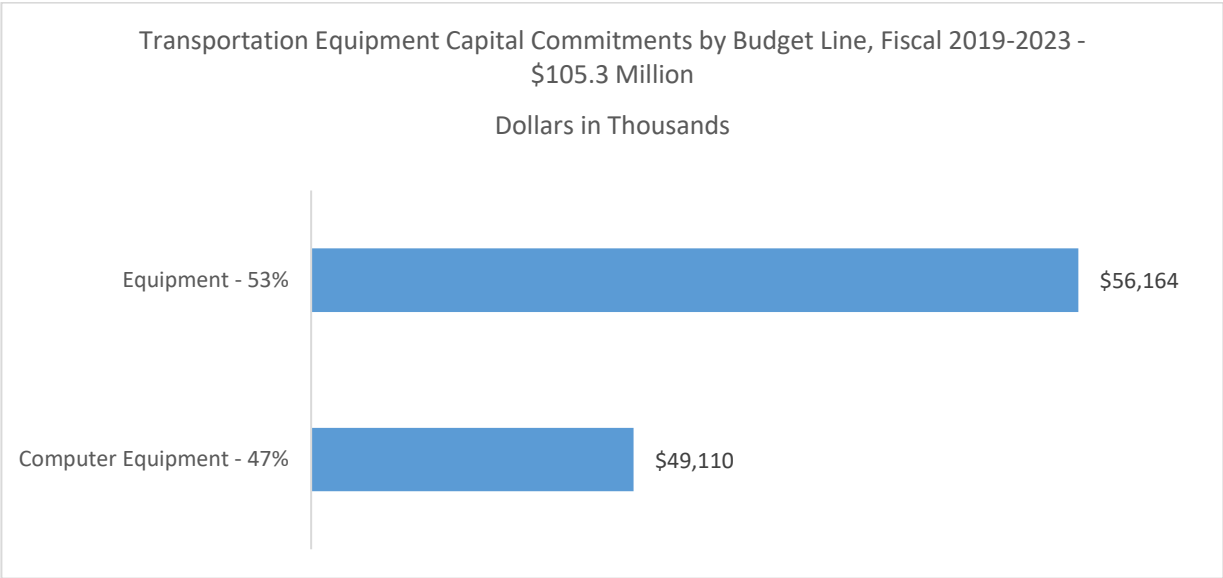
The DOT Ferries category contains a total of five budget lines and 74 individual projects. The majority of the category's planned spending is allocated to Ferry Boats, Terminals, and Stops at \$247.1 million, or 58 percent of the category's total capital commitment. The reconstruction of Ferry Vessels, Staten Island to Manhattan is budgeted at \$140.7 million, or 33 percent of the category's total capital commitment.



DOT Transportation Equipment

The Preliminary Capital Commitment Plan for Fiscal 2019-2023 includes \$105.3 million for DOT Transportation Equipment (including City and Non-City funds). The Plan is \$2.5 million, or 6 percent, less in Fiscal 2019 than projected in the Adopted Capital Commitment Plan. Overall, the Preliminary Capital Commitment Plan for Fiscal 2019-2023 is \$4.6 million less than the Adopted Plan, a decrease of four percent.

The DOT's Transportation Equipment category contains two budget lines and 49 individual projects. \$56.2 million, or 53 percent of the capital commitment plan is allocated for the purchase of equipment. The other 47 percent, or 49.1 million is allocated to purchase computer equipment.



Appendices

A: Budget Actions in the November and the Preliminary Plans

<i>Dollars in Thousands</i>	FY 2019			FY 2020		
	City	Non-City	Total	City	Non-City	Total
DOT Budget as of the Adopted 2019 Budget	\$626,638	\$416,080	\$1,042,718	\$616,979	\$381,117	\$998,096
New Needs - Preliminary Plan 2020						
Expense Funding for Capitally Ineligible Components of Projects	\$1,400		\$1,400	\$0	\$0	\$0
Mechanics for Ped Ramp Program (IFA)	0	0	0	0	1,086	1,086
Staten Island Ferry Drydocking	794	0	794	0	0	0
Staten Island Ferry Security Contract Adjustment	3,080	0	3,080	0	0	0
Staten Island Ferry Terminal Maintenance Contract Adjustment	909	0	909	0	0	0
Transit Signal Priority (TSP) Program Expansions	0	0	0	2,660	0	2,660
New Needs - November Plan 2019						
TLC FHV Growth Control Study	\$2,170	\$0	\$2,170	\$0	\$0	\$0
Subtotal New Needs	8,353	-	8,353	2,660	1,086	3,746
Other Adjustments - Preliminary Plan 2020						
Adjustment of Resurfacing Staff Funding	(\$361)	\$361	\$0	(\$722)	\$722	\$0
Bike New York (Resubmission)	0	84	84	0	0	0
Bus Stops Under the EL	0	245	245	0	0	0
BWT - DOT Signs	0	1	1	0	0	0
City Council member Items	105	0	105	0	0	0
Collective Bargaining	11	1	12	22	2	24
Collective Bargaining DC37	490	145	635	851	257	1,108
Collective Bargaining for DC37	0	2	2	0	3	3
Collective Bargaining for Resurfacing Crews	0	49	49	0	89	89
Coordinated Intell Trans Syste	0	313	313	0	0	0
DOT TLC FHV Income Video	0	48	48	0	0	0
ExCEL Projects	0	600	600	0	0	0
ExCEP Projects 2	0	180	180	0	0	0
Federally Funded SIM Crws PT{S	0	2,175	2,175	0	0	0
Grant Review Multi	0	1,931	1,931	0	0	0
Hunts Point Diesel Emission	0	1,120	1,120	0	0	0
Intersection Improv-Outside MN	0	535	535	0	0	0
Jamaica Bay Greenway Imp Plan	0	28	28	0	0	0
Markings Surplus	(866)	0	(866)	(1,270)	0	(1,270)
Mutli-Model Access to Transit	0	178	178	0	0	0
MOME-DOT Personnel Transfer	(23)	0	(23)	(46)		(46)
Muncpl Plug In Adv Vehicles DOT	0	175	175	0	0	0
Municipl On-Road Diseal Em Red	0	67	67	0	0	0
Neighborhood Walkability Proj	0	330	330	0	0	0
New York City Greenways	0	183	183	0	0	0
NYC Truck Size & Weight Mangmt	0	44	44	0	0	0
NYCWIn Replacement Estimate	(8,740)	0	(8,740)	0	0	0
Off Hour Deliveries	0	40	40	0	0	0
Pay By Cell Contract Savings	0	0	0	(931)	0	(931)
Pedestrian Network Development	0	359	359	0	0	0
Porous Corners	0	158	158	0	0	0
Raisd Crosswal & Inerct Prog	0	120	120	0	0	0
Re-estimate of Pedestrian Ramp PS Fudning	0	(1,170)	(1,170)	0	0	0
Safe Routes to School Program	0	450	450	0	0	0
Safe Steps to Transit	0	182	182	0	0	0
Safe Streets for Seniors	0	356	356	0	0	0
Safety Improvements MLK Blvd	0	285	285	0	0	0

<i>Dollars in Thousands</i>	FY19			FY20		
	City	Non-City	Total	City	Non-City	Total
Sandy Funds Allocation	\$0	\$56	\$56	\$0	\$0	\$0
Smart Shared Mobility Services	0	408	408	0	0	0
SubRegional Traffic MPO FedAid	0	958	958	0	0	0
Supervisor of Mechanics L3 Collective Bargaining	15	0	15	25	0	25
Transit Signal Priority	0	519	519	0	0	0
Transportation Access Vision Imp	0	457	457	0	0	0
Vision Zero Education Initiative	0	462	462	0	0	0
Vision Zero Safety Improvement	0	263	263	0	0	0
Workwell Initiatives	0	20	20	0	0	0
Other Adjustments - November Plan 2019						
Bicycle Network Development	\$0	\$5,058	\$5,058	\$0	\$0	\$0
Bridge Flag Repairs Funding Switch	(705)	705	0	(806)	806	0
Congestion Plan Implementation Savings	(375)	0	(375)	(250)	0	(250)
Connected Vehicles-TrueUp-FY19	0	2,000	2,000	0	0	0
Cost Reductions Related to Implementing Parking Rate Change	(605)	0	(605)	(150)	0	(150)
DC37 Collective Bargaining (IFA)	0	1,899	1,899	0	3,255	3,255
DC37 Collective Bargaining (Tax Levy)	4,141	0	4,141	7,097	0	7,097
DC37 Collective Bargaining IC	0	16	16	0	27	27
Energy Analyst	0	77	77	0	0	0
FY19 Connected Veh True Up	0	2,297	2,297	0	0	0
FY19 Taxi Data Visual True-Up	0	134	134	0	0	0
Highway Markings Funding Switch	(1,000)	1,000	0	(1,000)	1,000	0
In-house Concrete Savings	0	0	0	(353)	0	(353)
PS Surplus Due to Hiring Delay	(368)	0	(368)	0	0	0
Re-estimate of Security and Cleaning Contracts for Pedestrian Ramp Facilities	(358)	0	(358)	0	0	0
School Safety CHIPS	0	1,823	1,823	0	0	0
Speed Humps Funding Switch	(249)	249	0	(1,279)	1,279	0
Staten Island Ferry Funding Shift	(327)	327	0	(327)	327	0
TIGER VI Est Rckawy Plan Study	0	32	32	0	0	0
Traffic Signal Retiming Contract Schedule Adjustment	(1,400)	0	(1,400)	420	0	420
Wayfinding - New Freedom	231	0	231	0	0	0
Subtotal - Other Adjustments	(\$10,384)	\$28,335	\$17,951	\$1,281	\$7,767	\$9,048
TOTAL, All Changes	(\$2,031)	\$28,335	\$26,304	\$3,941	\$8,853	\$12,794
DOT Budget as of the Preliminary 2020 Budget	\$624,607	\$444,415	\$1,069,022	\$620,920	\$389,970	\$1,010,890

B: DOT Contract Budget

DOT Fiscal 2020 Preliminary Contract Budget <i>Dollars in Thousands</i>				
Category	Fiscal 2019 Adopted	Number of Contracts	Fiscal 2020 Preliminary	Number of Contracts
Cleaning Services	\$3,258	32	\$4,461	32
Contractual Services - General	33,197	89	29,371	89
Data Processing Equipment Maintenance	629	29	1,098	29
Costs Associated with Financing	6,949	2	8,856	2
Maintenance and Operation of Infrastructure	140,885	64	149,429	64
Maintenance and Repairs - General	15,599	113	15,599	113
Maintenance and Repairs - Motor Vehicle Equip	1,697	27	1,697	27
Office Equipment Maintenance	303	95	303	95
Printing Services	251	19	252	19
Prof. Services - Computer Services	6,444	10	5,872	10
Prof. Services - Engineering and Architectural Services	3,425	7	3,525	7
Prof. Services - Other	6,778	13	7,496	13
Security Services	21,648	7	22,525	7
Telecommunications Maintenance	36,840	22	16,840	22
Temporary Services	91	4	91	4
Training Program for City Employees	495	45	469	45
Transportation Expenditures	170	3	469	3
TOTAL	\$278,659	581	\$268,352	581

C: DOT Miscellaneous Revenue

DOT Miscellaneous Revenue Budget Overview <i>Dollars in Thousands</i>						
Revenue Sources	2017 Actual	2018 Actual	2019 Adopted	Preliminary Plan		*Difference
				2019	2020	2019 - 2020
Sidewalk Interruption Permits	\$15,672	\$15,819	\$8,412	\$8,412	\$14,500	\$6,088
Street Opening/Utility Permits	32,986	41,305	17,418	17,418	33,679	\$16,261
Intercity Bus Permits	398	232	56	56	56	\$0
Overwght/Oversize Truck Permits	2,366	2,031	1,950	1,950	1,950	\$0
Emergency Manhole Open. Permits	543	437	550	550	550	\$0
Franchises: Bus Stop & Other	55,204	57,035	58,009	58,009	59,622	\$1,613
Concession Rents	85	87	100	100	100	\$0
Revocable Consents	16,321	16,445	17,375	17,375	19,130	\$1,755
Electrical Transformers	42,750	41,144	42,039	42,039	42,954	\$915
Ferry Permits & Concessions	3,782	3,890	3,320	3,320	3,320	\$0
Damage to City Property	312	430	350	350	350	\$0
Back Chges, Jets & Raise Cast	3,454	2,824	2,971	2,971	2,971	\$0
Garages & Long Term Parking	9,011	8,495	7,246	7,926	7,246	\$0
Parking Meters	205,015	219,617	228,989	212,347	233,953	\$4,964
Record Search Fees	30	30	20	20	20	\$0
Gas Reimb, Maps, Bid Book Fees	305	324	115	115	115	\$0
DOT Sign Shop-Sale of Signs	306	290	250	250	250	\$0
TOTAL	\$388,540	\$410,435	\$389,170	\$373,208	\$420,766	\$31,596

*The difference of Fiscal 2019 Adopted Budget compared to Fiscal 2020 Preliminary Budget.

D: Program Areas

Bridge Engineering and Administration Budget Detail

Bridge Engineering and Administration						
<i>Dollars in Thousands</i>						
	2017 Actual	2018 Actual	2019 Adopted	Preliminary Plan		*Difference
				2019	2020	2019 - 2020
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$24,607	\$25,516	\$31,287	\$31,945	\$32,668	\$1,381
Other Salaried and Unsalaries	293	342	19	28	35	16
Additional Gross Pay	868	1,110	907	906	907	(0)
Overtime - Civilian	922	840	224	224	224	0
Fringe Benefits	1	1	1	1	1	0
Amounts to be Scheduled						0
Subtotal	\$26,692	\$27,809	\$32,437	\$33,104	\$33,834	\$1,397
Other Than Personal Services						
Supplies and Materials	\$310	\$312	\$255	\$412	\$255	\$0
Fixed and Misc. Charges			26	21	26	0
Property and Equipment	312	92	398	412	398	0
Other Services and Charges	149	130	3,891	(140)	3,891	0
Contractual Services	3,562	3,197	1,213	5,198	1,209	(4)
Subtotal	\$4,332	\$3,732	\$5,783	\$5,903	\$5,779	(\$4)
TOTAL	\$31,024	\$31,541	\$38,220	\$39,006	\$39,612	\$1,393
Funding						
City Funds			\$10,201	\$10,354	\$10,503	\$302
Other Categorical			0	0	0	0
Capital- IFA			24,158	24,792	25,249	1,091
State			83	83	83	0
Federal - Other			3,778	3,778	3,778	0
Intra City			0	0	0	0
TOTAL	\$31,024	\$31,541	\$38,220	\$39,006	\$39,612	\$1,393
Budgeted Headcount						
Full-Time Positions - Civilian	294	296	367	363	366	(1)
TOTAL	294	294	367	363	366	(1)

*The difference of Fiscal 2019 Adopted Budget compared to Fiscal 2020 Preliminary Budget.

Bridge Maintenance, Repair and Operations Budget Detail

Bridge Maintenance, Repair & Operations						
<i>Dollars in Thousands</i>						
	2017	2018	2019	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2019	2020	2019 - 2020
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$33,277	\$34,059	\$36,874	\$36,893	\$37,729	\$855
Other Salaried and Unsalaries	1,301	1,368	28	74	107	79
Additional Gross Pay	2,798	2,229	851	852	852	1
Overtime - Civilian	6,108	6,269	5,903	5,868	5,937	34
Fringe Benefits	3,301	3,612	3,181	3,216	3,181	0
Amounts to be Scheduled	0	0	0	0	0	0
Subtotal	\$46,786	\$13,478	\$46,837	\$46,903	\$47,807	\$969
Other Than Personal Services						
Supplies and Materials	\$2,539	\$2,026	\$3,884	\$3,647	\$3,884	\$0
Fixed and Misc. Charges	10	0	6	4	6	0
Property and Equipment	915	483	436	560	436	0
Other Services and Charges	548	392	620	572	620	0
Contractual Services	17,648	13,877	18,894	18,937	18,894	0
Subtotal	\$21,660	\$16,780	\$23,840	\$23,720	\$23,840	\$0
TOTAL	\$68,446	\$30,258	\$70,678	\$70,623	\$71,647	\$969
Funding						
City Funds			\$45,517	\$44,697	\$45,578	\$62
Other Categorical			125	125	125	0
Capital- IFA			1,872	1,916	1,947	75
State			6,264	6,969	7,070	806
Federal - Other			15,110	15,110	15,110	0
Intra City			1,791	1,806	1,817	27
TOTAL	\$68,446	\$30,258	\$70,678	\$70,623	\$71,647	\$969
Budgeted Headcount						
Full-Time Positions - Civilian	406	408	452	446	439	(13)
TOTAL	406	408	452	446	439	(13)

**The difference of Fiscal 2019 Adopted Budget compared to Fiscal 2020 Preliminary Budget.*

DOT Management & Administration

DOT Management & Administration						
<i>Dollars in Thousands</i>						
	2017	2018	2019	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2019	2020	2019 - 2020
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$39,536	\$42,866	\$39,075	\$42,410	\$42,648	\$3,573
Other Salaried and Unsalaries	1,923	2,190	1,220	1,272	1,310	90
Additional Gross Pay	1,276	1,124	651	650	650	(1)
Overtime - Civilian	1,946	1,709	941	941	941	0
P.S. Other	103	98	0	0	0	0
Fringe Benefits	7	9	10	10	10	0
Amounts to be Scheduled	0	0	0	0	0	0
Subtotal	\$44,791	\$47,996	\$41,898	\$45,283	\$45,560	\$3,662
Other Than Personal Services						
Supplies and Materials	\$1,064	\$916	\$873	\$1,736	\$749	(\$124)
Fixed and Misc Charges	109	166	100	174	100	0
Property and Equipment	1,115	829	614	732	614	0
Other Services and Charges	12,894	13,378	11,732	13,955	10,803	(929)
Contractual Services	8,673	5,619	10,322	9,813	8,906	(1,416)
Subtotal	\$23,854	\$20,908	\$23,641	\$26,411	\$21,172	(\$2,469)
TOTAL	\$68,645	\$68,904	\$65,538	\$71,695	\$66,732	\$1,193
Funding						
City Funds			\$53,743	\$57,956	\$53,926	\$183
Other Categorical			253	253	253	0
Capital- IFA			4,611	4,716	5,622	1,011
State			5,443	5,800	5,443	0
Federal - Other			1,488	2,901	1,488	0
Intra City			0	68	0	0
TOTAL	\$68,645	\$68,904	\$65,538	\$71,695	\$66,732	\$1,193
Budgeted Headcount						
Full-Time Positions - Civilian	528	548	514	549	525	11
TOTAL	528	548	514	549	525	11

**The difference of Fiscal 2019 Adopted Budget compared to Fiscal 2020 Preliminary Budget.*

DOT Vehicles, Facilities Management & Maintenance

DOT Vehicles, Facilities Management & Maintenance						
<i>Dollars in Thousands</i>						
	2017	2018	2019	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2019	2020	2019 - 2020
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$9,500	\$10,662	\$14,328	\$14,413	\$16,523	\$2,195
Other Salaried and Unsalariated	181	223	40	47	52	11
Additional Gross Pay	656	364	141	142	142	1
Overtime - Civilian	1,570	1,752	1,687	1,687	2,021	334
Fringe Benefits	235	429	249	249	249	0
Amounts to be Scheduled						0
Subtotal	\$12,143	\$13,429	\$16,446	\$16,538	\$18,987	\$2,541
Other Than Personal Services						
Supplies and Materials	\$1,206	\$2,931	\$2,865	\$2,951	\$2,971	\$106
Fixed and Misc Charges	8,117	7,735	2	3	2	0
Property and Equipment	2,184	1,872	606	665	(970)	(1,576)
Other Services and Charges	25,309	26,864	30,924	30,602	30,968	44
Contractual Services	6,572	8,165	6,165	6,644	5,665	(500)
Subtotal	\$43,388	\$47,567	\$40,561	\$40,864	\$38,635	(\$1,926)
TOTAL	\$55,531	\$60,997	\$57,007	\$57,402	\$57,622	\$615
Funding						
City Funds			\$55,829	\$54,880	\$55,372	(\$457)
Other Categorical			0	0	0	0
Capital- IFA			290	269	1,361	1,072
State			366	366	366	0
Federal - Other			522	1,886	522	0
Intra City						0
TOTAL	\$55,531	\$60,997	\$57,007	\$57,402	\$57,622	\$615
Budgeted Headcount						
Full-Time Positions - Civilian	129	135	192	188	218	26
TOTAL	129	135	192	188	218	26

**The difference of Fiscal 2019 Adopted Budget compared to Fiscal 2020 Preliminary Budget.*

Ferry Administration & Surface Transit

Ferry Administration & Surface Transit						
<i>Dollars in Thousands</i>						
	2017	2018	2019	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2019	2020	2019 - 2020
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$2,987	\$2,837	\$3,574	\$3,473	\$3,541	(\$0)
Other Salaried and Unsalaries	83	88	30	32	33	3
Additional Gross Pay	98	66	318	290	290	(29)
Overtime - Civilian	178	118	137	136	136	(1)
Fringe Benefits	1	1	1	1	1	0
Amounts to be Scheduled	0	0	0	0	0	0
Subtotal	\$3,348	\$3,110	\$4,060	\$3,931	\$4,001	(\$60)
Other Than Personal Services						
Supplies and Materials	\$24	\$25	\$35	\$47	\$35	\$0
Fixed and Misc Charges	0	0	0	0	0	0
Property and Equipment	101	3	13	27	13	0
Other Services and Charges	48	86	184	187	184	0
Contractual Services	75	90	503	407	3	(500)
Subtotal	\$248	\$203	\$735	\$668	\$235	(\$500)
TOTAL	\$3,596	\$3,313	\$4,796	\$4,598	\$4,236	(\$560)
Funding						
City Funds			\$4,219	\$3,733	\$3,779	(\$440)
Other Categorical			0	0	0	0
Capital- IFA			120	0	0	(120)
State			0	0	0	0
Federal - Other			457	865	457	0
Intra City			0	0	0	0
TOTAL	\$3,596	\$3,313	\$4,796	\$4,598	\$4,236	(\$560)
Budgeted Headcount						
Full-Time Positions - Civilian	32	29	37	36	37	1
TOTAL	32	29	37	36	37	1

**The difference of Fiscal 2019 Adopted Budget compared to Fiscal 2020 Preliminary Budget.*

Municipal Ferry Operation & Maintenance

Municipal Ferry Operation & Maintenance						
<i>Dollars in Thousands</i>						
	2017	2018	2019	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2019	2020	2019 - 2020
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$37,276	\$37,236	\$43,114	\$43,172	\$43,985	\$871
Other Salaried and Unsalaries	370	348	133	148	160	27
Additional Gross Pay	4,081	3,948	1,879	1,888	1,888	8
Overtime - Civilian	15,702	17,020	13,144	12,997	12,889	(255)
Fringe Benefits	306	536	387	565	387	0
Amounts to be Scheduled	0	0	10	0	0	(10)
Subtotal	\$57,735	\$59,089	\$58,667	\$58,770	\$59,308	\$641
Other Than Personal Services						
Supplies and Materials	\$10,731	\$13,239	\$16,703	\$15,849	\$16,667	(\$35)
Fixed and Misc Charges	29	25	12	14	12	0
Property and Equipment	173	411	338	371	338	0
Other Services and Charges	123	99	48	138	48	0
Contractual Services	24,166	25,876	23,297	29,285	25,222	1,925
Subtotal	\$35,222	\$39,650	\$40,398	\$45,657	\$42,288	\$1,890
TOTAL	\$92,957	\$98,739	\$99,065	\$104,427	\$101,596	\$2,531
Funding						
City Funds			\$59,346	\$64,218	\$61,640	\$2,294
Other Categorical			0	0	0	0
Capital- IFA			1,713	1,876	1,623	(89)
State			32,787	33,114	33,114	327
Federal - Other			4,144	4,144	4,144	0
Intra City			1,075	1,075	1,075	0
TOTAL	\$92,957	\$98,739	\$99,065	\$104,427	\$101,596	\$2,531
Budgeted Headcount						
Full-Time Positions - Civilian	586	572	653	649	653	0
TOTAL	586	572	653	649	653	0

**The difference of Fiscal 2019 Adopted Budget compared to Fiscal 2020 Preliminary Budget.*

Roadway Construction Coordination & Admin

Roadway Construction Coordination & Admin						
<i>Dollars in Thousands</i>						
	2016	2017	2018	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2018	2019	2018 - 2019
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$11,284	\$12,205	\$16,701	\$16,952	\$17,598	\$897
Other Salaried and Unsalariated	920	946	874	904	925	52
Additional Gross Pay	378	585	364	364	364	0
Overtime - Civilian	986	1,083	1,225	1,225	1,240	14
Fringe Benefits	12	13	0	0	0	0
Amounts to be Scheduled						0
Subtotal	\$13,581	\$14,832	\$19,164	\$19,445	\$20,127	\$963
Other Than Personal Services						
Supplies and Materials	\$74	\$213	\$160	\$568	\$133	(\$27)
Fixed and Misc Charges	0	0	0	0	0	0
Property and Equipment	5	356	722	726	15	(707)
Other Services and Charges	16	43	40	64	32	(7)
Contractual Services	791	417	1,174	737	1,181	7
Subtotal	\$885	\$1,028	\$2,095	\$2,095	\$1,361	(\$734)
TOTAL	\$14,466	\$15,860	\$21,259	\$21,540	\$21,488	\$229
Funding						
City Funds			\$18,774	\$19,010	\$18,925	\$151
Other Categorical			186	186	186	0
Capital- IFA			1,721	1,767	1,799	78
State			287	287	287	0
Federal - Other			291	291	291	0
Intra City						0
TOTAL	\$14,466	\$15,860	\$21,259	\$21,540	\$21,488	\$229
Budgeted Headcount						
Full-Time Positions - Civilian	177	175	234	230	234	0
TOTAL	177	175	234	230	234	0

**The difference of Fiscal 2019 Adopted Budget compared to Fiscal 2020 Preliminary Budget.*

Roadway Repair, Maintenance & Inspection

Roadway Repair, Maintenance & Inspection						
<i>Dollars in Thousands</i>						
	2017	2018	2019	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2019	2020	2019 - 2020
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$102,245	\$106,453	\$131,466	\$131,504	\$117,570	(\$13,896)
Other Salaried and Unsalaries	19,452	19,983	9,610	13,154	18,768	9,158
Additional Gross Pay	13,438	12,070	3,461	3,461	3,461	0
Overtime - Civilian	23,089	24,030	18,383	18,608	15,147	(3,236)
Fringe Benefits	462	589	489	489	489	0
Amounts to be Scheduled	0	0	2,800	0	0	(2,800)
Subtotal	\$158,685	\$163,124	\$166,209	\$167,217	\$155,435	(\$10,774)
Other Than Personal Services						
Supplies and Materials	\$72,881	\$74,248	\$79,640	\$76,237	\$63,036	(\$16,603)
Fixed and Misc Charges	3	3	5	6	5	0
Property and Equipment	4,164	3,533	4,523	6,699	3,929	(594)
Other Services and Charges	23,003	21,814	21,156	22,993	15,405	(5,751)
Contractual Services	10,325	13,105	14,772	15,770	18,440	3,668
Subtotal	\$110,375	\$112,704	\$120,095	\$121,704	\$100,815	(\$19,280)
TOTAL	\$269,060	\$275,828	\$286,304	\$288,921	\$256,250	(\$30,054)
Funding						
City Funds			\$70,467	\$68,808	\$66,655	(\$3,812)
Other Categorical			0	0	0	0
Capital- IFA			189,443	189,449	162,953	(26,491)
State			26,393	26,642	26,642	249
Federal - Other			0	4,022	0	0
Intra City			0	0	0	0
TOTAL	\$269,060	\$275,828	\$286,304	\$288,921	\$256,250	(\$30,054)
Budgeted Headcount						
Full-Time Positions - Civilian	1,238	1,318	1,446	1,451	1,480	34
TOTAL	1,238	1,318	1,446	1,451	1,480	34

**The difference of Fiscal 2019 Adopted Budget compared to Fiscal 2020 Preliminary Budget.*

Traffic Operation & Maintenance

Traffic Operations & Maintenance						
<i>Dollars in Thousands</i>						
	2017	2018	2019	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2019	2020	2019 - 2020
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$69,395	\$72,827	\$78,919	\$80,778	\$85,209	\$6,290
Other Salaried and Unsalaries	1,193	1,402	942	985	1,016	74
Additional Gross Pay	4,837	4,710	1,544	1,548	1,548	4
Overtime - Civilian	11,052	11,221	6,562	6,620	4,882	(1,680)
Fringe Benefits	664	642	627	627	627	0
Amounts to be Scheduled						0
Subtotal	\$87,141	\$90,801	\$88,594	\$90,558	\$93,282	\$4,688
Other Than Personal Services						
Supplies and Materials	\$9,672	\$10,688	\$21,790	\$13,145	\$21,972	\$182
Fixed and Misc Charges	38	0	108	56	108	0
Property and Equipment	5,505	5,118	5,387	6,743	3,043	(2,343)
Other Services and Charges	65,104	59,927	58,631	59,815	59,089	458
Contractual Services	141,476	152,293	186,697	181,782	176,388	(10,309)
Subtotal	\$221,794	\$228,025	\$272,613	\$261,541	\$260,600	(\$12,013)
TOTAL	\$308,935	\$318,826	\$361,206	\$352,099	\$353,882	(\$7,325)
Funding						
City Funds			\$274,663	\$258,371	\$271,505	(\$3,158)
Other Categorical			1,036	1,036	1,036	0
Capital- IFA			16,148	16,564	16,678	530
State			27,523	27,523	27,523	0
Federal - Other			41,830	47,739	37,130	(4,700)
Intra City			7	866	10	3
TOTAL	\$308,935	\$318,826	\$361,206	\$352,099	\$353,882	(\$7,325)
Budgeted Headcount						
Full-Time Positions - Civilian	1145	1,135	1,274	1,304	1,291	17
TOTAL	1145	1,135	1,274	1,304	1,291	17

*The difference of Fiscal 2019 Adopted Budget compared to Fiscal 2020 Preliminary Budget.

Traffic Planning Safety & Administration

Traffic Planning Safety & Administration						
<i>Dollars in Thousands</i>						
	2017	2018	2019	Preliminary Plan		*Difference
	Actual	Actual	Adopted	2019	2020	2019 - 2020
Spending						
Personal Services						
Full-Time Salaried - Civilian	\$16,540	\$17,089	\$13,461	\$20,685	\$15,502	\$2,041
Other Salaried and Unsalaries	495	441	125	132	137	12
Additional Gross Pay	433	468	1,101	1,097	1,097	(4)
Overtime - Civilian	741	710	453	552	442	(11)
Fringe Benefits	3	3	34	34	34	0
Amounts to be Scheduled	0	0	0	0	0	0
Subtotal	\$18,211	\$18,711	\$15,174	\$22,500	\$17,211	\$2,037
Other Than Personal Services						
Supplies and Materials	\$1,595	\$2,877	\$4,902	\$5,590	\$3,391	(\$1,512)
Fixed and Misc Charges	0	1	1	1	1	0
Property and Equipment	3,572	4,613	919	1,897	904	(15)
Other Services and Charges	3,587	1,381	2,028	4,293	4,174	2,146
Contractual Services	18,462	17,965	15,623	24,428	12,145	(3,478)
Subtotal	\$27,216	\$26,838	\$23,474	\$36,210	\$20,615	(\$2,858)
TOTAL	\$45,428	\$45,548	\$38,648	\$58,710	\$37,827	(\$821)
Funding						
City Funds			\$33,879	\$42,347	\$33,038	(\$842)
Other Categorical			0	84	0	0
Capital- IFA			281	293	302	21
State			1,643	3,109	1,643	0
Federal - Other			2,844	12,877	2,844	0
Intra City			0	0	0	0
TOTAL	\$45,428	\$45,548	\$38,648	\$58,710	\$37,827	(\$821)
Budgeted Headcount						
Full-Time Positions - Civilian	238	225	190	275	196	6
TOTAL	238	225	190	275	196	6

**The difference of Fiscal 2019 Adopted Budget compared to Fiscal 2020 Preliminary Budget.*