

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, 803 bridges and tunnels and eleven boats for the Staten Island Ferry program. DOT operates over 13,250 signalized intersections and over 315,000 street lights, and maintains over 350 million linear feet of markings on City streets and highways. Safety for everyone using the City's roads, bridges and ferries is the agency's top concern. To increase mobility, DOT manages the City's Bus Rapid Transit program, Select Bus Service, in partnership with the MTA; oversees the City's bike share system; and maintains the vast majority of the 1,456 lane-mile cycling network, including over 160 miles of protected bicycle lanes since the start of the Vision Zero program in 2014. 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 focuses on delivering quality projects on time and under budget by developing and monitoring project plans and schedules. DOT also manages the Joint Traffic Management Center, pedestrian ramp and sidewalk repair and oversees the on-street parking meters system. DOT's alternative fuel program promotes cleaner vehicles using biodiesel, ethanol and electricity in both the public and private sectors.

FOCUS ON EQUITY

DOT focuses on equitable service delivery through its maintenance of critical transportation infrastructure and commitments to safety and mobility for New Yorkers. This focus ensures DOT provides its services in an equitable manner, including roadway, bridge, and sidewalk maintenance, traffic planning and management, and ferry operations. DOT developed Vision Zero Borough Pedestrian Safety Action Plans by combining statistical data collected from traffic crashes with community feedback gathered at safety workshops held across the five boroughs and comments received through the interactive Vision Zero input map.

DOT, in partnership with The Metropolitan Transportation Authority, continues to implement bus priority measures throughout the City to make buses faster and more reliable for passengers living in transit-dependent neighborhoods, such as the South Bronx; Canarsie, Brooklyn; Jamaica, Queens; and East Harlem, Manhattan. As part of its Better Buses Action Plan, DOT is extending the same types of measures implemented on Select Bus Service to local bus routes. These measures include dedicated bus lanes, transit signal priority intersections, and accessible bus stops. Criteria for selecting segments include the prevalence of low-income and no-vehicle households.

Over the years, DOT strengthened its community engagement through the Street Ambassador Program, engaging New Yorkers where they live, work, and socialize. Street Ambassadors attended over 700 engagements with the community, including mobile workshops, pre-project implementation outreach, and merchant surveys.

DOT's Mobility Management Program improves transportation opportunities for traditionally underserved communities by advancing equity and accessibility. The program offers various resources, such as staff training to ensure meaningful community engagement; contact information for community organizations and service providers; and neighborhood surveys, focusing on travel behavior.

DOT launched its Employee Resource Groups initiative to encourage employees to organize in order to celebrate cultural connections, advocate for professional development, and enhance morale in the workplace. ERGs are instrumental in helping DOT achieve its key objectives of workforce diversity, workplace inclusion, and community understanding. There are eight active ERGs, including groups created around African American/Black, Women, Latinx, and LGBTQ issues.

DOT is committed to fostering an equitable and competitive business environment while ensuring procurements reflect the diversity of the City, including Minority and Women-owned Business Enterprises. Efforts include restructuring contracts, expanding its pre-qualification program for professional services, and partnering with other City agencies and professional groups to host meet-and-greet sessions for M/WBE vendors.

OUR SERVICES AND GOALS

SERVICE 1 Maintain the City's transportation infrastructure.

- Goal 1a Manage the City's bridge inventory to achieve a high state of good repair.
 - Goal 1b Maintain a state of good repair for the City's streets, sidewalks and highways.
 - Goal 1c Ensure timely repairs of the City's street lights, traffic signs and signals.
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SERVICE 2 Provide a safe transportation network.

- Goal 2a Improve safety for pedestrians, motorists and bus and bike riders.
 - Goal 2b Ensure passenger safety on the Staten Island Ferry.
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SERVICE 3 Provide high-quality transportation options.

- Goal 3a Increase mobility and accessibility throughout the City.
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SERVICE 4 Facilitate livability.

- Goal 4a Enhance quality of life through streetscape improvements and more pedestrian space.
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SERVICE 5 Deliver projects and services on time.

- Goal 5a Complete capital bridge projects on schedule.

HOW WE PERFORMED IN FISCAL 2022

SERVICE 1 Maintain the City's transportation infrastructure.

Goal 1a Manage the City's bridge inventory to achieve a high state of good repair.

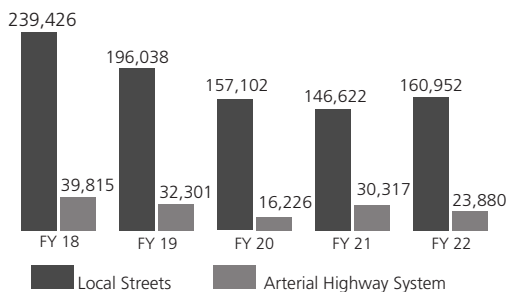
In April 2016, New York State began to inspect and rate bridges using the American Association of State Highway and Transportation Officials protocol. DOT has been phasing in this ratings system for major bridges but continued to rate pedestrian bridges on the old scale. There is currently no accepted translation from the previous ratings system. City inspection crews are scheduled to begin rating bridges using the new AASHTO scale in summer 2022. DOT expects to publish bridge ratings in the Fiscal 2023 MMR.

Performance Indicators	Actual					Target		Trend	
	FY18	FY19	FY20	FY21	FY22	FY22	FY23	5-Year	Desired Direction
★ Bridges rated - Good or very good (%) (calendar year)	41.9%	NA	NA	NA	NA	40.7%	40.7%	NA	Up
- Fair (%)	57.8%	NA	NA	NA	NA	*	*	NA	Down
- Poor (%)	0.3%	NA	NA	NA	NA	*	*	NA	Down
★ Critical Indicator	● Equity Indicator	"NA" Not Available			↕ Directional Target	* None			

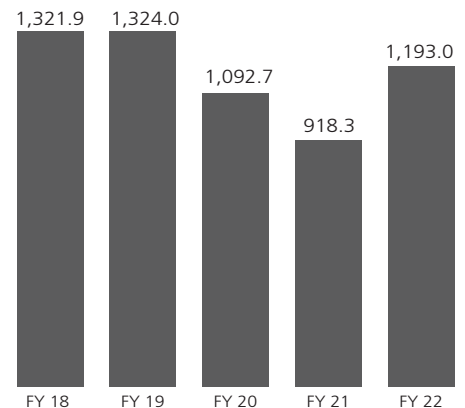
Goal 1b Maintain a state of good repair for the City's streets, sidewalks and highways.

In Fiscal 2022 DOT repaired a total of 184,832 potholes (local streets and arterials), a slight increase from Fiscal 2021. The average time to close a work order improved to 3.5 days, along with a 10 percent increase in pothole work orders, mainly due to an uptick in repair request activity and concerted effort of maintenance repair crews. The number of lane miles resurfaced in-house increased to 1,193, 30 percent more than last year and the highest single-year rate increase in the program's history, following a slowdown in production during the height of the pandemic. OMB approved funding for the Department to resurface 1,100 lane miles and 50 bike lane miles annually through Fiscal 2031.

Potholes Repaired



Lane Miles Resurfaced Citywide



Performance Indicators	Actual					Target		Trend	
	FY18	FY19	FY20	FY21	FY22	FY22	FY23	5-Year	Desired Direction
★ Streets maintained with a pavement rating of - Good (%)	71.5%	71.6%	71.8%	73.6%	NA	71.0%	71.0%	NA	Up
- Fair (%)	28.0%	27.8%	27.6%	25.8%	NA	*	*	NA	Down
- Poor (%)	0.6%	0.6%	0.6%	0.6%	NA	*	*	NA	Down
★ Average time to close a pothole work order where repair was done (calendar days)	3.5	3.2	1.7	4.1	3.5	5.0	5.0	Up	Down
Pothole work orders	51,833	42,960	38,151	32,857	36,121	*	*	Down	Down
Potholes repaired - Arterial highway system	39,815	32,301	16,226	30,317	23,880	*	*	Down	*
- Local streets	239,426	196,038	157,102	146,622	160,952	*	*	Down	*
Lane miles resurfaced citywide (in-house)	1,321.9	1,324.0	1,092.7	918.3	1,193.0	*	*	Down	Up
Average cost per lane mile resurfaced citywide (\$)	\$161,406	\$158,620	\$176,839	\$209,663	NA	*	*	NA	Down
Average in-house cost of asphalt per ton (\$)	\$43.39	\$48.75	\$54.71	\$55.30	NA	*	*	NA	Down
Average vendor cost of asphalt per ton (\$)	\$62.86	\$66.52	\$63.25	\$61.34	NA	*	*	NA	Down
Construction permits issued	646,079	686,703	617,140	553,821	552,009	*	*	Down	Up
Inspections of permitted street work	595,665	546,906	601,731	605,887	586,462	*	*	Neutral	Up
- Permitted jobs passing inspection (%)	70%	68%	70%	70%	70%	75%	75%	Neutral	Up
Post-audit inspections for completed street work	316,572	303,100	380,814	352,467	330,469	*	*	Neutral	Up
- Completed street work that passed inspection (%)	70%	68%	69%	71%	71%	*	*	Neutral	Up
Adopt-A-Highway adoption rate (%)	84.8%	84.3%	84.4%	82.5%	82.4%	75.0%	75.0%	Neutral	Up
Adopted highway miles that receive a service rating of good (%)	98.7%	93.3%	97.6%	95.5%	98.4%	*	*	Neutral	Up
★ Parking meters that are operable (%)	99.1%	99.2%	99.7%	99.5%	99.7%	98.0%	98.0%	Neutral	Up
Total violations issued	48,937	50,315	39,828	32,284	32,898	*	*	Down	*
Violations admitted to or upheld at the Office of Administrative Trials and Hearings (%)	91.0%	92.0%	89.0%	89.0%	90.0%	*	*	Neutral	Up
★ Critical Indicator	● Equity Indicator	"NA" Not Available		⇅ Directional Target	* None				

Goal 1c Ensure timely repairs of the City's street lights, traffic signs and signals.

Average response time to high priority traffic signal defects improved by eight minutes, while repair time for priority regulatory signs remained at 1.4 days, once again surpassing its target of three business days. The average time for DOT to repair street lights finished a half day longer than last year.

Performance Indicators	Actual					Target		Trend	
	FY18	FY19	FY20	FY21	FY22	FY22	FY23	5-Year	Desired Direction
★ Average time to respond to high priority traffic signal defect and make safe (hours:minutes)	1:57	1:36	1:35	1:49	1:41	2:00	2:00	Neutral	Down
★ Average time to repair priority regulatory signs after notification (business days)	1.8	1.7	1.5	1.4	1.4	3.0	3.0	Down	Down
Average time to repair street lights - by DOT (calendar days)	2.7	2.7	2.9	3.0	3.5	*	*	Up	Down
Average time to repair street lights - by ConEd (calendar days)	13.7	14.0	15.6	15.1	15.0	*	*	Up	Down
★ Critical Indicator	● Equity Indicator	"NA" Not Available		⇅ Directional Target	* None				

SERVICE 2 Provide a safe transportation network.

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

There were 262 traffic fatalities in Fiscal 2022, five percent fewer than the prior year. Fatalities for bicyclists/pedestrians and motorists/passengers dropped by 12 and six percent, respectively. Other motorized fatalities increased to 17, representing the first full year of data. The Department introduced this category during the FY22 PMMR period so FY21 only captured six months of reporting. Other motorized includes electric transport devices like scooters and hover boards. Injury crashes increased by eight percent as it approaches pre-pandemic levels.

In Fiscal 2022, as part of its commitment to advance the Vision Zero Action Plan, DOT completed 86 street improvement projects, installed 801 Leading Pedestrian Intervals, constructed 262 speed humps and installed 48.6 million linear feet of pavement safety markings. The Department also installed Accessible Pedestrian Signals (APS) at 273 intersections. APS are wired to a signal pole and send audible and vibrotactile indications when pedestrians push a button installed at the crosswalk.

Performance Indicators	Actual					Target		Trend	
	FY18	FY19	FY20	FY21	FY22	FY22	FY23	5-Year	Desired Direction
★ ● Citywide traffic fatalities	209	218	211	275	263	↓	↓	Up	Down
– Bicyclists/pedestrians	128	137	129	148	131	*	*	Neutral	Down
– Motorists/passengers	81	81	82	122	115	*	*	Up	Down
– Other motorized	NA	NA	NA	5	17	*	*	NA	Down
★ Injury crashes	44,022	45,131	37,325	35,770	38,770	↓	↓	Down	Down
★ Speed reducers installed	409	318	112	104	262	250	250	Down	Up
★ Pavement safety markings installed (000,000) (linear feet)	29.1	43.0	54.2	53.0	48.6	↑	↑	Up	Up
Intersections with accessible pedestrian signals installed	54	112	222	211	273	75	75	Up	Up
Street Ambassador deployments completed	NA	NA	NA	112	141	*	*	NA	Up
Leading Pedestrian Intervals (LPIs) installed	778	1,123	842	256	801	*	*	Down	Up
★ Critical Indicator ● Equity Indicator "NA" Not Available ↑↓ Directional Target * None									

Goal 2b Ensure passenger safety on the Staten Island Ferry.

During Fiscal 2022 the customer accident injury rate for the Staten Island Ferry rose to 1.75 per million passengers. In total, there were 21 passenger injuries in Fiscal 2022 compared to 11 injuries reported in Fiscal 2021, an increase associated with ridership growth from last year's lower passenger activity due to COVID-19. The CAIR represents all passenger injuries where professional medical treatment was requested, and does not necessarily mean each passenger suffered an injury requiring treatment. The CAIR is recognized by local and State transportation agencies as an industry standard measure and is utilized to examine safety practices and evaluate performance.

Performance Indicators	Actual					Target		Trend	
	FY18	FY19	FY20	FY21	FY22	FY22	FY23	5-Year	Desired Direction
★ Staten Island Ferry - Customer accident injury rate (per million passengers)	0.99	1.46	1.58	1.39	1.75	1.34	1.34	Up	Down
★ Critical Indicator ● Equity Indicator "NA" Not Available ↑↓ Directional Target * None									

SERVICE 3 Provide high-quality transportation options.

Goal 3a Increase mobility and accessibility throughout the City.

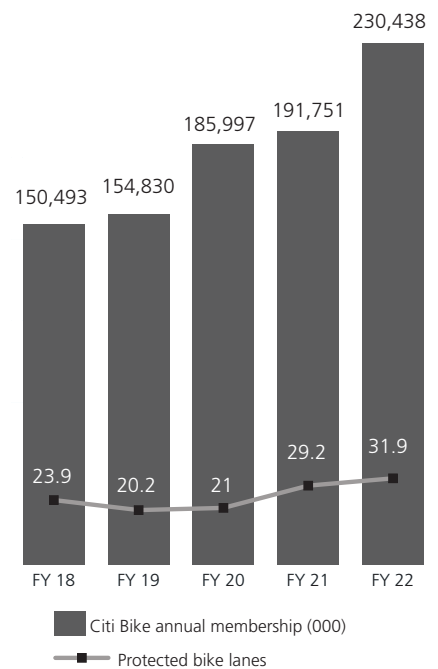
Staten Island Ferry ridership increased to 12.1 million from last year, a direct result of the City's continued recovery from the pandemic, including more tourism and people going back into the office. The average cost per passenger per trip is \$15.99, down 10 percent from last year's cost. The ferry provides free, around-the-clock service between the South Ferry Terminal in Manhattan and St. George Terminal in Staten Island. Generally, the ferry runs every fifteen minutes during rush hour (7:00 to 9:00 AM; 5:00 to 7:00 PM) and every 30 minutes during nights and weekends. On-time ferry service dropped to 95.4 percent, which is more in line with historical figures.

Private ferry ridership increased 73 percent to 10 million riders largely due to more activity on the NY Waterway, NYC Ferry, Liberty Landing Ferry, and SeaStreak ferry routes. Ferry service helps reduce overcrowding on subways and buses, offer reliable transportation to underserved communities and expand the use of our waterways as an essential component of the City's transportation network.

During Fiscal 2022 users of the Bike Share Program activated over 230,000 annual memberships, including renewals and Lyft Pink All Access members. Trips taken by all users, annual and short-term, rose to over 28.5 million. Citi Bike continued its Phase 3 expansion and installed approximately 30 new stations in Long Island City, Blissville, and Sunnyside in Queens. Over 200 more stations will be installed during in Queens, and Brooklyn. As part of its infill project plan, DOT continues to work with community boards and other local stakeholders to add station capacity at the highest demand parts of the system.

DOT added 61 lane miles to the City's bicycle network, including a record 31.9 miles of protected bike paths. While the total lane miles added fell by seven percent from Fiscal 2021, the mileage of protected lanes added grew by nine percent. Completed bicycle projects include protected bike lanes on 38th and 39th Streets, providing river-to-river connections through midtown Manhattan; a new protected bike lane on the Brooklyn Bridge; and Bike Boulevards in the Bronx, Queens, Staten Island, and Brooklyn.

Citi Bike annual membership



Performance Indicators	Actual					Target		Trend	
	FY18	FY19	FY20	FY21	FY22	FY22	FY23	5-Year	Desired Direction
★ Staten Island Ferry - Trips that are on time (%)	92.4%	94.3%	96.6%	97.7%	95.4%	90.0%	90.0%	Neutral	Up
– Ridership (000)	24,497	25,223	15,865	7,561	12,119	*	*	Down	Up
– Average cost per passenger per trip (\$)	\$5.37	\$5.42	\$8.95	\$17.75	\$15.99	*	*	Up	Down
Private ferry service - Total ridership (000)	13,827	16,413	12,693	5,813	10,061	*	*	Down	Up
– Number of permanent routes	22	28	31	25	22	*	*	Neutral	Up
Citi Bike annual membership	150,493	154,830	185,997	191,751	230,438	*	*	Up	Up
– Trips (000)	17,176	19,106	19,050	23,080	28,487	*	*	Up	Up
Bicycle lane miles installed - Total	70.5	67.5	82.4	65.3	61.0	50.0	50.0	Down	Up
– Bicycle lane miles installed – Protected	23.9	20.2	21.0	29.2	31.9	30.0	*	Up	Up
★ NYC adults who bike regularly (annual) (calendar year)	793,000	787,000	796,000	774,000	888,000	↑	↑	Neutral	Up
Bike parking spaces added (each year)	1,608	3,284	1,250	4,350	7,442	10,000	10,000	Up	Up
Bus lane miles installed	NA	NA	NA	20.5	12.9	20.0	30.0	NA	Up
Average travel speed (miles per hour) - Manhattan Central Business District	7.1	7.0	8.7	9.8	8.4	*	*	Up	Up
Existing corners upgraded (cumulative)	3,424	9,529	18,578	26,400	32,889	35,000	*	Up	Up
New corners installed (cumulative)	614	1,011	1,497	1,980	2,350	914	*	Up	Up

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

SERVICE 4 Facilitate livability.

Goal 4a Enhance quality of life through streetscape improvements and more pedestrian space.

The Department installed 158,150 square feet of pedestrian space during Fiscal 2022, 65 percent fewer than last year. The decline is mainly due to a larger share of small scale projects, such as raised crosswalks and bike projects, which do not include pedestrian space elements. Also many of our Open Streets sites included temporary pedestrian space, so while they required agency resources, that space did not count towards the indicator total. Moving forward, DOT is formalizing that space through street improvement projects so those totals should be reflected for Fiscal 2023. Pedestrian space includes, but is not limited to, plazas, curb extensions, sidewalks, safety islands, and triangles.

The NYC Plaza Program continues to thrive, helping to ensure all New Yorkers live within a ten-minute walk of high-quality open spaces. Plazas enhance local economic vitality, pedestrian mobility, access to public transit and safety for all street users. There are currently 86 plazas citywide that have either been completed or are in some phase of planning, design, or construction. Of these, 72 plazas are now open to the public.

Performance Indicators	Actual					Target		Trend	
	FY18	FY19	FY20	FY21	FY22	FY22	FY23	5-Year	Desired Direction
★ Pedestrian volume index	110.9	103.6	NA	57.9	58.4	*	*	NA	*
Pedestrian space installed (square feet)	353,968	443,518	273,000	448,691	158,150	*	*	Down	Up
WalkNYC Wayfinding elements installed	176	46	56	30	25	*	*	Down	Up
★ Critical Indicator ● Equity Indicator "NA" Not Available ⇅ Directional Target * None									

SERVICE 5 Deliver projects and services on time.

Goal 5a Complete capital bridge projects on schedule.

The Department completed 12 bridge structure projects in Fiscal 2022; all were completed on schedule. Completed projects included the emergency contract on Washington Bridge over Harlem River; component rehabilitation of Arthur Kill Road over SIRT South Shore; and interim repairs to the Henry Hudson Parkway Viaduct over Amtrak. DOT is dedicated to improving its project delivery processes and is expanding its efforts to facilitate the initiation of capital projects on accelerated schedules, through partnerships with federal, State, and local partner agencies.

Performance Indicators	Actual					Target		Trend	
	FY18	FY19	FY20	FY21	FY22	FY22	FY23	5-Year	Desired Direction
Bridge projects (structural work) substantially completed on schedule (%)	100%	100%	100%	100%	100%	100%	100%	Neutral	Up
★ Critical Indicator ● Equity Indicator "NA" Not Available ⇅ Directional Target * None									

AGENCY-WIDE MANAGEMENT

Performance Indicators	Actual					Target		Trend	
	FY18	FY19	FY20	FY21	FY22	FY22	FY23	5-Year	Desired Direction
Cases commenced against the City in state and federal court	2,237	2,299	1,944	2,331	2,165	*	*	Neutral	*
Payout (\$000)	\$89,300	\$79,990	\$93,667	\$93,418	\$109,411	*	*	Up	Down
Workplace injuries reported	474	506	440	552	541	*	*	Up	Down
★ Critical Indicator ● Equity Indicator "NA" Not Available ⇅ Directional Target * None									

AGENCY CUSTOMER SERVICE

Performance Indicators	Actual					Target		Trend	
	FY18	FY19	FY20	FY21	FY22	FY22	FY23	5-Year	Desired Direction
Customer Experience									
E-mails responded to in 14 days (%)	99%	99%	99%	98%	99%	95%	95%	Neutral	Up
Letters responded to in 14 days (%)	94%	97%	97%	96%	97%	95%	95%	Neutral	Up
Calls answered in 30 seconds (%)	68%	54%	88%	90%	73%	*	*	Up	Up
Average customer in-person wait time (minutes)	3:32	3:58	5:46	NA	NA	*	*	NA	Down
Requests for language interpretations and translations received	1,890	1,396	1,161	938	270	*	*	Down	*
CORE customer experience rating (0-100)	99	NA	99	NA	100	95	95	NA	Up
★ Critical Indicator ● Equity Indicator "NA" Not Available ↑↓ Directional Target * None									

Performance Indicators	Actual					Target		Trend	
	FY18	FY19	FY20	FY21	FY22	FY22	FY23	5-Year	Desired Direction
Response to 311 Service Requests (SRs)									
Percent meeting time to close - Street Condition - Pothole (30 days)	100%	100%	100%	99%	100%	98%	98%	Neutral	*
Percent meeting time to first action - Street Light Condition - Street Light Out (10 days)	99%	99%	97%	99%	98%	98%	98%	Neutral	*
Percent meeting time to first action - Traffic Signal Condition - Controller (0.1 days)	71%	75%	78%	76%	77%	80%	80%	Neutral	*
Percent meeting time to first action - Street Condition - Failed Street Repair (10 days)	91%	90%	89%	82%	90%	85%	85%	Neutral	*
Percent meeting time to close - Broken Parking Meter - No Receipt (21 days)	90%	100%	100%	100%	100%	90%	90%	Neutral	*
★ Critical Indicator ● Equity Indicator "NA" Not Available ↑↓ Directional Target * None									

AGENCY RESOURCES

Resource Indicators	Actual ¹					Plan ²		5yr Trend
	FY18	FY19	FY20	FY21	FY22	FY22	FY23	
Expenditures (\$000,000) ³	\$983.7	\$1,040.4	\$1,094.1	\$1,142.2	\$1,310.8	\$1,314.6	\$1,438.5	Up
Revenues (\$000,000)	\$410.4	\$454.9	\$404.1	\$386.7	\$388.4	\$445.5	\$500.8	Down
Personnel	5,549	5,704	5,817	5,559	5,481	6,001	6,206	Neutral
Overtime paid (\$000,000)	\$64.8	\$66.1	\$62.0	\$63.2	\$59.2	\$59.5	\$69.8	Neutral
Capital commitments (\$000,000)	\$2,163.4	\$1,209.7	\$702.1	\$660.3	\$719.4	\$2,111.3	\$1,831.7	Down
¹ Actual financial amounts for the current fiscal year are not yet final. Final fiscal year actuals, from the Comptroller's Comprehensive Annual Financial Report, will be reported in the next PMMR. Refer to the "Indicator Definitions" at nyc.gov/mmr for details. ² Authorized Budget Level ³ Expenditures include all funds "NA" - Not Available * None								

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 FY21 ¹ (\$000,000)	Modified Budget FY22 ² (\$000,000)	Applicable MMR Goals ³
Personal Services - Total	\$540.3	\$550.8	
001 - Exec. Admin. and Planning Management	\$71.2	\$71.6	All
002 - Highway Operations	\$202.5	\$209.5	1b, 2a, 3a, 4a
003 - Transit Operations	\$66.2	\$69.7	2a, 2b, 3a, 4a
004 - Traffic Operations	\$120.4	\$121.6	1b, 1c, 3a, 4a
006 - Bureau of Bridges	\$80.0	\$78.4	1a, 5a
Other Than Personal Services - Total	\$601.9	\$760.0	
007 - Bureau of Bridges	\$23.2	\$33.4	1a, 5a
011 - Executive and Administration	\$84.1	\$90.8	All
012 - Highway Operations	\$116.0	\$150.1	1b, 2a, 3a, 4a
013 - Transit Operations	\$41.9	\$59.3	2a, 2b, 3a, 4a
014 - Traffic Operations	\$336.7	\$426.4	1b, 1c, 3a, 4a
Agency Total	\$1,142.2	\$1,310.8	

¹Comprehensive Annual Financial Report (CAFR) for the Fiscal Year ended June 30, 2021. Includes all funds. ² City of New York Adopted Budget for Fiscal 2022, as of June 2022. Includes all funds. ³ Refer to agency goals listed at front of chapter. "NA" Not Available * None

NOTEWORTHY CHANGES, ADDITIONS OR DELETIONS

- During the first six months of Fiscal 2022, Henry Gutman served as DOT Commissioner; Ydanis Rodriguez was appointed Commissioner on January 1, 2022.
- Fiscal 2022 data for bridge ratings is not available. DOT is continuing its efforts to translate its legacy rating system to the American Association of Highway and Transportation Officials (AASHTO) protocol that has been used by New York State since April 2016. The Department expects to publish bridge ratings in the Fiscal 2023 Mayor's Management Report.
- Fiscal 2022 data for street pavement ratings is not available. DOT is transitioning to a new data platform and validating its corresponding report in PavementWorks which will be the source of this metric moving forward. DOT expects to publish new street ratings in Fiscal 2023.
- Fiscal 2022 data for the three indicators that report data on the average cost of asphalt (in-house and vendor) and roadway resurfacing is not yet available and will be reported in the Fiscal 2023 Preliminary Mayor's Management Report.
- DOT recalculated previously reported data for fiscal year 2020 and 2021 for the indicator 'Citi Bike annual membership.' In January 2020, Lyft, the owner-operator of Citi Bike, launched Lyft Pink, a new membership product that changed the way Citi Bike determined membership data. Data was adjusted as follows: Fiscal 2020 data from 185,997 to 186,589 and Fiscal 2021 data from 172,610 to 191,751.
- DOT added the indicators 'bus lane miles installed' and 'Street Ambassador deployments completed.'
- DOT retired and removed the indicators 'Existing newsstands converted to new model (%)', 'Select Bus Service ridership (000) (annual)', and 'Select Bus Service route miles (cumulative).'

- DOT retired and removed the indicator 'crossing points with pedestrian ramps installed (%)' as it has remained at 98.7 percent for the past three years. It is no longer effective for measuring performance of the program moving forward and two new indicators were added last year that are relevant to the DOT pedestrian ramp program.
- DOT corrected Fiscal 2021 data for 'new corners installed (cumulative)' from 4,290 to 1,980.
- The indicator 'average customer in-person wait time' remained at zero for Fiscal 2022 as DOT shifted almost the entire permits requests process to online via the NYCStreets Permit Management system. The Department is working to update the indicator to better reflect the current business model.

ADDITIONAL RESOURCES

For additional information go to:

- The Social Indicators and Equity Report, EquityNYC:
<http://equity.nyc.gov/>
- 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

For more information on the agency, please visit: www.nyc.gov/dot.