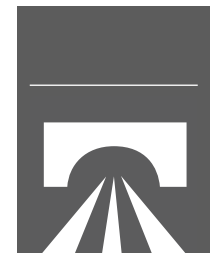


# DEPARTMENT OF TRANSPORTATION



## WHAT WE DO

The Department of Transportation (DOT) is responsible for the condition and operation of 6,300 miles of streets, highways, and public plazas, 809 bridges plus four vehicular tunnels, and 11 boats for the Staten Island Ferry program. DOT operates over 13,500 signalized intersections, 315,000 street lights, 15,000 on-street parking meters, and maintains over 350 million linear feet of markings on City streets and highways. DOT manages a vast network of over 2,600 automated enforcement cameras, comprised of speed, red light, and bus cameras.

Safety for every user of the City's roads, bridges, and ferries is DOT's top concern. To increase mobility, DOT oversees the City's bike share system. This includes maintenance of the vast majority of more than 1,550 lane miles of the cycling network, which is inclusive of more than 220 miles of protected bike lanes on City streets installed by DOT since the start of the Vision Zero street safety program.

DOT's infrastructure programs include bridge capital investment and life-cycle maintenance, roadway resurfacing and pothole repair, ferry boat and terminal upgrades and maintenance, and street and sidewalk reconstruction. DOT also manages the pedestrian ramp and sidewalk repair program and Joint Traffic Management Center, located in Queens. DOT's alternative fuel program promotes cleaner vehicles using biodiesel, ethanol, and electricity in both the public and private sectors.

## FOCUS ON EQUITY

New York City DOT's mission is to provide for the safe, equitable, and sustainable movement of people and goods and create public spaces that strengthen communities. DOT's vision is a transportation system that offers mobility for all, is environmentally sustainable and resilient to climate change, and is driven by human power and clean energy.

Equity guides DOT's work, from internal culture to street-level operations. In Fiscal 2022, DOT introduced Priority Investment Areas (PIAs) through the NYC Streets Plan to focus resources where they can have the greatest impact. PIAs use demographics, density, and prior investments to identify historically underserved neighborhoods and prioritize projects accordingly. High priority areas generally feature higher densities, more residents of color, lower incomes, and fewer past infrastructure investments. Directing resources to PIAs ensures that DOT directs resources to communities historically underserved by City investment.

Building on targeted PIA investments, DOT also prioritizes accessibility in its streets, programs, and services for all New Yorkers, including those with disabilities. Guided by Accessible Streets: NYC DOT's Proposed Five-Year Accessibility Plan, the Agency improves physical access, workforce inclusion, and communication for individuals who are blind, have low vision, or have mobility, hearing, or cognitive disabilities. DOT integrates accessibility design standards in public spaces, upgrades pedestrian ramps, installs Accessible Pedestrian Signals (APS), and ensures pedestrian signal information is usable by everyone. DOT has installed over 3,000 APS citywide and incorporates community feedback through commissioner-led quarterly meetings and monthly discussions with the Mayor's Office for People with Disabilities.

DOT brings equity to the public realm through initiatives like Summer Streets, which expanded citywide in the summer of 2023, opening nearly 20 miles of car-free streets across all five boroughs over five Saturdays and reaching over 500,000 attendees. Such events celebrate cultural diversity and make active streets accessible to all. The DOT Art program has produced over 475 public art installations, beautifying corridors and plazas while providing paid opportunities for local artists, particularly in underserved communities. DOT manages and maintains over 20 permanent artworks.

DOT promotes equitable economic opportunity by exceeding its goal of awarding around 30 percent of contracts to Minority and Women-Owned Business Enterprises (M/WBEs), reaching 32 percent in Fiscal 2025, and supports diverse firms through outreach and technical assistance. Internally, DOT encourages inclusion through nine active Employee Resource Groups (ERGs), which celebrate cultural connections, advance professional development, and promote workforce diversity, including groups centered on Black/African American, Women, Hispanic/Latin, and LGBTQ issues.

Together, these initiatives demonstrate DOT's commitment to embedding equity across people, places, programs, and procurement, ensuring all New Yorkers benefit from safe, accessible, and vibrant streets.

# OUR SERVICES AND GOALS

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## **SERVICE 1 Maintain the City's transportation infrastructure.**

- Goal 1a Maintain a state of good repair for the City's bridges and tunnels.
  - Goal 1b Maintain a state of good repair for the City's streets, sidewalks, and highways.
  - Goal 1c Repair the City's street lights, traffic signs and signals in a timely manner.
- 

## **SERVICE 2 Foster a safe and secure transportation environment.**

- Goal 2a Improve safety for pedestrians, motorists, ferry, and bike riders.
- 

## **SERVICE 3 Develop alternative and inclusive transportation solutions.**

- Goal 3a Increase mobility options and sustainable modes of transportation.
  - Goal 3b Build and maintain an accessible network throughout the City.
- 

## **SERVICE 4 Create public spaces to facilitate livability.**

- Goal 4a Enhance quality of life through streetscape improvements.

## HOW WE PERFORMED

- DOT's bridge program focuses on the safety of the City's bridges. New York State Department of Transportation bridge inspection procedures require that "Flags" be issued to report the existence of conditions that pose a clear and present danger, or conditions which, if left unattended for an extended period, would likely become a clear and present danger. A "Flag" is classified as either a Red Flag, Yellow Flag, or Safety Flag, in order of urgency. In the first four months of Fiscal 2026, DOT eliminated 13 percent more total bridge flags compared to the same period in Fiscal 2025 (from 257 to 290), including 45 percent more yellow flags (from 31 to 45) and 81 percent more red flags (from 16 to 29). This increase is attributed to extensive street grating work on the Grand Street Bridge connecting Queens and Brooklyn; Grand Concourse Village West retaining wall in the Bronx; Ocean Avenue Bridge over Sheepshead Bay in Brooklyn; and ongoing reinforcement of the roadway stringers on the Manhattan and Brooklyn Bridges.
- In the first four months of Fiscal 2026, pothole work orders increased nearly 10 percent compared to the same period of Fiscal 2025 (from 7,349 to 8,050). DOT repaired seven percent fewer potholes on local streets (from 33,853 to 31,433), but 12 percent more on the arterial highway system (from 4,046 to 4,528) across comparative reporting periods. At the same time, the average time to close a pothole repair increased, up nearly eight percent to 2.25 days from 2.09 days. This slight increase is attributed in part to fewer dedicated crews with supervisors and an uptick in 311 complaints related to potholes.
- In the first four months of Fiscal 2026, DOT inspectors completed 38 percent more initial inspections of permitted street work (from 134,713 to 185,310) and 46 percent more post-audit inspections for completed street work (from 77,692 to 113,521), as compared to the same period of Fiscal 2025. This increase was a result of shifting resources from the Dining Out Program to core inspection operations.
- In the first four months of Fiscal 2026, the average response time to high priority traffic signal defects increased by three minutes compared to the same period of Fiscal 2025. However, the average response time of one hour and 45 minutes remains below the target of two hours. Additionally, repair time for priority regulatory signs increased three percent to 1.6 business days while still meeting its target of three business days. The average time for DOT to repair street lights increased 31 percent from 6.3 to 8.3 days over comparative reporting periods. This is historically high as the average repair time remained at or below 3.5 days between Fiscal 2010 and Fiscal 2023. To improve this repair time, DOT is working to improve communication between contractors moving forward. The slow down in repair time is also closely tied to ongoing infrastructure improvements across the City that have increased travel times, particularly in the off hours which directly impacts street lighting repair times.
- Citywide fatalities totaled 92 through the first four months of Fiscal 2026, up from 86 in the same period in Fiscal 2025. Traffic fatalities among pedestrians increased from 35 to 40, fatalities among motorized two-wheel vehicles increased from 33 to 34, and fatalities for motor vehicle occupants increased from 15 to 16. DOT continues to invest in street improvement projects and other proven safety initiatives to make streets safer for all users and prevent fatalities. DOT installed 29 percent more speed humps and cushions (from 87 to 112) and one more million linear feet of safety markings (from 28.3 million linear feet to 29.7 million linear feet) over comparative reporting periods. This increase in production is due to more favorable weather conditions, which enabled crews to work longer hours as needed during this reporting period. However, DOT installed 94 percent fewer leading pedestrian intervals (from 247 to 15). The decrease reflects a sharp drop in new installation requests, the exhaustion of remaining high-crash candidate locations, and no new signal installations during the reporting period. Going forward, DOT is re-evaluating high crash locations citywide and re-prioritizing the installation of new leading pedestrian intervals based on updated crash data.
- The customer accident injury rate per million passengers on the Staten Island Ferry improved 30 percent from 1.63 to 1.14, which outperforms the Fiscal 2025 target of 2.00. The primary category of passenger injuries remains slip and fall events.
- In the first four months of Fiscal 2026, the number of permanent routes operated by private ferry services decreased from 23 to 21 compared to the same period in Fiscal 2025. Despite this, NY Waterway, NYC Ferry, Liberty Landing Ferry, and SeaStreak ferry routes increased schedule frequency as demand grew during the summer and fall months. Correspondingly, total ridership on private ferry services rose four percent between comparable reporting periods from 6.4 million to over 6.6 million.

- The number of annual Citi Bike memberships activated during the first four months of Fiscal 2026 rose to 114,496, a five percent increase compared to the same period last year. Citi Bike trips by all users—annual members and casual riders—rose three percent to almost 20.1 million. Trips using pedal-assist e-bikes increased nine percent whereas trips using traditional bicycles fell nine percent. To meet high levels of demand, Citi Bike installed 33 new stations in the Bay Ridge and Kensington neighborhoods of Brooklyn in the first four months of Fiscal 2026.
- By the end of October 2026, the City's bicycle network expanded to over 1,600 lane miles. DOT upgraded or added 42 percent more bicycle lane miles (from 9.2 to 13.1) but 60 percent fewer protected lane miles (from 7.1 to 2.8). The decrease in protected bike lane production is primarily due to political opposition during the late stages of project development or, occasionally, during implementation. Additionally, issues relating to contractor operations and capacity delayed production during the critical implementation period in the fall of 2025. Major projects completed during this reporting period include new protected bike lanes on Review and Starr Avenues in Queens; concrete upgrades and hardening on Atlantic and Kent Avenues in Brooklyn; and protected bike lane upgrades on Frankfort Street and Park Row in Manhattan.
- DOT added 1,134 bicycle parking spaces in the first four months of Fiscal 2026, more than double the amount added in the comparable reporting period in Fiscal 2025. This increase is due to a new bike rack installation contractor and additional installation capacity provided by DOT's Parking Operations Unit beginning in spring 2025. While the availability of the Parking Operations Unit varies due to competing responsibilities for parking meter maintenance and upgrades, their support has contributed to the higher installation output in the first four months of Fiscal 2026.
- In the first four months of Fiscal 2026, DOT installed 9.6 miles of bus lanes, up from the 0.9 miles installed in the first four months of Fiscal 2025. The increase in production is mainly due to a project on Hillside Avenue in Queens, where DOT completed nearly eight miles of new and upgraded bus lanes. The Department also completed projects previously delayed by process and political constraints. Beyond bus lanes, DOT is enhancing the bus riding experience through a variety of initiatives, including the dramatic expansion of automated enforcement of bus lanes, double parking, and blocked bus stops across 34 routes. Additional efforts include studying Transit Signal Priority at 750 intersections, installing 20 queue jump signals, and improving physical accessibility at 40 bus stops.
- Calls answered by DOT within 30 seconds remained less than one percent in the first four months of Fiscal 2026. The rate was as high as 90 percent in Fiscal 2021 and 73 percent in Fiscal 2022. This is a result of continued staff shortages. The only calls that are directly routed to DOT are related to the Authorized Parking and Permit service, whereas all others go through 311. The Department is interviewing candidates to backfill vacancies, as well as exploring technological advancements to improve efficiency at the call center.

## SERVICE 1 Maintain the City's transportation infrastructure.

### Goal 1a Maintain a state of good repair for the City's bridges and tunnels.

Performance Indicators	Actual			Target		4-Month Actual	
	FY23	FY24	FY25	FY26	FY27	FY25	FY26
★ Bridges rated good or very good (%) (CY)	NA	35.3%	NA	↑	↑	NA	NA
Bridges rated fair (%) (CY)	NA	63.8%	NA	*	*	NA	NA
Bridges rated poor (%) (CY)	NA	0.9%	NA	*	*	NA	NA
Bridge flags eliminated	594	463	760	*	*	257	290
– Safety	523	379	617	*	*	210	216
– Yellow	50	51	90	*	*	31	45
– Red	21	33	53	*	*	16	29

★ Critical Indicator      ● Equity Indicator      "NA" Not Available      ↑↓ Directional Target      \* None

**Goal 1b**

Maintain a state of good repair for the City's streets, sidewalks and highways.

Performance Indicators	Actual			Target		4-Month Actual	
	FY23	FY24	FY25	FY26	FY27	FY25	FY26
★ Streets maintained with a pavement rating of good (%)	76.9%	77.5%	72.7%	71.0%	71.0%	NA	NA
Streets maintained with a pavement rating of fair (%)	22.3%	22.0%	26.8%	*	*	NA	NA
Streets maintained with a pavement rating of poor (%)	0.7%	0.5%	0.5%	*	*	NA	NA
★ Average calendar days to close a pothole repair	2.63	2.47	1.99	5.00	5.00	2.09	2.25
Pothole work orders	34,563	31,947	34,440	*	*	7,349	8,050
Potholes repaired on arterial highway system	19,862	24,630	30,377	*	*	4,046	4,528
Potholes repaired on local streets only	156,991	130,268	150,193	*	*	33,853	31,433
Lane miles resurfaced citywide by in-house staff	1,200.6	1,176.9	1,167.8	*	*	636.0	634.4
Average cost per lane mile resurfaced citywide (\$)	\$191,855	\$198,498	\$221,693	*	*	NA	NA
Average in-house cost of asphalt per ton (\$)	\$51.39	\$61.56	\$60.85	*	*	NA	NA
Average vendor cost of asphalt per ton (\$)	\$73.32	\$71.90	\$72.35	*	*	NA	NA
Construction permits issued	581,004	603,411	604,199	*	*	209,171	214,220
Inspections of permitted street work	494,435	494,112	474,617	*	*	134,713	185,310
– Permitted jobs passing inspection (%)	85%	86%	88%	80%	80%	87%	85%
Post-audit inspections for completed street work	287,481	296,384	273,492	*	*	77,692	113,521
– Completed street work that passed inspection (%)	88%	88%	88%	*	*	89%	90%
Adopt-A-Highway adoption rate (%)	81.9%	81.1%	81.3%	75.0%	75.0%	80.5%	83.0%
Adopted highway miles that receive a service rating of good (%)	94.7%	95.0%	97.6%	*	*	97.0%	98.1%
★ Parking meters that are operable (%)	99.7%	99.0%	95.6%	98.0%	98.0%	98.3%	95.8%
Total violations issued	27,441	33,968	33,679	*	*	12,324	11,831
★ Critical Indicator    ● Equity Indicator    "NA" Not Available    ⇅ Directional Target    * None							

**Goal 1c**

Repair the City's street lights, traffic signs and signals in a timely manner.

Performance Indicators	Actual			Target		4-Month Actual	
	FY23	FY24	FY25	FY26	FY27	FY25	FY26
★ Average time to respond to high priority traffic signal defects requiring a two-hour response time and make safe (hours:minutes)	2:07	1:57	2:04	2:00	2:00	1:45	1:48
★ Average business days to repair priority regulatory signs after notification	1.4	1.5	1.5	3.0	3.0	1.5	1.6
Average calendar days to repair street lights by DOT	3.4	4.4	5.3	*	*	6.3	8.3
Average calendar days to repair street lights by ConEd	14.6	18.7	22.0	*	*	26.6	17.9
★ Critical Indicator    ● Equity Indicator    "NA" Not Available    ⇅ Directional Target    * None							

**SERVICE 2 Foster a safe and secure transportation environment.**

**Goal 2a**

Improve safety for pedestrians, motorists, ferry, and bike riders.

Performance Indicators	Actual			Target		4-Month Actual	
	FY23	FY24	FY25	FY26	FY27	FY25	FY26
★ ● Total traffic fatalities	270	276	211	↓	↓	86	92
— Pedestrians	121	119	110	*	*	35	40
— Traditional bicyclists	10	4	4	*	*	3	2
— Motorized two-wheel vehicles	86	99	60	*	*	33	34
— Motor vehicle occupants	53	54	37	*	*	15	16
★ ● Injury crashes	38,248	39,844	36,884	↓	↓	13,574	12,677
★ Staten Island Ferry customer accident injury rate (per million passengers)	1.97	1.48	1.46	2.00	2.00	1.63	1.14
★ Speed humps and cushions installed	231	443	224	250	250	87	112
★ Pavement safety markings installed (000,000 linear feet)	64.2	65.9	53.2	↑	↑	28.3	29.7
Street Ambassador deployments completed	132	147	157	*	*	72	66
● Leading Pedestrian Intervals installed	320	313	316	*	*	247	15
★ Critical Indicator    ● Equity Indicator    "NA" Not Available    ⇅ Directional Target    * None							

## SERVICE 3 Develop alternative and inclusive transportation solutions.

### Goal 3a Increase mobility options and sustainable modes of transportation.

Performance Indicators	Actual			Target		4-Month Actual	
	FY23	FY24	FY25	FY26	FY27	FY25	FY26
★ Staten Island Ferry trips that are on time (%)	94.1%	93.4%	94.9%	90.0%	90.0%	94.0%	95.2%
Staten Island Ferry weekday peak hour trips that are on time (%)	95.4%	94.5%	96.3%	*	*	95.6%	96.5%
Staten Island Ferry ridership (000)	14,715	16,215	16,705	*	*	6,232	6,215
Staten Island Ferry average cost per passenger per trip (\$)	\$10.52	\$11.72	\$12.01	*	*	NA	NA
Private ferry service ridership (000)	11,684	13,190	15,410	*	*	6,402	6,629
Private ferry service routes	21	21	21	*	*	23	21
Citi Bike annual membership	227,933	219,837	235,867	*	*	109,025	114,496
Citi Bike trips (000)	32,151	38,622	45,621	*	*	19,480	20,118
— Classic bicycles	18,186	15,844	14,436	*	*	6,542	5,976
— Pedal-assist bicycles	13,967	22,778	31,184	*	*	12,938	14,141
Annual cost for Citi Bike membership	\$185.00	\$219.99	\$219.99	*	*	NA	NA
★ NYC adults who bike regularly (CY)	902,000	762,000	680,000	↑	↑	NA	NA
Bicycle lane miles installed	47.7	63.7	52.3	50.0	50.0	9.2	13.1
— Protected	25.9	32.9	27.9	*	*	7.1	2.8
Bike parking spaces added	3,734	6,928	3,414	*	*	516	1,134
Bus lane miles installed	7.8	15.7	5.5	*	*	0.9	9.6
Average vehicular travel speed in the Manhattan Central Business District	7.8	6.9	6.9	*	*	NA	NA
Electric vehicles charging stations installed	189	189	207	*	*	189	210
★ Critical Indicator	● Equity Indicator	“NA” Not Available	↑↓ Directional Target	* None			

### Goal 3b Build and maintain an accessible network throughout the City.

Performance Indicators	Actual			Target		4-Month Actual	
	FY23	FY24	FY25	FY26	FY27	FY25	FY26
★ Intersections with accessible pedestrian signals installed (CY)	605	950	772	900	900	NA	NA
Existing corners upgraded (cumulative)	39,729	49,351	60,876	*	*	NA	NA
New corners installed (cumulative)	2,793	3,870	4,940	*	*	NA	NA
★ Critical Indicator	● Equity Indicator	“NA” Not Available	↑↓ Directional Target	* None			

## SERVICE 4 Create public spaces to facilitate livability.

### Goal 4a Enhance quality of life through streetscape improvements.

Performance Indicators	Actual			Target		4-Month Actual	
	FY23	FY24	FY25	FY26	FY27	FY25	FY26
★ Pedestrian volume index	82.4	77.7	79.3	*	*	NA	NA
Pedestrian space installed (square feet)	554,032	486,440	404,139	*	*	NA	NA
WalkNYC Wayfinding elements installed	35	6	11	*	*	2	4
★ Critical Indicator	● Equity Indicator	“NA” Not Available	↑↓ Directional Target	* None			

## AGENCY-WIDE MANAGEMENT

Performance Indicators	Actual			Target		4-Month Actual	
	FY23	FY24	FY25	FY26	FY27	FY25	FY26
Cases commenced against the City in state and federal court	2,424	2,305	2,822	*	*	814	859
Payout (\$000)	\$79,759	\$119,445	\$141,280	*	*	\$49,486	\$29,989
Workplace injuries reported	619	644	724	*	*	290	279
★ Critical Indicator      ● Equity Indicator      "NA" Not Available      ⇅ Directional Target      * None							

## AGENCY CUSTOMER SERVICE

Performance Indicators	Actual			Target		4-Month Actual	
	FY23	FY24	FY25	FY26	FY27	FY25	FY26
Average time to process a permit application for customers (calendar days)	1.87	2.24	2.37	*	*	2.24	2.95
E-mails responded to within 14 days (%)	97%	99%	99%	95%	95%	99%	100%
Letters responded to within 14 days (%)	95%	99%	99%	95%	95%	99%	100%
Calls answered within 30 seconds (%)	43%	3%	1%	*	*	1%	1%
Requests for language interpretations and translations received	414	373	471	*	*	176	168
CORE facility rating	99	100	95	95	95	NA	NA
★ Critical Indicator      ● Equity Indicator      "NA" Not Available      ⇅ Directional Target      * None							

Performance Indicators	Actual			Target		4-Month Actual	
	FY23	FY24	FY25	FY26	FY27	FY25	FY26
Percent meeting time to close - Street Condition - Pothole (30 days)	100%	100%	100%	98%	98%	100%	100%
Percent meeting time to first action - Street Light Condition - Street Light Out (10 days)	98%	95%	94%	98%	98%	84%	71%
Percent meeting time to first action - Traffic Signal Condition - Controller (0.1 days)	66%	66%	68%	80%	80%	74%	72%
Percent meeting time to first action - Street Condition - Failed Street Repair (10 days)	100%	100%	100%	85%	85%	100%	100%
Percent meeting time to close - Broken Parking Meter - No Receipt (21 days)	100%	100%	100%	90%	90%	100%	100%
★ Critical Indicator      ● Equity Indicator      "NA" Not Available      ⇅ Directional Target      * None							

## AGENCY RESOURCES

Resource Indicators	Actual			Sept. 2025 MMR Plan	Updated Plan	Plan	4-Month Actual	
	FY23	FY24	FY25	FY26	FY26 <sup>1</sup>	FY27 <sup>1</sup>	FY25	FY26
Expenditures (\$000,000) <sup>2</sup>	\$1,385.4	\$1,471.1	\$1,565.4	\$1,503.0	\$1,569.6	\$1,556.8	\$787.7	\$751.3
Revenues (\$000,000)	\$485.7	\$472.4	\$479.0	\$474.0	\$465.5	\$462.7	\$129.7	\$124.5
Personnel	5,707	5,891	5,903	6,175	6,260	6,309	5,866	5,883
Overtime paid (\$000,000)	\$70.9	\$92.4	\$99.5	\$48.9	\$61.0	\$52.1	\$31.0	\$34.7
Capital commitments (\$000,000)	\$1,489.5	\$1,128.3	\$1,440.3	\$2,685.5	\$2,502.1	\$2,353.2	\$189.6	\$1,028.5
<sup>1</sup> February 2026 Financial Plan. <sup>2</sup> Expenditures include all funds      "NA" - Not Available								

# SPENDING AND BUDGET INFORMATION

Where possible, the relationship between an agency's goals and its expenditures and planned resources, by budgetary unit of appropriation (UA), is shown in the 'Applicable MMR Goals' column. Each relationship is not necessarily exhaustive or exclusive. Any one goal may be connected to multiple UAs, and any UA may be connected to multiple goals.

Unit of Appropriation	Expenditures FY25 <sup>1</sup> (\$000,000)	February 2026 Financial Plan FY26 <sup>2</sup> (\$000,000)	Applicable MMR Goals <sup>3</sup>
Personal Services - Total	\$688.9	\$696.4	
001 - Exec. Admin. and Planning Management	\$91.5	\$96.5	All
002 - Highway Operations	\$262.1	\$248.2	1b, 2a, 3a, 4a
003 - Transit Operations	\$98.2	\$103.7	2a, 3a, 4a
004 - Traffic Operations	\$149.8	\$156.4	1b, 1c, 3a, 3b, 4a
006 - Bureau of Bridges	\$87.3	\$91.7	1a
Other Than Personal Services - Total	\$876.5	\$873.2	
007 - Bureau of Bridges	\$25.1	\$33.0	1a
011 - Executive and Administration	\$132.9	\$122.6	All
012 - Highway Operations	\$162.0	\$176.6	1b, 2a, 3a, 4a
013 - Transit Operations	\$56.3	\$50.7	2a, 3a, 4a
014 - Traffic Operations	\$500.0	\$490.4	1b, 1c, 3a, 3b, 4a
Agency Total	\$1,565.4	\$1,569.6	

<sup>1</sup>Comprehensive Annual Financial Report (CAFR) for the Fiscal Year ended June 30, 2025. Includes all funds. <sup>2</sup>Includes all funds. <sup>3</sup>Refer to agency goals listed at front of chapter.

## NOTEWORTHY CHANGES, ADDITIONS OR DELETIONS

- Data for various traffic fatalities indicators were amended to reflect the most up to date data. This can occur when a victim of a traffic crash is hospitalized for an extended period and does not succumb to their injuries until months after the data of the crash. Data changes include:
  - The previously published Fiscal 2025 four-month actual figure for 'Total traffic fatalities' in Goal 2a was changed from 87 to 86.
  - The previously published Fiscal 2025 four-month actual figure for 'Pedestrian fatalities' in Goal 2a was changed from 34 to 35.
  - The previously published Fiscal 2025 four-month actual figure for 'Traditional bicyclist fatalities' in Goal 2a was changed from 4 to 3.
  - The previously published Fiscal 2025 four-month actual figure for 'Motorized two-wheel vehicle fatalities' in Goal 2a was changed from 34 to 33.
- The previously published Fiscal 2025 four-month actual figure for 'Bicycle lane miles installed' in Goal 3a was changed updated from 6.9 to 7.1.
- The previously published Fiscal 2025 four-month actual figure for 'Bicycle lane miles installed — Protected' in Goal 3a was changed updated from 9.1 to 9.2.

## ADDITIONAL RESOURCES

For additional information on items referenced in the narrative, go to:

- Select Bus Service:  
<https://www1.nyc.gov/html/brt/html/home/home.shtml>
- NYC Citi Bike Share:  
<https://nycdotbikeshare.info/>
- Better Buses Action Plan:  
<https://www1.nyc.gov/html/brt/downloads/pdf/better-buses-action-plan-2019.pdf>
- Street Ambassador Program:  
<https://equity.nyc.gov/equity-stories/street-ambassador-program>
- Mobility Management Program:  
[https://www1.nyc.gov/html/dot/html/about/mobility\\_management.shtml](https://www1.nyc.gov/html/dot/html/about/mobility_management.shtml)
- NYC Streets Plan (2021):  
<https://www.nyc.gov/html/dot/downloads/pdf/nyc-streets-plan.pdf>
- The Social Indicators and Equity Report, EquityNYC:  
<https://equity.nyc.gov/>

For more information on the agency, please visit: [www.nyc.gov/dot](http://www.nyc.gov/dot).

