FY 2028 Borough Budget Consultations

Manhattan - Department of Transportation

Meeting Date:

AGENDA ITEM 1: Impact of Measures to Close Budget Gaps and Threatened Funding Cuts on the Budget For FY 2028 and Beyond

Mayor Mamdani's Administration took office while facing a reported $5.4 Billion budget gap for Fiscal Years 2026 and projected FY 2027. While the current Fiscal Year budget gap is reported to have been closed, the Mayor's Administration continues to prioritize finding savings and efficiencies in a variety of agency operations and is convening a charter revision commission to expedite certain efforts to secure and implement those savings and efficiencies.

There are potential severe cuts to or elimination of funding and other resources from the federal government for a host of programs and initiatives. These are exacerbated by actual or virtual elimination of certain federal agencies that supported services for the most underserved.

With these developments in mind, please answer the following questions:

1. Has the funding for any programs or initiatives at your Agency allocated for FY 2026 or projected FY 2027 been cut or reduced as a result of the efforts to close City Budget gaps in FY 2026, FY 2027 or projected FY 2028?
    a. If yes:
        i. Please identify the program or initiative, and
        ii. Please provide an estimate of the amount of the funding cut or reduction in both absolute and percentage amounts.
2. Has the funding for any programs or initiatives at your Agency allocated for FY 2026 or projected FY 2027 been cut or reduced as a result of actual or threatened cuts to or reductions in funding or subsidies directly or indirectly attributable to the federal government for FY 2026, FY 2027 or projected FY 2028?
    a. If yes:
        i. Please identify the program or initiative, and
        ii. Please provide an estimate of the amount of the funding cut or reduction in both absolute and percentage amounts.
3. Has any State or federal funding streams previously earmarked or allocated for programs or initiatives at your Agency been redirected or re-allocated to other uses in order to:
    a. Close the City Budget Gap for FY 2026, FY 2027 or projected FY 2028?
        i. If yes, please provide an estimate of the funding cut or reduction in both absolute and percentage amounts.
    b. Prepare for or respond to actual or threatened cuts to or reductions in funding or subsidies directly or indirectly attributable to the federal government for FY 2026, FY 2027 or projected FY 2028?

        i. If yes, please provide an estimate of the funding cut or reduction in both absolute and percentage amounts.
4. Have any programs or initiatives, including scheduled or planned expansions of existing programs or initiatives, at your Agency been frozen, postponed, suspended or abandoned as a result, directly or indirectly, of measures taken to address either the City Budget Gap or the threats to cut or reduce federal funding in FY 2026, FY 2027 or projected FY 2028?
    a. If yes:
        i. Please identify such programs or initiatives, and
        ii. Please provide an estimate of the funding needed to restore or continue those programs and initiatives as planned.
5. What other measures is your Agency taking in connection with:
    a. The calls for greater efficiency in City government operations, or
    b. Actual or threatened cuts to or elimination of federal funding?
6. What is the current vacancy rate for positions in your agency?

AGENCY RESPONSE:

DOT receives federal formula funds to cover an array of the agency's operational needs and has also proactively sought competitive grant funding through federal programs.

In total, DOT received about $1.2 billion in formula funding under the Bipartisan Infrastructure Law and Inflation Reduction Act.

In addition, DOT has been awarded over $354M in funding via competitive grant programs funded through the Bipartisan Infrastructure Law and Inflation Reduction Act. DOT continues to work with federal partners to advance grant agreements and proceed with projects.

With several Financial Plans throughout each fiscal year, DOT is continually evaluating the financial climate and the impact on the agency's ability to meet its commitments to New Yorkers.

DOT's current vacancy rate is 16.3%.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM 2: Real Time Passenger Information

What are plans for installation of Real Time Passenger information? Is there funding to increase the num of bus stops with Real Time Information for FY 28, 29? How are locations chosen? Is this a DOT priority a would an increase in funding for this program speed up installation?

Are the installations of RTI equal throughout Manhattan's community districts?

AGENCY RESPONSE:

NYC DOT will begin installing the next generation of RTPI by the end of calendar year 2026, starting with installation of screens at 90 bus stop shelters citywide. In subsequent years, we will continue to install RTPI at shelters and also begin installing battery-powered RTPI units on bus stop poles at non-shelter locations. Between both RTPI-types, we expect to install close to 3,000. Locations are chosen based on a number of factors, including ridership, equity (Priority Investment Areas) and feasibility. We do not install RTPI at stops very close to -the beginning of routes because real time information is inherently less reliable at these locations.

Previously, RTPI was funded through Reso-A allocations, and though we have some residual funding from these programs that we will allocate to designated areas, the majority of our funding now comes from mayoral funds, and thus we plan to implement locations Citywide. We do not currently require additional funding.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM 3: Dining out enforcement

Last year, we asked whether the number of inspectors for Dining Out enforcement was adequate and also asked for expected turnaround time for inspections. DOT replied 2 or 3 days. It is a year later and can take 2 or 3 months for inspections. What has been the average turnaround time for inspections since the permanent program started and how many more inspectors are needed for timely enforcement? How many inspectors are on duty after midnight to inspect closure of Dining Out service.

The City Council Executive budget reports a headcount reduction of 49 positions for FY 26 and baseline savings from headcount reduction. However, due to the additional positions included in DOT's new needs, the net headcount changes for the Department is an additional 95 positions by Fiscal 2030. Considering there is an obvious need for more staffing for enforcement now due to new programs, please describe additional staffing funding for new programs for enforcement for FY26, planned for FY27 and projected FY28.

AGENCY RESPONSE:

Because the Dining Out team reviews complaints and works to deploy enforcement on times and days when issues are reportedly occurring, inspection turnaround times may vary. It is especially helpful for those submitting 311 complaints to be as specific as possible about the complaint to ensure the appropriate agency and inspection team is deployed. In addition to enforcement activities, the Dining

Out team also regularly communicates with business to provide clarity on program rules. At this time, there is no projected reduction in staffing for Dining Out inspectors. The agency continues to evaluate staffing needs as program requirements evolve through legislation and rulemaking, and will submit requests as needed for additional staffing needs to support enforcement efforts. In the past, the agency has been able to temporarily reassign inspection staff to cover Dining Out inspections as needed.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM 4: Bus Infrastructure

1. Please provide an update on the implementation of Transit Signal Priority. How much of the program is funded and how much is awaiting additional funding?
2. The administration has announced bus plans for infrastructure and to increase speed. How much of this is funded for both capital and expense.
3. Improvements for bus speeds have been a hot topic this year, but that does not resolve the added travel time for riders waiting a long time for buses that run infrequently. How does the Department of Transportation balance bus speed versus headways in its transportation planning?

AGENCY RESPONSE:

NYC DOT, in partnership with MTA, is committed to delivering better bus service throughout New York City. On July 8th, Governor Hochul and Mayor Mamandi announced a new bus action plan – *Next Stop: Fast Buses, Better Service* – that outlined specified targets to improve all parts of the bus riding experience including bus priority, rapid bus service, transit signal priority, queue jumps, bus stop accessibility, shelter, seating, real time arrival information, and enhanced service management. Dedicated bus lanes both improve speed and reliability, which can reduce wait times at stops by improving predictability of bus running times allowing the MTA to create more accurate schedules. MTA has committed to reducing wait time to 2 minutes or less beyond the scheduled arrival time at stops. The City has committed $254 million in expense funding and $628 million in capital funding over five fiscal years to carry out *Next Stop.*

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM 5: Bike Lanes

Please update on the status of new bike lanes – protected and unprotected – in Manhattan

AGENCY RESPONSE:

Complete:
3rd Ave, 23rd St to 34th St - 0.5 PBL mi
3rd Ave, E 34th St to E 59th St - 1.3 PBL mi
Astor Place, Broadway to Lafayette St - 0.2 PBL mi
Brooklyn Bridge Connection South - 0.1 PBL mi
E 8 St, Lafayette St to Ave A - 0.5 Conventional mi
Manhattan Br Bike Path – markings refurb

Underway:
Riverside Dr, Staff St to Dyckman St - 0.8 PBL mi
Broadway, 35-36 (Herald Extension) - 0.1 PBL mi
9th Ave, 34th St to 50th St – existing lane widening
Lafayette St, 4 Av, E 15 St to Spring St - 0.9 PBL mi
6th Ave, 13 St to 35 St - existing lane widening
Cabrini Blvd/182 St, Amsterdam Ave to G. Washington Bridge - 0.8 Conventional mi, 0.2 Shared Lane mi
Broadway 41-42 Bike Blvd - 0.1 Shared Lane mi
Ave B, E 3rd St to E 13th St, - 0.1 Conventional, 1.0 Shared Lane mi
Amsterdam Ave, Laurel Hill Terrace to W 188th St - 0.6 PBL mi

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM 6: Pedestrian Plazas

What funding is available for improvement and maintenance of pedestrian plazas?

AGENCY RESPONSE:

The Public Space Equity Program (PSEP) addresses the needs of public spaces in under-resourced neighborhoods where community-based partner organizations need support in maintaining a high-quality public space. DOT currently has funding for approximately 80 public spaces, including approximately 35 plazas.

DOT also has capital budget allocated for the permanent reconstruction of pedestrian plazas. Manhattan plazas in some stage of scoping or design in Manhattan include:

- Johnny Hartman Plaza
- Broadway Vision Plazas – Flatiron/NoMad, Herald and Greeley Squares, and Garment District Plazas, Broadway 21st to 40th Streets
- Kimlau Square
- Arches Plaza/Gotham Park
- Quisqueya Plaza
- Post Ave Plaza

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM 7: Dining Out Application process

Businesses have complained about the length of time to process dining out applications and DOT has created a conditional approval process to mitigate this problem. How is DOT planning to create a speedier application process and what funding and how many staff are needed to implement this?

Additionally, some community boards have reported that it appears that plans and measurements of regulated clearances are not vetted by DOT. What funding and staffing would be necessary to provide for full vetting of applications? Is there a process for random audits? If not, what would be the cost of developing one?

AGENCY RESPONSE:

Under the previous administration instructions, NYC DOT issued conditional approvals before all required documentation had been submitted. This contributed to a backlog in 2025, as many applicants did not provide the outstanding documents or pay the required invoices needed to move their applications into the licensing process. To address the backlog, we revoked conditional approvals for applicants who did not respond to repeated requests for the required documentation and payments.

We are pleased to report that we have successfully addressed the backlog and are now issuing licenses on a weekly basis. Currently, new applications are processed, and licenses are issued within six months from the start of the application review process.

The plan review team does site visits and has applications to review the measurements and adjust the site plan. Every application that is sent to the community boards is reviewed by a plan reviewer to make sure the site plan is complete and accurate.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM 8: Wish List

For community board advocacy, we need to know which important programs or projects are most in need of funding. If your agency were given a large amount of money, to which staffing need, program, or capital project would you assign it?

AGENCY RESPONSE:

NYC DOT can always do more with more funding. If additional funding became available, NYC DOT would review needs within our existing programs to maintain existing infrastructure, enhance safety and mobility, and other initiatives to identify opportunities where such funding would be most impactful.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS: