

# THE COUNCIL OF THE CITY OF NEW YORK

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Chair, Committee on Transportation



Report to the Committee on Finance and the Committee on Transportation on the Fiscal 2022 Executive Plan, the Ten-Year Strategy for Fiscal 2022-2031, and the Fiscal 2022 Executive Capital Commitment Plan

## **Department of Transportation**

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## **Finance Division**

John Basile, Senior Financial Analyst  
Chima Obichere, Unit Head

Latonia McKinney, Director  
Regina Poreda-Ryan, Deputy Director

Paul Scimone, Deputy Director  
Nathan Toth, Deputy Director

## DOT Overview

This report presents a review of the Department of Transportation's (DOT or the Department) Fiscal 2022 Executive Budget. The section below is an overview of the Department's budget and how it has changed during the course of Fiscal 2021, followed by a review of the significant budget actions introduced in the Fiscal 2022 Executive Budget. Major issues related to the Department's budget are then discussed. Analysis and highlights of DOT's Ten-Year Capital Strategy, Fiscal 2022 Executive Capital Budget, and Fiscal 2021–2025 Executive Capital Commitment Plan follows the discussion of the expense budget. Appendix 1 reports the changes made to the Fiscal 2021 and Fiscal 2022 Budgets since Adoption of the Fiscal 2021 Budget. For additional information on the Department's budget and its various programs, please refer to the Fiscal 2022 Preliminary Budget Report for DOT at: <https://council.nyc.gov/budget/wp-content/uploads/sites/54/2020/03/841-DOT.pdf>

Below is a summary of key funding changes by program area and source when comparing DOT's Fiscal 2022 Executive Budget to its Fiscal 2021 Adopted Budget.

| <b>Department of Transportation Financial Summary</b> |                    |                    |                    |                       |                    |                    |
|---|--------------------|--------------------|--------------------|-----------------------|--------------------|--------------------|
| <i>Dollars in Thousands</i>                           |                    |                    |                    |                       |                    |                    |
|   | <b>2019</b>        | <b>2020</b>        | <b>2021</b>        | <b>Executive Plan</b> |                    | <b>*Difference</b> |
|   | <b>Actual</b>      | <b>Actual</b>      | <b>Adopted</b>     | <b>2021</b>           | <b>2022</b>        | <b>2021-2022</b>   |
| <b>Spending</b>                                       |                    |                    |                    |                       |                    |                    |
| Personal Services                                     | \$510,500          | \$540,423          | \$513,419          | \$518,817             | \$553,056          | \$39,637           |
| Other Than Personal Services                          | 529,873            | 553,704            | 586,455            | 617,968               | 691,561            | 105,106            |
| <b>TOTAL</b>  | <b>\$1,040,373</b> | <b>\$1,094,126</b> | <b>\$1,099,874</b> | <b>\$1,136,785</b>    | <b>\$1,244,617</b> | <b>\$144,743</b>   |
| <b>Budget by Program Area</b>                         |                    |                    |                    |                       |                    |                    |
| Bridge Engineering and Administration                 | \$28,281           | \$29,771           | \$32,596           | \$31,395              | \$34,034           | \$1,438            |
| Bridge Maintenance, Repair & Operations               | 72,446             | 72,804             | 81,113             | 75,528                | 76,959             | (4,155)            |
| DOT Management & Administration                       | 75,060             | 78,258             | 67,983             | 67,941                | 74,751             | 6,768              |
| DOT Vehicles & Facilities Mgmt. & Maintenance         | 63,435             | 75,937             | 66,712             | 67,076                | 87,005             | 20,293             |
| Ferry Administration & Surface Transit                | 3,525              | 8,976              | 21,046             | 20,574                | 4,242              | (16,804)           |
| Municipal Ferry Operation & Maintenance               | 103,908            | 99,793             | 78,609             | 83,369                | 96,166             | 17,557             |
| Roadway Construction Coordination & Admin             | 18,690             | 19,004             | 22,239             | 20,802                | 21,299             | (940)              |
| Roadway Repair, Maintenance & Inspection              | 292,671            | 289,577            | 256,898            | 280,626               | 295,028            | 38,130             |
| Traffic Operations & Maintenance                      | 329,319            | 373,635            | 433,562            | 434,019               | 493,057            | 59,494             |
| Traffic Planning Safety & Administration              | 53,037             | 46,370             | 39,115             | 55,453                | 62,077             | 22,962             |
| <b>TOTAL</b>  | <b>\$1,040,373</b> | <b>\$1,094,126</b> | <b>\$1,099,874</b> | <b>\$1,136,785</b>    | <b>\$1,244,617</b> | <b>\$144,743</b>   |
| <b>Funding</b>  |                    |                    |                    |                       |                    |                    |
| City Funds  |                    |                    | \$669,314          | \$667,416             | \$775,786          | \$106,472          |
| Other Categorical                                     |                    |                    | 1,717              | 4,314                 | 2,862              | 1,145              |
| Capital- IFA  |                    |                    | 222,575            | 238,896               | 267,401            | 44,826             |
| State   |                    |                    | 120,174            | 119,392               | 114,910            | (5,263)            |
| Federal - Other                                       |                    |                    | 83,185             | 103,712               | 81,045             | (2,140)            |
| Intra City  |                    |                    | 2,909              | 3,055                 | 2,612              | (296)              |
| <b>TOTAL</b>  | <b>\$1,040,373</b> | <b>\$1,094,126</b> | <b>\$1,099,874</b> | <b>\$1,136,785</b>    | <b>\$1,244,617</b> | <b>\$144,743</b>   |
| <b>Budgeted Headcount</b>                             |                    |                    |                    |                       |                    |                    |
| Full-Time Positions - Civilian                        | 4,941              | 5,120              | 5,383              | 5,387                 | 5,574              | 191                |
| Full-Time Equivalent Positions - Civilian             | 763                | 697                | 396                | 379                   | 379                | 379                |
| <b>TOTAL</b>  | <b>5,704</b>       | <b>5,817</b>       | <b>5,779</b>       | <b>5,766</b>          | <b>5,953</b>       | <b>174</b>         |

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

DOT's Fiscal 2022 Executive Budget of \$1.2 billion is \$144.7 million greater than the Fiscal 2021 Adopted Budget amount of \$1.1 billion and consists of \$553 million in Personal Services (PS) costs and \$691.6 million in Other Than Personal Services (OTPS) costs. As will be discussed in greater detail in this report, the \$144.7 million increase is primarily due to a more favorable COVID-19 recovery outlook in New York, as the City is eligible for additional federal stimulus money. This positive financial position has allowed DOT to increase its New Needs and Other Adjustments.

Below is a summary of key funding changes by funding source and program areas when comparing DOT's Fiscal 2022 Executive Budget to its Fiscal 2021 Adopted Budget.

### **Overview: Recovery from COVID-19, Additional Federal Stimulus Funding and Favorable Financial Positions**

On March 10, 2021, one-day after DOT's Fiscal 2022 Preliminary Budget Hearing, President Joseph R. Biden signed the American Rescue Plan (ARP), which provided significant levels of federal funding to New York City. ARP, in addition to the Coronavirus Response and Relief Supplemental Appropriations Act enacted on December 27, 2020, will help the City recover from the financial impact of the pandemic. In addition, the New York State Fiscal 2022 Budget restored many budget cuts and cost shifts imposed on the City in January 2020. Overall, this additional funding, combined with favorable tax revenue forecasts and job growth, has allowed DOT's budget to increase in Fiscal 2022 when compared to the Adopted Fiscal 2021 budget.

Overall, the Fiscal 2022 Executive Budget for DOT includes \$82 million in new needs and \$25.8 million in Other Adjustments that increased the Agency's budget by a net of \$8.1 million in Fiscal 2021 and \$99.7 million in Fiscal 2022. In addition, the Department's budget includes Programs to Eliminate the Gaps (PEGs) totaling \$2.4 million in Fiscal 2021. Combined, the above actions reconcile the Department to its current budget of \$1.1 billion for Fiscal 2021 and \$1.2 billion for Fiscal 2022. See Appendix 1 on page 12 for a list of all budget actions since the Fiscal 2021 budget adoption.

### **Changes by Funding Source**

The Department's budget is funded largely with City tax-levy funds, with City funds accounting for 62 percent of its Fiscal 2022 Executive Budget. Federal and State funding are expected to account for seven percent and nine percent respectively of the Department's budget in Fiscal 2022. Compared to the Fiscal 2021 Adopted Budget, federal funding decreases by \$2.1 million, approximately 7 percent and State funding decreases by \$5.3 million, approximately 3 percent. Overall, City funding increases by \$106.5 million or 16 percent, Capital-IFA funding increases by \$44.8 million, or 20 percent, and Other Categorical grants increases by \$1.1 million or 67 percent, when compared to the Fiscal 2021 Adopted Budget. However, 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. Therefore, it is likely additional federal and State funds will be recognized by DOT during the course of the fiscal year.

**Significant Programmatic Changes.** The Fiscal 2022 Executive Budget for DOT supports 10 program areas within the Department. Overall, the largest increase in the program areas is in Traffic Operations and Maintenance, which increased by \$59.5 million, 14 percent greater than the Fiscal 2021 Adopted Budget. Other program area increases include Roadway Repair, Maintenance & Inspection, which increased by \$38.1 million or 15 percent, Traffic Planning

Safety & Administration, which increased by \$23 million or 59 percent, DOT Vehicles & Facilities Management & Maintenance, which increased by \$20.3 million or 30 percent, Municipal Ferry Operation & Maintenance, which increased by \$17.6 million or 22 percent, DOT Management & Administration which increased by \$6.8 million or 10 percent, and Bridge Engineering and Administration which increased by \$1.4 million or four percent. The largest decrease in the program areas is in Ferry Administration & Surface Transit, which decreased by \$16.8 million or 80 percent compared to the Fiscal 2021 Adopted Budget. The decrease is primarily due to funding realignment between this and the Municipal Ferry & Maintenance program area. Other significant decreases include a reduction of \$4.2 million, or five percent in Bridge Maintenance, Repair & Operation and \$940,000 or four percent in Roadway Repair, Maintenance, and Inspection.

**Headcount Changes.** The Department's Fiscal 2022 headcount totals 5,953 including full-time and full-time equivalent positions, an increase of 174 positions when compared to the Fiscal 2021 Adopted Budget total headcount of 5,779 positions.

### New in the Executive Budget Plan

DOT's Fiscal 2022 Executive Budget introduces new needs totaling \$9.4 million in Fiscal 2021 and \$72.6 million in Fiscal 2022. In addition, the Executive Budget includes a net reduction in other adjustments totaling \$1.3 million in Fiscal 2021 and a net increase in other adjustments totaling \$27.1 million in Fiscal 2022. As part of the Citywide Savings program, DOT also identified additional PEG savings of \$2.4 million in Fiscal 2021.

The following are the major financial plan actions in the Fiscal 2022 Executive Plan. For a full list of all DOT's budget actions since the Fiscal 2021 Budget adoption, please see Appendix 1 on page 12.

#### New Needs

- **Speed Camera Expansion.** In March 2019, the State approved the renewal and expansion of the speed camera program, which has been operating in the City since 2014. Under the expanded authorization the City may install cameras in up to 750 school zone sites. As part of the expansion, the Executive Plan includes a new need of \$46.4 million in Fiscal 2022 and \$59.1 million in the outyears for OTPS costs associated with the speed camera program expansion. Overall, DOT anticipates installing 2,220 cameras in total when the expansion is complete.
- **Wolff-Alport Superfund Site.** The Executive Plan includes a new need of \$21,000 in Fiscal 2021 and \$641,000 in Fiscal 2022 that grows to \$996,000 in Fiscal 2024 and in the outyears for expense costs related to the Wolff-Alport Superfund Site in Ridgewood, Queens. This funding is specifically for studies and reports required by the EPA in relation to the streets, sidewalks, and sewers around this superfund site.
- **Accessible Pedestrian Signals.** The Executive Plan includes a new need of \$1.2 million in Fiscal 2022, \$1.5 million in Fiscal 2023 and growing to \$2.5 million in Fiscal 2025 and in the outyears for costs associated with the Accessible Pedestrian Signal program including, six new headcount positions in Fiscal 2022, eight in Fiscal 2023 and Fiscal 2024, and 10 in Fiscal 2025 and in the outyears.

- **BQE Anti-Icing Operation.** The Executive Plan includes a new need of \$482,000 in Fiscal 2022 and \$400,000 in the outyears for staff time and anti-icing materials to operate anti-icing trucks.
- **Crash Investigation Unit.** The Executive Plan includes a new need of \$3.1 million in Fiscal 2022 and \$2.8 million in Fiscal 2023 and in the outyears for 29 additional investigators for DOT's crash investigation unit. The additional funding is in line with local law 49 of 2021 passed by the City Council in March 2021, which requires DOT to create a crash investigation and analysis unit responsible for investigating, analyzing, and reporting on all vehicle crashes involving a significant injury.
- **Dangerous Vehicle Abatement Program.** As a result of local law 36 for the year 2020 passed by the City Council, the Executive Plan includes a new need of \$1.8 million in Fiscal 2022 and \$1.5 million in the outyears including four headcount positions to support the dangerous vehicle abatement program managed by DOT. Local law 36 requires DOT to create a dangerous vehicle abatement program that would require owners of vehicles with five or more red light camera violations or 15 or more speed camera violations within a 12-month period to take a safe vehicle operation course offered by DOT. Originally legislated to take effect in Fiscal 2021, this program was delayed due to the coronavirus pandemic.
- **ITCS In-Sourcing.** The Executive plan includes a new need of \$195,000 in Fiscal 2022, \$2.6 million in Fiscal 2023, and \$3.9 million in the outyears for ITCS in-sourcing. This action includes funding for 20 additional headcount positions in Fiscal 2023 and 31 positions in the outyears.
- **Master Plan.** In October 2019, the Council passed the Transportation Master Plan. Legislated to take effect in Fiscal 2022, the plan calls for the installation of at least 250 protected bike lanes and 150 of protected bus lanes, bus stop upgrades at 2,500 stops, redesign of at least 2,000 intersections, and other major transportation projects. The Executive Plan includes a new need of \$737,000 in Fiscal 2021, \$6.7 million in Fiscal 2022, \$6.3 million in Fiscal 2023, and \$5.9 million in the outyears to support the Master Plan initiative. Overall, the funding provides for three new headcount positions in Fiscal 2021, 14 positions in Fiscal 2022, 17 positions in Fiscal 2023, and 19 positions in the outyears.
- **Parking Meter Pay-by-Plate.** Pay-by-Plate parking is a system that allows motorists to pay for metered parking via a digital app, the internet, or phone. Implementation of this program means that motorists no longer need to walk to physical meters and enforcement officers no longer need to check vehicle windows for meter receipts. First launched in the summer of 2020, the Executive Plan includes a new need of \$2.5 million in Fiscal 2022, \$2.6 million in Fiscal 2023, and \$138,000 in Fiscal 2024 to support the parking meter pay-by-plate installation program.
- **Pedestrian Ramp Facilities.** As an ongoing project, DOT has been installing pedestrian ramps at street corners in order to become compliant with the Americans with Disability Act (ADA). The Executive Plan includes a new need of \$4.7 million in Fiscal 2022 and \$3.5 million in Fiscal 2023 and in the outyears for costs related to pedestrian ramp facilities.

- **Staten Island Ferry Operations.** The Executive Plan includes a new need of \$7.6 million for costs associated with the Staten Island ferry operations in Fiscal 2021 only. This action is due, in part, to a reduction in State funding for the Staten Island ferry operations in Fiscal 2021.
- **Traffic Planning and Management Division Staffing.** The Traffic Planning and Management Division saw a new need for 69 additional headcount positions. This is a technical adjustment to address an issue where, over time, the Personal Services budget and headcount became misaligned. Without this additional headcount, DOT was unable to hire and spend the existing Personal Service dollars.
- **Universal Legal Search Tool.** The Executive Plan includes new needs of \$428,000 in Fiscal 2021, \$908,000 in Fiscal 2022 and \$1.3 million in Fiscal 2023 and in the outyears to support the universal legal search tool. This funding is for an IT project that will help DOT's legal division have better access to files and documents stored in different systems used by the agency staff.
- **Weigh in Motion Maintenance.** The Executive Plan includes new needs of \$47,900 in Fiscal 2022, \$546,000 in Fiscal 2023, and \$996,000 in the outyears to install ten Weigh in Motion sensors across the City. Weigh in Motion are sensors that analyze the impact of trucks on deteriorating bridges.
- **EV Charging Stations.** The Executive Plan includes new needs of \$523,000 in Fiscal 2022, \$725,000 in Fiscal 2023, \$808,000 in Fiscal 2024, and \$870,000 in Fiscal 2025 and in the outyears for the installation of electric charging stations.
- **Install 10,000 Bike Racks.** In February 2021, Mayor Bill de Blasio announced that DOT would install 10,000 new bike racks over the next two calendar years. As such, the Executive Plan includes \$542,000 in Fiscal 2021, \$3.6 million in Fiscal 2022, and \$1.6 million in the outyears for bike rack installations.

#### Other Adjustment Highlights.

- **Resurfacing IFA Adjustment.** The Executive Budget includes a capital IFA adjustment of \$16 million in Fiscal 2022 and \$48 million in the outyears. This adjustment, along with capital investments outlined below, will allow DOT to resurface 1,100 lane miles of City streets annually starting in Fiscal 2022.
- **City Cleanup Corp.** Launched in April 2021, and funded through federal stimulus funding, the City Cleanup Corps will hire 10,000 New Yorkers across 10 different City agencies, including DOT, to clean public spaces in New York City. DOT's Executive Budget includes federal funding of \$407,000 in Fiscal 2021 and \$4.7 million in Fiscal 2022 to support this program. DOT's portion of the Cleanup Corps will support 102 full-time jobs through a contract and will provide maintenance and operational support for the Open Streets Program, pedestrian plazas, Street Seats, and other public spaces.
- **Federally Funded SIM Costs.** The Executive Plan includes an additional \$3.9 million in federal funding to support DOT's Sidewalk and Inspection Management (SIM) program costs in Fiscal 2021 only.

- **Greenwave Program.** To address the increase in cyclist deaths, in 2019 the City launched a \$58.4 million initiative termed “Green Wave – Bike Safety Plan” to enhance street safety. The Bike Safety Plan includes the installation of 30 miles of protected bicycle lanes annually, intersection redesign, and progressive signal-timing. However, due to COVID 19, last year DOT’s Fiscal 2021 Executive Budget included a PEG reduction of \$3 million over Fiscal 2020 and 2021, a 17 percent reduction over two-years, for protected bike lanes. In addition, the Fiscal 2021 Adopted Budget included an additional Green Wave PEG of \$187,000 in Fiscal 2021 due to a delay in the installation of vertical elements and purchase of snow removal equipment for the Green Wave Program. The Executive Plan includes federal funding of \$1.2 million and three positions in Fiscal 2022 and the outyears to support the Greenwave program.
- **Heat, Light, and Power.** Due to re-estimates, DOT anticipates a decrease of \$2.3 million in Fiscal 2021 and an increase of \$2.3 million in Fiscal 2022 and in the outyears for costs associated with heat, light and power.
- **IFA Re-estimates.** The Department anticipates capital-IFA savings of \$7 million in Fiscal 2021 only due to a re-estimate of IFA Personal Services costs.
- **Lease Adjustment.** Due to re-estimates, DOT anticipates a decrease of \$2.4 million in Fiscal 2022 and \$414,000 in Fiscal 2023 and an increase of \$1.3 million in Fiscal 2024 and in the outyears for costs associated with leased space.
- **Motor Fuel.** Due to re-estimates, DOT anticipates a decrease of \$1.8 million in Fiscal 2021 and an increase of \$318,000 in Fiscal 2022 and in the outyears for costs associated with motor fuel.
- **Permanent Open Restaurants.** In response to social distancing needs stemming from the COVID-19 pandemic, the Open Restaurant Program was launched to expand seating options for restaurants on selected corridors citywide, by closing streets to traffic to create outdoor dining spaces. First launched in June 2020 as a temporary pilot program, Open Restaurants has enrolled more than 10,500 restaurants and was given year-round, permanent extension by Mayor Bill de Blasio in September 2020. The Executive Plan includes an additional \$1.4 million in Fiscal 2021, \$6.3 million in Fiscal 2022 and \$5 million in Fiscal 2023 and in the outyears including 34 positions beginning in Fiscal 2022 to support the permanent Open Restaurants Program. Headcount positions includes planners, inspectors, and attorneys and OTPS costs including an IT system, consultant support, office equipment for staff, and barriers and sandbags.
- **Return-to-Office Costs.** DOT anticipates receiving an additional \$350,000 in federal funding to assist with costs associated with the re-opening of DOT offices.
- **State Funding Adjustment.** Due to a funding adjustment, DOT anticipates a state funding decrease for the Staten Island Ferry of \$1.3 million in Fiscal 2021 and \$5.3 million in Fiscal 2022 and the outyears.
- **State of the City Programs.** The Executive Plan includes federal funding of \$3.7 million in Fiscal 2021, \$5 million in Fiscal 2022, \$4.2 million in Fiscal 2023 and Fiscal 2024, and \$4.2 million combined in City and federal funding in Fiscal 2025 to support various State of the City Programs.

- **TPM Project Administration.** DOT anticipates an increase of \$1.1 million in federal funding in Fiscal 2021 to support the Department's Transportation Planning and Management (TPM) division. The TPM division implements bus route projects, bike lanes, Vision Zero safety programs, and public plazas, and installs pavement markings and street signs. A significant amount of TPM staff are partially grant-funded and partially City-funded and a number of TPM staff are working on grant-funded projects. This adjustment was made to accurately reflect the percentage of their salaries covered by grants.

#### **Citywide Savings Program.**

- **Speed Camera Operations.** DOT anticipates a saving of \$2.4 million in Fiscal 2021 due to less than anticipated spending on speed camera operations and maintenance.

### **Budget Issues**

The following section provides issues and concerns as it pertains to DOT's Executive Budget.

**Federal Funding.** The Fiscal 2022 Executive Plan includes \$81 million in federal funds for the DOT in Fiscal 2022, which comprises approximately seven percent of the Agency's 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. It is unclear at this time, particularly given the COVID-19 pandemic response and the various stimulus packages related to the pandemic recover, how much additional federal funding DOT will receive until after the City's fiscal year begins. Accordingly, program areas that are funded, in part, with non-City funds might initially show a decrease in Fiscal 2022, but then eventually align with the Fiscal 2021 Adopted Budget once the Agency confirms these federal allocations.

### **Budget Response**

**Increase Street Resurfacing to 1,300 lane miles resurfaced annually.** DOT previously had a goal to repave 1,300 lane miles annually, which was reduced to 1,100 lane miles per year in Fiscal 2020 and Fiscal 2021. Although the reduced paving level was acceptable in Fiscal 2021 because of a mild-winter and reduction of traffic at the beginning of the COVID-19 pandemic, which caused less wear and tear on the City's streets. Lane resurfacing was further reduced in the Fiscal 2022 Preliminary Budget to 910 lane miles at a cost of \$205 million. However, with the COVID-19 vaccine campaign underway and a steady decline in the virus, the City should anticipate an increase in traffic as the City begins to reopen. Moreover, the winter of 2020-2021 resulted in significantly more snowfall, at over 39 inches, compared to the 5 inches of snowfall in the 2019-2020 season. As a result, the City can expect to see an increase in damaged streets in need of road resurfacing. The Council called on the Administration in its Preliminary Budget Response to increase and baseline \$87.9 million in the Fiscal 2022 Executive Budget to repave 1,300 lane miles annually. The Executive Plan includes funding for 1,100 lane miles in Fiscal 2022, an increase of 190 lane miles when compared to the Preliminary Budget.

**Restore Vision Zero's Outreach Campaign.** According to the Preliminary Mayor's Management Report, in the first four months of Fiscal 2021, overall citywide traffic fatalities rose 39.5 percent, from 76 to 106. Fatalities among pedestrians, motorcyclists, motor vehicle operators and passengers have continued to increase. As a result, the City Council called on the Administration in its Preliminary Budget Response to add \$4.2 million to the Vision Zero outreach campaign to



restore funding to the previous level of \$7.2 million. However, the Executive Plan does not include any additional funding for the campaign.

### Capital Plan Overview

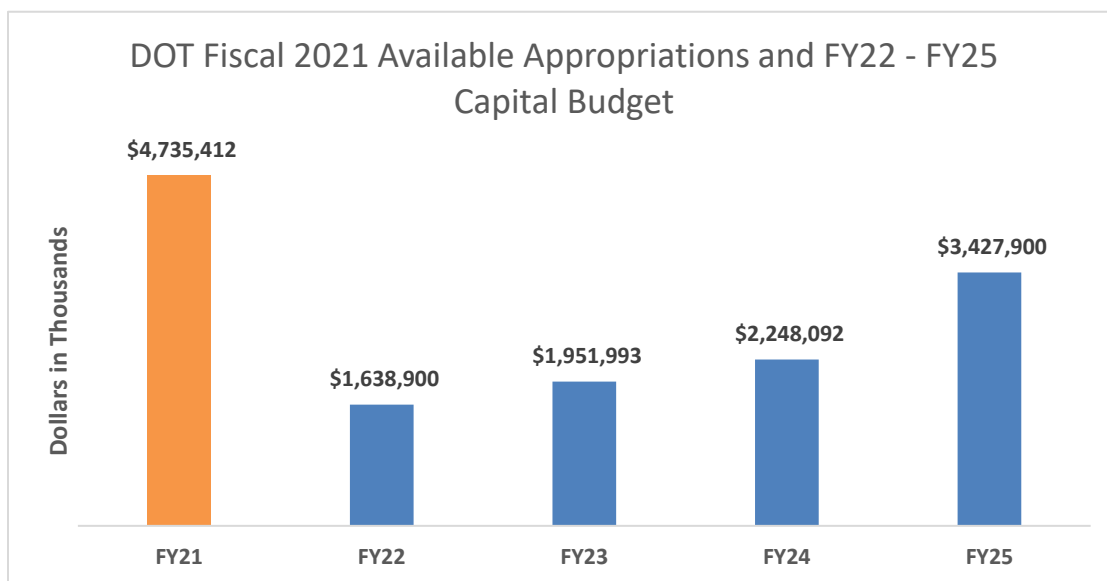
On April 26, 2021, Mayor Bill de Blasio released the Executive Capital Commitment Plan for Fiscal 2021-2025 (the Commitment Plan), the Fiscal 2022-2025 Executive Capital Budget (the Capital Budget) and the Fiscal 2022-2031 Ten-Year Capital Strategy (the Strategy).

This section will provide an overview of the Capital Budget, the Commitment Plan, and the Strategy for the 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.

### Fiscal 2022-2025 Executive Capital Budget

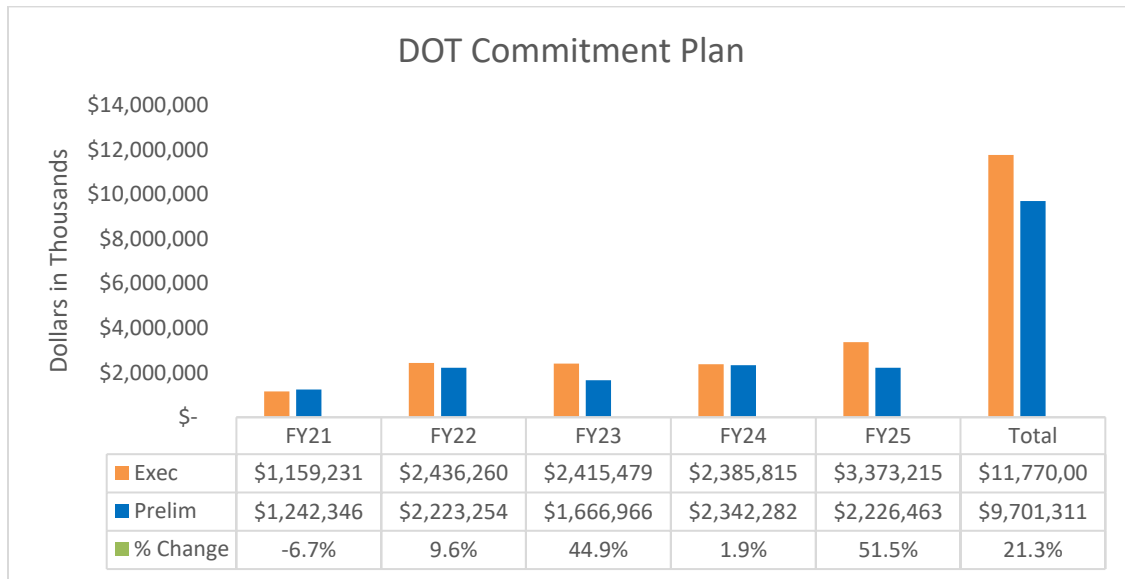
The Capital Budget provides the estimated need for new appropriations for Fiscal 2022 along with projections for the subsequent three-year capital program. Appropriations represent the legal authority to spend capital dollars and are what the Council votes on at budget adoption. The Commitment Plan, which is a five-year spending plan, is the plan to spend those appropriations. The Capital Budget is significantly less than the Capital Commitment Plan because it does not include the current appropriations for Fiscal 2021 or the amount of funding that may be re-appropriated or rolled into Fiscal 2022 in the Adopted Budget.

DOT’s Fiscal 2022 Executive Capital Budget includes \$9.1 billion in Fiscal 2022-2025. This represents nearly 14 percent of the City’s total \$65.5 billion Capital Budget for 2022-2025. Available appropriations for Fiscal 2021 total \$4.7 billion as of February 28, 2021. This includes \$3.6 billion in reauthorized prior appropriations and \$1.3 billion in authorized appropriations, less actual commitments of \$242.7 million in the current fiscal year. The Executive Capital Budget does not include any additional changes that will be made prior to Adoption, which will likely increase the City’s overall capital budget.



### Capital Commitment Plan

DOT’s Executive Capital Commitment Plan totals \$11.8 billion in Fiscal 2021-2025, with \$2.4 billion in Fiscal 2022. This represents approximately 12.7 percent of the City’s total \$93 billion Executive Capital Commitment Plan. The Agency’s \$11.8 billion Executive Capital Commitment Plan for Fiscal 2021-2025 reflects an increase of \$2 billion from the amount scheduled in the Preliminary Commitment Plan.



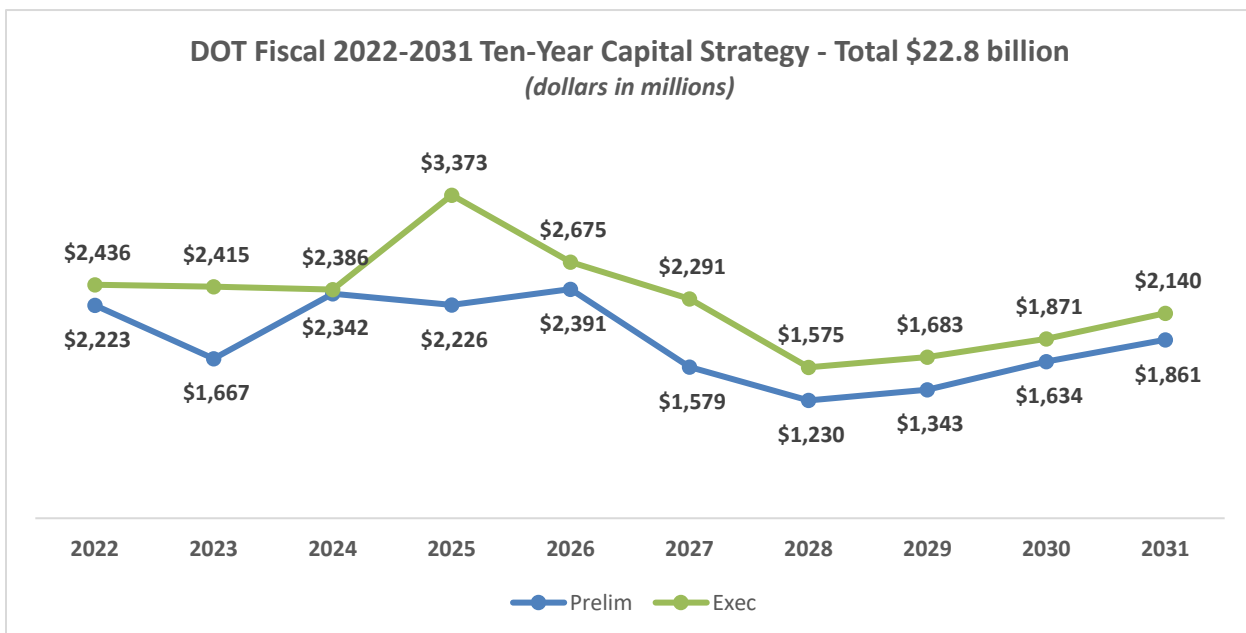
### Fiscal 2021 Executive Capital Commitment Plan Highlights

- Improvements to Highway Bridges and Structures, Citywide.** The Executive Capital Commitment Plan includes an increase of \$711.5 million for improvements to Highway Bridges and Structures, Citywide. New funding was added in Fiscal 2022 for a number of bridge state of good repair projects, including \$167 million for the Henry Hudson Parkway, \$277.1 million for the Miller Highway, \$27.8 million for Bronx Boulevard over the Bronx River, and \$17.8 million for Sandy-related improvements for Battery Park and West Street Underpasses.
- Reconstruction of Harlem River Drive Ramp, Manhattan.** The Executive Capital Commitment Plan includes an increase of \$285 million over the plan period for Reconstruction work on the Harlem River Drive Ramp in Manhattan. This was the result of the funding being accelerated from Fiscal 2026 to Fiscal 2024.
- Improvements to Highway Department Facilities.** Capital funding for improvements to the Highway Department Facilities increased by \$71.1 million in the Executive Capital Commitment Plan. Affected locations include DOT facilities at 101 Varick Avenue, 2370 Arthur Kill Road, and the Harper Street Asphalt Plant.
- Installation of Street-Surface Markings and Traffic Signals, All Boroughs.** The Executive Capital Commitment Plan includes an additional \$51.2 million for the installation of Street-Surface Markings and Traffic Signals, citywide.

- Various Transit Authority Projects and Purchases.** Capital funding for various transit authority projects and purchases increased by \$550 million in the Executive Capital Commitment Plan. This increase reflects the City’s contribution to the MTA’s 2020-2024 Capital program, matching the schedule in the State capital budget.
- Vision Zero.** DOT’s Capital Plan and 10-year capital strategy includes over \$2.7 billion for Vision Zero related work. Over \$1.8 billion of this funding is for street reconstruction projects between Fiscal 2021 and Fiscal 2031.
- Pedestrian Ramp Program.** As an ongoing project, DOT has been installing pedestrian ramps at street corners in order to become compliant with the Americans with Disability Act (ADA). DOT’s Capital Plan and 10-year capital strategy includes \$2.88 billion for the Pedestrian Ramp Program between Fiscal 2021 and Fiscal 2031.

**Executive Ten-Year Capital Strategy Fiscal 2022-2031**

The Ten-Year Strategy is the City’s long term capital planning document which provides a framework for capital spending by agency. The Strategy is released every two years as mandated by the City Charter. The Ten-Year Strategy provides information on the comprehensive infrastructure planning that the City undertakes explains the connection between capital investment and strategic priorities. It is designed to help prioritize investment decisions across all capital agencies and to communicate to the public an integrated approach to capital planning across infrastructure types, in line with the growth of the City. For DOT, the Ten-Year Capital Strategy provides \$22.8 billion in Fiscal 2022–2031 for capital construction and reconstruction projects. The Strategy is broken down into the following five categories: Bridges, Highways, Traffic, Ferries, and Equipment. Overall, the Ten-Year Capital Strategy is \$4.3 billion more than the Preliminary Strategy of \$18.5 million.



Past Ten-Year Capital Strategies presented by the Administration were mostly not true to name and many of the Ten-Year Strategy categories had a dramatic decline in planned spending, or no spending, in the second half of their plans. In the Ten-Year Plan released in 2020, 74 percent of DOT's capital projects were frontloaded in the first five years of the plan. This type of capital budgeting does not allow the Agency to adequately plan for the outyears and future of the City's vital infrastructure system. This year's Ten-Year Capital Strategy includes 58 percent of DOT's capital projects in the first five years of the plan, a significant improvement from two-years ago. The Council hopes that this type of responsible capital budgeting continues or improves in the future.

**Appendix 1: Fiscal 2022 Budget Actions since Fiscal 2021 Adoption**

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

| <i>Dollars in Thousands</i>                         | FY 2021           |                  |                    | FY 2022           |                  |                    |
|---|-------------------|------------------|--------------------|-------------------|------------------|--------------------|
|   | City              | Non-City         | Total              | City              | Non-City         | Total              |
| Federal Funding Switch                              | 0                 | 0                | 0                  | 0                 | 180              | 180                |
| State Funding Switch                                | 0                 | 0                | 0                  | 0                 | 1,267            | 1,267              |
| Restoration of Master Plan Study Delay              | 1,300             | 0                | 1,300              | 0                 | 0                | 0                  |
| <b>Subtotal Savings- Nov Plan</b>                   | <b>(\$3,115)</b>  | <b>\$198</b>     | <b>(\$2,917)</b>   | <b>(\$7,617)</b>  | <b>\$1,580</b>   | <b>(\$6,037)</b>   |
| <b>TOTAL CHANGE , November Plan</b>                 | <b>(\$2,663)</b>  | <b>\$33,273</b>  | <b>\$30,610</b>    | <b>(\$9,081)</b>  | <b>(\$671)</b>   | <b>(\$9,751)</b>   |
| <b>New Needs - Preliminary 2022 Plan</b>            |                   |                  |                    |                   |                  |                    |
| Open Restraunts Environmental Review                | \$427             | \$0              | \$427              | \$0               | \$0              | \$0                |
| Scooter Share Pilot                                 | 220               | 0                | 220                | 500               | 0                | 500                |
| Speed Camera Expansion                              | 11,131            | 0                | 11,131             | 0                 | 0                | 0                  |
| <b>Subtotal New Needs - Prelim 2022 Plan</b>        | <b>\$11,778</b>   | <b>\$0</b>       | <b>\$11,778</b>    | <b>\$500</b>      | <b>\$0</b>       | <b>\$500</b>       |
| <b>Other Adjustments</b>                            |                   |                  |                    |                   |                  |                    |
| November Plan - Other Adjustments                   | \$0               | \$0              | \$0                | \$0               | \$0              | \$0                |
| Bridge Inspection Reduction                         |                   | (209)            | (209)              | 0                 | 0                | 0                  |
| IC W/DOT FOR PAVING -1614                           | 0                 | 51               | 51                 | 0                 | 0                | 0                  |
| Office Supplies Spending                            | (184)             | 0                | (184)              | 0                 | 0                | 0                  |
| OGI/DOT-GI program drawing                          | 0                 | 247              | 247                | 0                 | 0                | 0                  |
| Open Restaurants Barriers                           | 600               | 0                | 600                | 0                 | 0                | 0                  |
| Reallocation of City Council member items           | 5                 | 0                | 5                  | 0                 | 0                | 0                  |
| Resurfacing IFA Adjustment                          | 0                 | 0                | 0                  | 0                 | 31,989           | 31,989             |
| Safe Steps to Transit                               | 0                 | 70               | 70                 | 0                 | 0                | 0                  |
| <b>Subtotal - Other Adjustments</b>                 | <b>\$421</b>      | <b>\$159</b>     | <b>\$580</b>       | <b>\$0</b>        | <b>\$31,989</b>  | <b>\$31,989</b>    |
| <b>Savings to Eliminate the Gap</b>                 |                   |                  |                    |                   |                  |                    |
| November Plan - Savings                             | \$0               | \$0              | \$0                | \$0               | \$0              | \$0                |
| Arterial highway drainage study delay               | (580)             | 0                | (580)              | 0                 | 0                | 0                  |
| Hiring and Attrition Management                     | (6,091)           | 0                | (6,091)            | 0                 | 0                | 0                  |
| OTPS funding reduction                              | (4,980)           | 0                | (4,980)            | (8,118)           | 0                | (8,118)            |
| Prior Year Cash Receipts                            | (1,669)           | 1,669            | 0                  | 0                 | 0                | 0                  |
| Staff Restructuring                                 | (78)              | 0                | (78)               | (156)             | 0                | (156)              |
| Switch Admin Overhead Revenue                       | (1,096)           | 1,096            | 0                  | (1,145)           | 1,145            | 0                  |
| <b>Subtotal - Savings Program</b>                   | <b>(\$14,493)</b> | <b>\$2,765</b>   | <b>(\$11,728)</b>  | <b>(\$9,418)</b>  | <b>\$1,145</b>   | <b>(\$8,273)</b>   |
| <b>TOTAL, Preliminary FY22 Budget</b>               | <b>(\$2,294)</b>  | <b>\$2,923</b>   | <b>\$629</b>       | <b>(\$8,918)</b>  | <b>\$33,134</b>  | <b>\$24,215</b>    |
| <b>TOTAL, All Changes</b>                           | <b>(\$4,957)</b>  | <b>\$36,197</b>  | <b>\$31,239</b>    | <b>(\$17,999)</b> | <b>\$32,463</b>  | <b>\$14,464</b>    |
| <b>DOT Budget as of the Preliminary 2022 Budget</b> | <b>\$664,357</b>  | <b>\$466,757</b> | <b>\$1,131,113</b> | <b>\$703,019</b>  | <b>\$441,879</b> | <b>\$1,144,898</b> |
| <b>New Needs - Executive 2022 Budget</b>            |                   |                  |                    |                   |                  |                    |
| Speed Camera Expansion                              | \$0               | \$0              | \$0                | \$46,352          | \$0              | \$46,352           |
| Wolff-Alport Superfund Site                         | 21                | 0                | 21                 | 641               | 0                | 641                |
| Accessible Pedestrian Signals                       | 0                 | 0                | 0                  | 1,184             | 0                | 1,184              |
| BQE Anti-Icing Operation                            | 0                 | 0                | 0                  | 482               | 0                | 482                |
| Crash Investigation Unit                            | 0                 | 0                | 0                  | 3,096             | 0                | 3,096              |
| Dangerous Vehicle Abatement Program                 | 0                 | 0                | 0                  | 1,754             | 0                | 1,754              |
| EV Charging Stations                                | 0                 | 0                | 0                  | 523               | 0                | 523                |
| Install 10,000 bike racks                           | 542               | 0                | 542                | 3,579             | 0                | 3,579              |
| ITCS In-Sourcing                                    | 0                 | 0                | 0                  | 195               | 0                | 195                |
| Master Plan   | 737               | 0                | 737                | 6,688             | 0                | 6,688              |
| Parking Meter Pay-by-Plate                          | 0                 | 0                | 0                  | 2,468             | 0                | 2,468              |
| Pedestrian Ramp Facilities                          | 0                 | 0                | 0                  | 4,665             | 0                | 4,665              |
| Staten Island Ferry Operations                      | 7,642             | 0                | 7,642              | 0                 | 0                | 0                  |
| Traffic Planning and Management Division Staffing   | 0                 | 0                | 0                  | 0                 | 0                | 0                  |
| Universal Legal Search Tool                         | 428               | 0                | 428                | 908               | 0                | 908                |
| Weigh in Motion Maintenance                         | 0                 | 0                | 0                  | 48                | 0                | 48                 |
| <b>Subtotal New Needs - Executive 2022 Budget</b>   | <b>\$9,370</b>    | <b>\$0</b>       | <b>\$9,370</b>     | <b>48</b>         | <b>\$0</b>       | <b>\$72,585</b>    |

| <i>Dollars in Thousands</i>                      | FY 2021 |          |         | FY 2022 |          |         |
|--|---------|----------|---------|---------|----------|---------|
|  | City    | Non-City | Total   | City    | Non-City | Total   |
| <b>Other Adjustments - Executive 2022 Budget</b> |         |          |         |         |          |         |
| Bridge Inspection Reduction                      | \$0     | (\$41)   | (\$41)  | \$0     | \$0      | \$0     |
| Energy Personnel                                 | 0       | 7        | 7       | 0       | 0        | 0       |
| Enhanced Space Management                        | (134)   | 0        | (134)   | (317)   | 0        | (317)   |
| Financial Plan Headcount Adjustments             | 0       | 0        | 0       | 0       | 0        | 0       |
| Heat, Light and Power                            | (2,274) | 0        | (2,274) | 2,281   | 0        | 2,281   |
| Heating Fuel Adjustment                          | (37)    | 0        | (37)    | 2       | 0        | 2       |
| Lease Adjustment                                 | 0       | 0        | 0       | (2,357) | 0        | (2,357) |
| Motor Fuel                                       | (1,827) | 0        | (1,827) | 318     | 0        | 318     |
| Resurfacing IFA Adjustment                       | 0       | 0        | 0       | 0       | 16,000   | 16,000  |
| MS Enterprise Licensing Agreement Realignment    | 251     | 0        | 251     | 0       | 0        | 0       |
| GreeNYC Transfer - DOT                           | 0       | 0        | 0       | 100     | 0        | 100     |
| \$s - Activ Systems & Punchouts                  | 0       | 0        | 0       | 0       | 0        | 0       |
| ACF Blue Collar Non-Supervisory                  | 29      | 32       | 61      | 29      | 32       | 61      |
| ACF Blue Collar Supervisory                      | 7       | 18       | 24      | 7       | 18       | 24      |
| ACF Civil Service Technical Guild                | 106     | 63       | 169     | 106     | 63       | 169     |
| ACF Clericals                                    | 13      | 2        | 15      | 13      | 2        | 15      |
| anchor wedges for Bk Bridge                      | 0       | 0        | 0       | 0       | 0        | 0       |
| Bay Ridge Mang & Oper Contract                   | 0       | 0        | 0       | 0       | 0        | 0       |
| Bklyn Bridge Fence Installatio                   | 0       | 0        | 0       | 0       | 0        | 0       |
| Boiler Replc Parts - Flatlands                   | 0       | 0        | 0       | 0       | 0        | 0       |
| City Cleanup Corp                                | 0       | 407      | 407     | 0       | 4,646    | 4,646   |
| Cleaning services                                | 0       | 0        | 0       | 0       | 0        | 0       |
| Door, Cesspool, Water Svc                        | 0       | 0        | 0       | 0       | 0        | 0       |
| ESA Task Order AECOM                             | 0       | 0        | 0       | 0       | 0        | 0       |
| Facilities                                       | 0       | 0        | 0       | 0       | 0        | 0       |
| Facilities 600                                   | 0       | 0        | 0       | 0       | 0        | 0       |
| Federally Funded SIM Cost                        | 0       | 3,881    | 3,881   | 0       | 0        | 0       |
| Fund Capittally Ineligible Expd                  | 0       | 0        | 0       | 0       | 0        | 0       |
| Fund Security and NYSID                          | 0       | 0        | 0       | 0       | 0        | 0       |
| Funding for Fire System                          | 0       | 0        | 0       | 0       | 0        | 0       |
| Funding for Mackay Comm.                         | 0       | 0        | 0       | 0       | 0        | 0       |
| FY21 Citywide Training                           | 0       | 0        | 0       | 0       | 0        | 0       |
| FY21 Engr Consultant Service                     | 0       | 0        | 0       | 0       | 0        | 0       |
| FY21 Extermination Service                       | 0       | 0        | 0       | 0       | 0        | 0       |
| FY21 PARKEON 4G Program                          | 0       | 0        | 0       | 0       | 0        | 0       |
| Gate operator at Pitkin                          | 0       | 0        | 0       | 0       | 0        | 0       |
| Greenwave Program                                | 0       | 0        | 0       | 0       | 1,250    | 1,250   |
| Heaters Guard Booths                             | 0       | 0        | 0       | 0       | 0        | 0       |
| hydraulic Iron Worker 96 ton                     | 0       | 0        | 0       | 0       | 0        | 0       |
| IFA Re-Estimates                                 | 0       | (7,000)  | (7,000) | 0       | 0        | 0       |
| Maint Repairs & Supplies                         | 0       | 0        | 0       | 0       | 0        | 0       |
| Maint Services & Supplies                        | 0       | 0        | 0       | 0       | 0        | 0       |
| Maint Supplies & Contract                        | 0       | 0        | 0       | 0       | 0        | 0       |
| Permanent Open Restaurants                       | 0       | 1,415    | 1,415   | 0       | 6,295    | 6,295   |
| Return to Workplace                              | 0       | 0        | 0       | 0       | 0        | 0       |
| Return-to-Office Costs                           | 0       | 350      | 350     | 0       | 0        | 0       |
| Revise 210407b1mg                                | 0       | 0        | 0       | 0       | 0        | 0       |
| slipnot plates                                   | 0       | 0        | 0       | 0       | 0        | 0       |
| State Funding Adjustment                         | 0       | (1,316)  | (1,316) | 0       | (5,263)  | (5,263) |
| State of the City Programs                       | 0       | 3,676    | 3,676   | 0       | 4,957    | 4,957   |
| Supplies & Materials                             | 0       | 0        | 0       | 0       | 0        | 0       |
| Supplies and Materials                           | 0       | 0        | 0       | 0       | 0        | 0       |

| <i>Dollars in Thousands</i>                               | FY 2021          |                  |                    | FY 2022           |                  |                    |
|---|------------------|------------------|--------------------|-------------------|------------------|--------------------|
|   | City             | Non-City         | Total              | City              | Non-City         | Total              |
| Test Mod  | 0                | 0                | 0                  | 0                 | 0                | 0                  |
| Tfr FHWA to new Rev Struct                                | 0                | 0                | 0                  | 0                 | 0                | 0                  |
| To fund Fire Alert System                                 | 0                | 0                | 0                  | 0                 | 0                | 0                  |
| TPM Project Administration                                | 0                | 1,118            | 1,118              | 0                 | 0                | 0                  |
| UPWP Takedown - FY22 and OYs                              | 0                | 0                | 0                  | 0                 | (1,046)          | (1,046)            |
| <b>Subtotal Other Adjustments - Executive 2022 Budget</b> | <b>(\$3,867)</b> | <b>\$2,611</b>   | <b>(\$1,256)</b>   | <b>\$181</b>      | <b>\$26,952</b>  | <b>\$27,134</b>    |
| <b>Savings to Eliminate the Gap</b>                       |                  |                  |                    |                   |                  |                    |
| Speed Camera Operations                                   | (2,443)          | 0                | (2,443)            | 0                 | 0                | 0                  |
| <b>Subtotal - Savings Program</b>                         | <b>(\$2,443)</b> | <b>\$0</b>       | <b>(\$2,443)</b>   | <b>\$0</b>        | <b>\$0</b>       | <b>\$0</b>         |
| <b>TOTAL, Executive FY22 Budget</b>                       | <b>\$3,060</b>   | <b>\$2,611</b>   | <b>\$5,671</b>     | <b>\$229</b>      | <b>\$26,952</b>  | <b>\$99,719</b>    |
| <b>TOTAL, All Changes</b>                                 | <b>(\$1,897)</b> | <b>\$38,808</b>  | <b>\$36,910</b>    | <b>(\$17,770)</b> | <b>\$59,416</b>  | <b>\$114,183</b>   |
| <b>DOT Budget as of the Executive 2022 Budget</b>         | <b>\$667,417</b> | <b>\$469,368</b> | <b>\$1,136,785</b> | <b>\$703,248</b>  | <b>\$468,832</b> | <b>\$1,244,617</b> |