

FY 2024 Borough Budget Consultations

Manhattan - Department of Transportation

Meeting Date:

AGENDA ITEM [1]: General Agency Funding Discussion

The purpose of holding the Borough Budget Consultations is to provide Community Boards with important information to assist in drafting their statement of District Needs and Budget Priorities for the upcoming fiscal year. Community Board Members do not have expertise about funding sources and the process within agencies regarding funding of various programs and initiatives. However, Community Board members are very knowledgeable about local service needs.

This year's Manhattan agendas have three sections:

I. As Agencies continue to recover from the COVID 19 period to provide full services and relief funds from the Federal Government to states and municipalities begins to wind down:

1. What changes in federal funding have been instituted for FY 23? Will those changes continue into FY 24? What portion or percentage of the FY 22 and FY 23 budgets consisted of non-recurring federal funding?
2. What, if any, programs are affected by a change (decrease or increase) or end of COVID relief funds for FY 23?
3. What is the overall budget increase or decrease for FY 23 adopted budget compared to FY22 budget? Does the Agency anticipate a budget shortfall for FY 23, FY 24 or further out years after the non-recurring federal funding has been exhausted?
4. How will funding allocations be adjusted for impacts of inflation for fy 23 and what is planned for fy24?

II. Then, the agenda continues with Community Boards asking about program funding.

1. What programs will see a significant increase or decrease in funding overall? To what extent, if any, is the increase or decrease in funding related to non-recurring federal funding allocations?
2. Which programs will be new or eliminated entirely?
3. What are your benchmarks for new and existing programs and what are your benchmarks/key performance indicators for measuring success?
4. What are your priorities, operational goals, and capital goals for FY23 and projected priorities, operational goals, and capital goals for FY24?

III. Lastly, the agendas may include Boards' requests on district-specific budget questions. We request that the agency respond in writing, but have any further discussions on these items with the Community Boards outside of the consultation.

Please provide written responses or even a PowerPoint presentation that we can use to fully and accurately educate our Board Members.

AGENCY RESPONSE:

- I. NYC DOT received a total of \$219.8 million in COVID-19 emergency response funding from US DOT to pay for Staten Island Ferry and NYC Ferry operational expenses:
 - a. Coronavirus Aid, Relief, and Economic Security (CARES) Act: \$21.6 million
 - b. Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act: \$79.1 million
 - c. American Rescue Plan (ARP) Act \$119.1 million

With several Financial Plans throughout the fiscal year, DOT is continually assessing the financial landscape with respect to inflation & aid from the Federal government and the impact to the Agency's ability to meet its commitments.

- II. The New York City Department of Transportation's (NYC 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 our primary customers, City residents. To accomplish our mission, the Department works to achieve the following goals:
 - a. Provide safe, efficient, and environmentally responsible movement of pedestrians, goods, and vehicular traffic on the streets, highways, bridges, and waterways of the City's transportation network
 - b. Improve traffic mobility and reduce congestion throughout the City
 - c. Rehabilitate and maintain the City's infrastructure, including bridges, tunnels, streets, sidewalks, and highways
 - d. Encourage the use of mass transit and sustainable modes of transportation; and
 - e. Conduct traffic safety educational programs

Earlier this year Mayor Adams announced nearly \$1 billion in funding to address traffic violence on our streets and to deliver a safer more vibrant city for all New Yorkers. Over the next 5 years, this funding which includes both capital and expense will advance the goals of the NYC Street Plan to build out critical improvements to our transportation network in addition to pushing forward with more Vision Zero projects which include pedestrian, cyclists, and mass transit upgrades. The funding will go to several new initiatives, some notable examples are DOT's Better Barriers pilot project which plans

to test new materials to harden 20 miles of bike lanes by 2023 including E 60th Street from 1st Avenue to York Avenue.

DOT's Expense budget was \$1.3 billion in FY22 and it is \$1.4 billion in FY23. The current year, FY24, and FY25 budgets include Federal stimulus funding from the Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act and American Rescue Plan (ARP) Act. These sources are supporting a variety of recovery operations around the agency, including Open Restaurants, Open Streets, Bike Boulevards, Bike Racks, and more. The most sizable area of support is for the Staten Island Ferry.

Federal stimulus funding is currently budgeted through FY25. With several Financial Plans throughout each fiscal year, DOT is continually assessing the financial landscape with respect to inflation & aid from the Federal government and the impact to the Agency's ability to meet its commitments

- III. The Mayor's Management Report (MMR), mandated by City Charter, serves public account of the performance of City agencies, measuring whether they are delivering services efficiently, effectively, and expeditiously. Released twice a year, the public can review DOTs performance for current and past years.

The Bipartisan Infrastructure Law (BIL) provides \$550 billion over fiscal years 2022-2026 and covers roads and bridges, transit, energy, water infrastructure, broadband, disaster relief, cybersecurity, and other infrastructure-related areas. This Law will see NYC's Formula Funding allocation increase and create many new competitive federal grant opportunities which the DOT plans to aggressively pursue.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [2]: Open Restaurant Program

The Temporary Open Restaurant Program has presented ongoing management and oversight challenges for the Department of Transportation. While it has provided a lifeline (and in some cases much more) to many bars and restaurants, it has created myriad problems for many residents who live in proximity to establishments that have built immovable structures on their sidewalks and in the roadbeds adjacent to them. Crowd noise, amplified music, garbage and a proliferation of rats are some of the issues these residents and non-food industry businesses have been forced to endure.

1. Please describe the resources, both in funding and in personnel, that DOT has dedicated to its management and oversight of this program in FY 23 and your expectations in FY 24.
2. Please explain the DOT's enforcement policy pertaining to the Open Restaurant guidelines.
 - a. Has this policy been modified or tweaked since the beginning of the TORP?
 - b. Please give us the number of 24-hour notices, Cease and Desist letters and violations that were issued under the TORP in FY 23.
 - c. How many resulted in a cure?
 - d. Do you expect this number to increase in FY 24? and how is this impacted need for additional staff?
3. Funds to remove abandoned sheds
 - a. Cost in FY 22, expected for FY23 and FY24?
 - b. What would be the funding required to remove all current abandoned sheds that have been reported to DOT?
 - c. Does DOT at any point plan to start charging costs for removal of abandoned sheds back to owner?

AGENCY RESPONSE:

1. DOT has hired a full-time Director of Open Restaurants to oversee day to day planning and management of the program. During the temporary phase, DOT has assigned members of its HIQA unit to inspect participating restaurants, both proactivity and via complaint. The agency expects to hire additional dedicated planning staff and inspectors as the city works to establish a permanent program.
2. From the launch of the program DOT has inspected restaurants to ensure compliance with Open Restaurant guidelines and the safety of the traveling public. While our goal remains to bring all eligible restaurants into compliance, as Mayor Adams announced this summer, DOT is stepping up enforcement against non-compliant restaurants. DOT will continue to issue letters, monetary fines, and of course reserves the right to remove offending structures. As of August 2022, DOT issued 1161 24-hour notices and 2373 cease and desist letters city-wide. As we step up enforcement, we expect these numbers to increase at first.
3. DOT is currently using in house forces to remove abandoned structures. We do not have a current estimate on the overall cost of removing every abandoned shed.
4. DOT does not currently charge the cost of removal to the restaurant but is considering changes as part of legislation for a permanent program.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [3]: Milling and Paving

1. How many lane miles were resurfaced in Manhattan in FY 22? What is the target in FY 23 and FY 24 and how much has been budgeted to meet these goals?
2. How many miles did DOT mill and pave in FY 22 and what projected for FY 23 and FY 24? How much has been budgeted for it?
3. Last year, DOT reported that the agency coordinated street resurfacing with Open Restaurants and that, as per the program guidelines, all roadway and sidewalk seating elements must be removed when a city agency needs to access the space for installation or repair. Clearly this did not happen in many, perhaps most or all cases.
 - a. Can you tell us how many of the resurfaced lane miles were not fully resurfaced because roadbed structures were not required to be removed?
 - b. Are there plans to go back to those streets and what cost?
 - c. Were there additional costs incurred due to streets not being clear of structures when the streets were being milled and paved?

AGENCY RESPONSE:

1. DOT resurfaced approximately 136 lane miles in Manhattan in FY 22. We expect to meet a similar 135 lane miles in FY 23 and FY 24.
2. In FY22 DOT resurfaced 1193 lane miles citywide, this includes 50 miles of bike lanes. DOT is funded for 1100 lane miles and 50 miles of bike lanes for both FY23 and FY24. The Capital Budget for both the FY23 and FY24 resurfacing program is \$275 Million.
3. At this time, we do not have the number of lane miles impacted by roadbed structures. DOT would revisit when the street qualifies to be resurfaced. While we do not see extra costs associated with this issue, it is certainly not ideal, and we are discussing how to best address moving forward.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [4]: Street Construction Miles

1. In FY 23, how many miles of street reconstruction will be funded and which streets in Manhattan will be included?
2. What is projected for FY 24?

AGENCY RESPONSE:

1. For FY 23, 1.91 miles of street reconstruction has been funded. This includes the reconstruction of Trinity Place from Morris Street to Cedar Street and the lane miles reconstruction of Nassau Street from Pine Street to Maiden Lane.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [5]: Citi Bike Program

1. Can you update us on the Citi Bike program in Manhattan?
 - a. How many City Bike stations are currently in Manhattan?
 - b. Are additional Citi Bike stations contemplated in Manhattan for FY 23 or FY 24 or will it be only expansions of existing docks?
 - c. Did Citi Bike continue to generate revenue for the City of New York in FY 22?
 - d. Do you project that the City will earn revenue in FY 23 or FY 24?

AGENCY RESPONSE:

1. There are over 650 bike share stations in Manhattan. As part of our Phase 3 Expansion, DOT continues to work closely with community boards and other local stakeholders to add station capacity where demand is highest within the system. During calendar year 2021 Citi Bike generated approximately \$1.39M in revenue. We expect revenue share figures for FY22 will be available next year. DOT does project that the system will generate revenue for the City in FY23 and FY24 but we are unable to project the amount of revenue at this time.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [6]: Bike Lane Miles

1. Please update us on the status of bike lanes (protected and unprotected) in Manhattan, including where bike lanes were installed in FY 22 and where they are planned to be installed in FY 23.
2. Will funding be available to continue to install bike lanes in Manhattan in FY 24?

AGENCY RESPONSE:

1. As part of DOT's annual Street Improvement Project program, the agency installs bicycle lane network upgrades, including protected and conventional lanes, in many neighborhoods throughout Manhattan. Some notable examples of protected bicycle lane installation include: Varick Street, West Broadway, Church Street and 6th Avenue in Tribeca, E Houston Street, 7th Avenue between 59th and 46th Streets, and Centre Street/Lafayette Street.
2. Yes, DOT looks forward to proposing additional projects to enhance safety on Manhattan streets for all roadway users, especially cyclists. DOT looks forward to presenting specific proposals to the community boards later this year and into 2023.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [7]: Countdown Pedestrian Signals

1. Last year, you told us that the total number of pedestrian countdown signals in Manhattan was 2,143. DOT has an ongoing pedestrian countdown signal contract that expires in FY 24.
 - a. How many additional signals will be installed in FY 24 and how many do you anticipate will be installed in FY 24?
 - b. Do you expect to renew the contract when it ends?

AGENCY RESPONSE:

1. We anticipate another 100 existing signalized intersections to be retrofitted with pedestrian countdown signals (PCS).
2. While DOT has no current plans to renew the PCS contract the agency will retrofit existing signalized intersections through various means, including through in-house street improvement projects/traffic safety contract, capital projects, new signal installations and over the course of time as maintenance of such pedestrian signals require replacement/upgrades to countdowns.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [8]: Real-Time Passenger Information Bus Signs

Last year, you told us that there were 127 Real-Time Passenger Information signs in Manhattan and that three more were to be installed in FY 22.

- a. Were those three signs installed?
- b. Are there plans and is there funding to install additional RTPIs in FY 23 and FY 24?
- c. Does the funding come exclusively from City Council discretionary funds or does it also come from DOT's budget?

AGENCY RESPONSE:

1. Currently there are 129 RTPI signs installed in Manhattan, two of which were installed this past year. One location was cancelled due to constructability issues. The Agency has since received funding to install additional RTPI signs in FY23, FY24 and FY25. DOT will complete the work using both funds provided by City Council members, as well as City funding.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [9]: Bus Lane Cameras

1. Please update us on the Automated Enforcement Camera System in Manhattan, including the total number of cameras and bus routes in the program.
 - a. Is funding available for additional bus routes in FY 23 and FY 24?
2. Please update us on the Automated Bus Lane Enforcement (ABLE) bus-mounted cameras in Manhattan.
 - a. Is funding available to expand this program in FY 23 and FY 24?
3. For summonses issued to companies such as Fed Ex and also Post Office, what is the procedure to process these?
 - a. What is the benchmark for effectiveness since these companies consider these cost of doing business?

AGENCY RESPONSE:

1. DOT has funding to install an additional 100 fixed bus lane cameras.

2. At this time DOT solely processes violations for the MTA, additional details regarding the future and possible expansion of the program would be best addressed by NYCT.
3. At this time DOT solely processes violations, additional details regarding the Department of Finance's fleet program would be best addressed by DOF.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [10]: Transit Signal Priority Locations

1. How many Transit Signal Priority locations are there in Manhattan?
2. Has funding been allocated to increase the number in FY 23 and do you anticipate additional funding in FY 24?

AGENCY RESPONSE:

1. To date there are 1,339 intersections with Transit Signal Priority (TSP) in Manhattan.
2. The Streets Plan aims to implement TSP at 1,000 intersections annually across the city.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [11]: School Safety Speed Enforcement Cameras

1. How many School Safety Enforcement Cameras are currently installed in Manhattan?
2. Is funding available to install additional cameras in FY 23 and do you anticipate funding additional installations in FY 24?

AGENCY RESPONSE:

1. There are 55 school zones with 200 fixed speed cameras within those zones in Manhattan.
2. The currently installed school zone cameras cover a significant part of Manhattan's street network, and we no plans at this time to install additional fixed speed cameras.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [12]: Pedestrian Ramps

1. Please update us on the status of pedestrian ramp installation in Manhattan.
 - a. Can you tell us how many corners currently do not have pedestrian ramps?
2. Last year, you told us that DOT received \$1.2 billion to fund capital pedestrian ramp contracts through FY 31.
 - a. Are you able to tell us how many additional ramps will be installed in FY 23 and FY 24?

AGENCY RESPONSE:

1. After a street has been resurfaced, we assess where pedestrian ramps on that street need to be upgraded or installed.
2. DOT has constructed 2,964 corners have been constructed since July 1, 2017 in Manhattan. This number includes 265 new pedestrian ramp installations and 2,699 upgraded pedestrian ramps

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [13]: Street Furniture

1. Street Seats: Clearly, the construction of outdoor dining structures under the Open Restaurant Program impacts the Street Seat program. Nonetheless, last year DOT reported that there were three Street Seat locations in Manhattan.
 - a. Has that number grown and do you anticipate any additional applications in the coming years?
2. CityBench: Please update on the status of the CityBench program in Manhattan (and include a list of CityBench locations by community board).
 - a. Do you expect the program to continue to grow or has the Open Restaurant Program made it obsolete?

3. WalkNYC Maps: Last year, DOT reported that there were 342 WalkNYC signs in Manhattan.
 - a. What is the current number and is funding available to increase the number in FY 23 and do you anticipate to make funds available in FY 24?

AGENCY RESPONSE:

1. Currently there are 4 street seats within Manhattan and we do anticipate additional applications.

2. DOT has installed 529 benches and leaning bars in Manhattan. The Street Furniture Unit is funded both Federally and City, this money allows DOT to install and maintain street furniture throughout the five boroughs. Different assets within street furniture have distinct metrics and planning strategies. Per the NYC Streets Plan, the Street Furniture priority in Manhattan will be seating installations at bus stops that do not currently have benches or leaning bars AND that either have or will have real time passenger information signage. The Open Restaurant program had little to any impact to our City Bench Program.

3. To date DOT has installed 346 WalkNYC wayfinding signs on Manhattan sidewalks, plazas and at ferry landings. There are an additional 39 footings that are awaiting sign installations. DOT expects to have funding available to install additional map signs in FY 23 and FY 24.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [14]: Specific area DOT programs

Midtown projects:

There is significant funding earmarked for a permanent plaza on Broadway between 39th and 40th and for street light replacement along 6th ave.

- a. The street light replacement funding was allocated over 6 years ago. Please explain in detail the status of each of these projects.

Cobblestone Streets:

- a. Did the FY23 budget earmark any capital funding for the reconstruction of cobblestone streets in Manhattan?
- b. Does DOT otherwise have any capital budget that it could put towards this need in FY 23?
- c. Does DOT project having funds to address this need in FY24?

AGENCY RESPONSE:

Midtown projects: Building out the public space on Broadway is a top priority for the agency, DOT secured \$28.2 million in capital funds to make permanent the plaza block from W 40th Street to W 39th Street and shared street from W 39th Street to W 38th Street. DOT finalized the project scope and is working with the Department of Design and Construction (DDC) to engage a design consultant. DOT currently has \$150K for Garment District Street Lighting, and we are discussing with the Garment District Alliance how they can pursue additional funds.

Cobblestone Streets: DOT is tracking community requests for cobblestone repairs on historic streets in lower Manhattan, while there is no current funding for full scale reconstruction on any such street, DOT's in-house crews will continue to make limited cobblestone repairs as well as any make safe repairs in temporary asphalt.

MEETING NOTES:**NEW INFORMATION:****FOLLOW-UP COMMITMENTS:**