

Core Mission Programs

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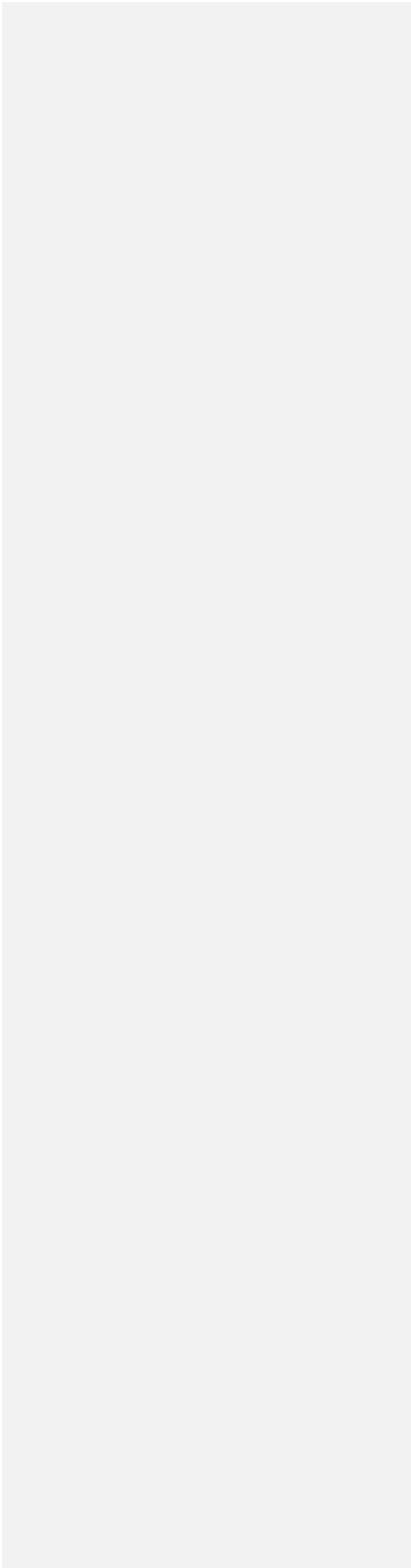
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AGENCY CORE MISSION

It is the mission of the New York State Department of Transportation to ensure our customers - those who live, work and travel in New York State -- have a safe, efficient, balanced and environmentally sound transportation system.

DEPARTMENT OF TRANSPORTATION

Highway & Bridge Capital Program

Program Name: Preventive/Corrective Maintenance

Program Description and History: This program is a component of the Department's capital construction program for highways and bridges. It funds maintenance activities designed to extend the life of transportation assets, to reduce life-cycle costs and to ensure safe and efficient operation of existing highway facilities. Timely preventive maintenance can often avert more extensive and expensive repairs and rehabilitations, reducing facility costs in the long run. Activities include vendor-in-place paving and resurfacing, landscaping, crack sealing, concrete pavement repairs, guiderail repairs, culvert repairs, bridge washing, bridge painting, bridge joint treatments, bridge maintenance and where-and-when standby contracts. Historically, these activities had been performed by State maintenance forces but are increasingly accomplished through capital construction contracts as resources and equipment furnished for State forces have diminished due to budget reductions or inflationary effects.

Relevance to Core Mission: H
(H = High; M = Medium L = Low)

Legal Authority/Mandate: There is no specific legal mandate requiring a specified level of Preventive Maintenance work to be done through the Department's capital program. However, legal liability is sometimes an issue when it is claimed that the Department's negligence in maintaining an adequate highway and bridge system resulted in injury to the travelling public.

Legal/Mandated Funding level: None

2008-09 Funding Level: \$300,000,000

2009-10 Projected Funding Level: unknown but anticipated to increase significantly

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: Mixture of federal and State Dedicated Fund depending on each project.
(1/3 Federal; 2/3 Dedicated Fund)

Flow of Funding: Varies with length of contract but rarely more than two years.

Formula (if applicable): Not applicable

Matching Requirement: Normally 20% match required for federally aided contracts.

Performance Measures: This work contributes to most performance measures for pavement and bridges: percent and number deficient bridges, lane miles rated poor/fair, etc, percent of culverts deficient.

Issues: Preventive/Corrective maintenance is a core activity of the Department which helps extend the life of transportation assets. Funding of this program (as part of an asset management approach) is the most cost effective strategy to ensure safety and efficiency of the system and to reduce the need for large future capital investments.

DEPARTMENT OF TRANSPORTATION

Highway & Bridge Capital Program

Program Name: Rehabilitation

Program Description and History: This program provides major reconstruction, replacement and/or repair of highway and bridge facilities on the State highway system. In general this program addresses infrastructure conditions that have deteriorated beyond the point where preventive maintenance treatments could be effective. This includes critical rehabilitations of deficient bridges and culverts, where failure could pose a threat to the traveling public, or force closure of highways. To a large degree, these investments are unavoidable if the subject transportation facilities are to remain open and functioning. Bridges and culverts in particular need to be maintained and rehabilitated to provide for safe operations and reduce the need for replacement. Since New York has traditionally had a limited preventive maintenance program, rehabilitation is a mainstay of the current program.

Relevance to Core Mission: H
(H = High; M = Medium L = Low)

Legal Authority/Mandate: Specific projects are cited in Memoranda of Understanding between the Legislature and Governor.

Federal Authorization PL 109-59

State Finance Law Section 89-b

Legal/Mandated Funding level: None

2008-09 Funding Level: \$998,000,000

2009-10 Projected Funding Level: unknown; to be determined though the update of the Department's capital program

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: Mixture (80% federal; 20% Dedicated Fund-2005 Bond)

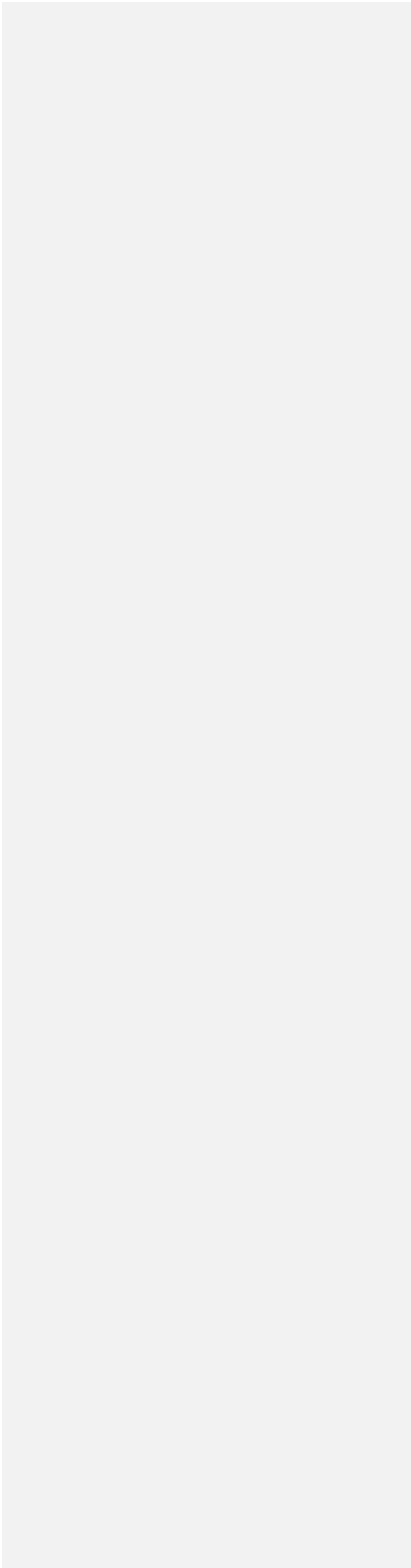
Flow of Funding: Varies with length of contract.

Formula (if applicable): Not applicable

Matching Requirement: Normally 20% match required for federally aided contracts but 100% federal funding is invoked by using Toll Credit Match.

Performance Measures: Performance measures for pavement and bridges include percentage and number deficient bridges and highway lane miles rated poor/fair, reduction in the number of bridges closed or with a restricted rating, etc.

Issues: This program component, in addition to normal replacement of pavement and bridges, funds “just in time” rehabilitation projects which prevent deterioration of assets and the need for larger investments in the long term.



DEPARTMENT OF TRANSPORTATION

Highway & Bridge Capital Program

Program Name: Enhancement

Program Description and History: This program is a component of the Department's capital construction program for highways and bridges. It funds improvements to the existing highway and bridge system, new Intelligent Transportation Systems (ITS) infrastructure, bike and pedestrian facilities, park and ride locations, providing higher level of access/connectivity to regions in support of economic development and other additions that enhance the efficiency, accessibility, environmental compatibility and/or level of service on our existing system.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate: None.

Legal/Mandated Funding level: None

2008-09 Funding Level: \$131,000,000

2009-10 Projected Funding Level: unknown; to be determined through the update of the Department's capital program

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: Unknown.

Flow of Funding: Varies with length of contract.

Formula (if applicable): Not applicable

Matching Requirement:

Performance Measures: Condition ratings of highways and bridges, such as number of restricted or posted bridges. Increased throughput and congestion reduction through managed demand and mode shifts.

Issues: Enhancements to the transportation system go beyond rehabilitation and are aimed at improving existing infrastructure, maintaining assets at an acceptable level of service, and optimizing the use of existing facilities. Enhancements to the system are generally indicated once core maintenance and rehabilitation needs have been addressed.

DEPARTMENT OF TRANSPORTATION

Highway & Bridge Capital Program

Program Name: Expansion

Program Description and History: This program is a component of the Department's capital construction program for highways and bridges. It funds additions to our existing highway and bridge system including new routes, capacity improvements and additional lanes/highway widenings. It also encompasses portions of Statewide Significant projects.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate: None.

Legal/Mandated Funding level: None

2008-09 Funding Level: \$20,000,000

2009-10 Projected Funding Level: unknown; to be determined though the update of the Department's capital program

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: Mixture of federal and State Dedicated Fund-Bond depending on each project.

Flow of Funding: Varies with length of contract.

Formula (if applicable): Not applicable

Matching Requirement:

Performance Measures: Number of new bridges and miles of new pavement.

Issues: Expansion projects are intended to strategically increase capacity of the system; these investments are important and should be considered for funding when and as resources allow planning for investments beyond those needed for maintaining on improving the condition of the system.

DEPARTMENT OF TRANSPORTATION

Highway & Bridge Capital Program

Program Name: Safety

Program Description and History: This program is a component of the Department's capital construction program for highways and bridges. It funds projects that improve the safety of highway facilities, address high accident locations and eliminate potentially dangerous highway and bridge conditions. Activities can include repair and replacement of signs, guiderail repair, pavement striping and marking, traffic signal repair and replacement, intersection improvements (channelization, STAR-Short Term Accident Reduction) and certain ITS improvements. Historically, these activities had been performed by State forces but are increasingly accomplished through capital construction contracts as resources and equipment furnished for State forces have diminished due to budget reductions or inflation.

Relevance to Core Mission: H
(H = High; M = Medium L = Low)

Legal Authority/Mandate: Many aspects of the work performed under this program are directly related to provisions of the Vehicle and Traffic Law and police enforcement of these laws.

Legal/Mandated Funding level: None

2008-09 Funding Level: \$200,000,000

2009-10 Projected Funding Level: unknown; to be determined though the update of the Department's capital program

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: Mixture of federal and State Dedicated Fund depending on each project. (1/3 federal; 2/3 Dedicated Fund-2005 Bond)

Flow of Funding: Varies with length of contract.

Formula (if applicable): Not applicable

Matching Requirement: Normally 10% or 20% match required for federally aided contracts.

Performance Measures: Reduced number of HALS (High Accident Locations) and reduced number of fatalities.

Issues: Safety projects directly impact the Department's ability to provide a safe and reliable transportation system for the public, a key component of the Core Mission. Safety will continue to be a core focus for the Department as it evaluates future transportation needs.

DEPARTMENT OF TRANSPORTATION

Highway & Bridge Capital Program

Program Name: Off-System Projects

Program Description and History: This program includes the Federal funding that is appropriated within the State budget for improvement of highways, bridges and other transportation facilities that are owned by localities and public authorities and that are not located on the State system. Projects are determined through a joint planning process involving the Department, Metropolitan Planning Organizations (MPO), local governments and Federal transportation agencies. While the facilities tend to be smaller, they are often very important to local travel options and provide connectivity to the State system.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate: None. Only specific projects approved through a federally mandated planning process are eligible for inclusion in this program.

Legal/Mandated Funding level: None

2008-09 Funding Level: \$400,000,000

2009-10 Projected Funding Level: \$400,000,000 as specified in the 2005/2009 Highway and Bridge Capital Plan

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: 100% federal since local match is provided by the Marchiselli formula or in total by the locality

Flow of Funding: Varies with length of contract.

Formula (if applicable): Not applicable

Matching Requirement: Normally, 20% match is the responsibility of the locality.

Performance Measures: None.

Issues: Projects are selected in consultation with local officials and, in metropolitan areas, federally funded projects are programmed by the Metropolitan Planning Organizations.

DEPARTMENT OF TRANSPORTATION

Rail & Ports Program

Program Name: **Achieve and Maintain State of Good Repair**

Program Description and History: This program provides capital investments for rail and port projects that are needed to reach and maintain a "State of Good Repair" for rail and port infrastructure. A state of good repair generally means that rail and port assets are: in good condition for current and near-term anticipated rail/port traffic conditions; maintained to provide safe and reliable operation; and, replaced within the useable service life of that component. A rail and ports system in a state of good repair provides access and modal choice for travelers and shippers, connecting the cities across New York State and connecting businesses to the national and international freight network.

Relevance to Core Mission: H
(H = High; M = Medium L = Low)

Legal Authority/Mandate: None specifically identified

Legal/Mandated Funding level: None

2008-09 Funding Level: \$35,000,000 Estimated

2009-10 Projected Funding Level: Will be developed according to the NYS Rail Plan

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: 50% Dedicated Fund, 50% 2005 Bond, competitive grants to railroads

Flow of Funding: Varies with length of contract.

Formula (if applicable): Not applicable

Matching Requirement: Depends on obtaining federal funding.

Performance Measures: Increased usage of freight rails, additional trucks off the road, energy savings, increased or retained number of jobs.

Issues: The increases in international trade and related economic shifts have created growing demand for alternative transportation modes, particularly these more fuel efficient parts of the freight system. This is largely privately owned infrastructure which, without strategic investments, could perform poorly and/or be in jeopardy; impacts could range from loss of asset (abandonment) to loss in market share, placing additional maintenance and capacity burden on highways.

DEPARTMENT OF TRANSPORTATION

Rail & Ports Program

Program Name: System Enhancement and Expansion

Program Description and History: This program funds rail/port projects that add, develop, increase, or otherwise improve rail/port services, capacity, service levels and/or schedule reliability. The outcomes may be addressed either with or without significantly altering the configuration of the rail network or the ports' infrastructure. The goals of this program include developing a balanced freight and passenger network capable of supporting the future needs of New York State residents and businesses, even as freight demand increases.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate: None specifically identified

Legal/Mandated Funding level: None

2008-09 Funding Level: \$7,000,000 Estimated

2009-10 Projected Funding Level: Will be developed according to the NYS Rail Plan

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: 50% Dedicated Fund, 50% 2005 Bond, competitive grants to railroads

Flow of Funding: Varies with length of contract.

Formula (if applicable): Not applicable

Matching Requirement: Depends on obtaining federal funding.

Performance Measures: Increased usage of freight rails, additional trucks off the road, energy savings, increased number of jobs.

Issues: Investments in rail and port infrastructure have the potential to reduce growth in demand on State's highways and reduce overall emissions. As freight demand increases, enhanced rail and port facilities will be needed to keep pace with these modes' market share. The Department understands the need to make strategic investments to ensure viability of the rail network.

DEPARTMENT OF TRANSPORTATION

Rail & Ports Program

Program Name: Tourist Railroads

Program Description and History: This program provides funds for rehabilitation and improvement of railroads primarily devoted to tourism in New York State. There are currently eight tourist railroad operations across the State. One, the Adirondack Scenic Railroad, is owned by the State. These operations generate both tourism dollars and provide jobs in their respective areas. Capital funding would be available to maintain the safe and reliable usage of these historic, tourist-oriented facilities.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate: None specifically identified

Legal/Mandated Funding level: None

2008-09 Funding Level: \$2,000,000 Estimated

2009-10 Projected Funding Level: Will be developed according to the NYS Rail Plan

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding: 50% Dedicated Fund, 50% 2005 Bond, competitive grants to railroads

Type of Funding: unknown

Flow of Funding: Varies with length of contract.

Formula (if applicable): Not applicable

Matching Requirement: Depends on obtaining federal funding.

Performance Measures: Benefits to local economies in terms of jobs created and tourism spending.

Issues: With limited funds for rail investments, this program competes with freight and passenger rail needs. Tourist railroads serve as business generators in the local economies; however, they serve a relatively limited transportation purpose and may benefit from tourism-oriented programs in other State agencies.

DEPARTMENT OF TRANSPORTATION

Rail & Ports Program

Program Name: Passenger Rail Operating Support

Program Description and History: This program provides operating subsidies for passenger rail service in the State. Currently available funding supports continuation of intercity rail service north from Albany to Canada and for improvements in service on the Albany-New York City corridor.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate: None specifically identified

Legal/Mandated Funding level: None

2008-09 Funding Level: Approximately \$5,000,000 from Dedicated Fund rail capital appropriations for subsidy of Amtrak service between Albany.

2009-10 Projected Funding Level: Will be developed according to the NYS Rail Plan

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: Dedicated Fund or 2005 Bond grants to railroads

Flow of Funding: Varies with length of contract.

Formula (if applicable): Not applicable

Matching Requirement: Depends on obtaining federal funding.

Performance Measures: Number of passengers utilizing this alternative mode to travel between Albany and Montreal and the multiple passenger stops between these two cities. Additional passengers utilizing the Albany-NYC Express Service in relation to the other existing regularly scheduled trains.

Issues: Continued funding of this program will help avoid elimination of the existing Montreal portion of Amtrak's Adirondack Service. With increased demand on passenger rail, and the fuel-efficiency advantage that rail service provides, continuing support for this service could provide long-term benefits. Currently no dedicated funds exist to develop a long-range passenger rail investment strategy,

DEPARTMENT OF TRANSPORTATION

Aviation Program

Program Name: Aviation Capital Matching Program

Program Description and History: This program provides one-half of the non-Federal share needed to leverage Federal Airport Improvement Program (AIP) grants provided directly to local airports by the Federal Aviation Administration. AIP grants provide funding for airport planning and capital development projects. The federal grants provide 95% of the eligible project cost.

Relevance to Core Mission: H
(H = High; M = Medium L = Low)

Legal Authority/Mandate: Program is authorized but not mandated in State Transportation Law.

Legal/Mandated Funding level: None

2008-09 Funding Level: \$8,000,000

2009-10 Projected Funding Level: \$8,000,000 as specified in the 2005/2009 Highway and Bridge Capital Plan

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: 100% State Dedicated Fund

Flow of Funding: Varies with length of grant.

Formula (if applicable): The match leverages 95% federal and 2.5% local funding for individual projects.

Matching Requirement: This program provides part of a matching requirement.

Performance Measures: Safety of aviation operations. Economic viability of public-use airports in the State.

Issues: This program leverages needed Federal funds (currently 95 percent of project costs) to maintain key airport infrastructure, such as navigational aids (safety), runways, taxiways, etc. Pending federal reauthorization legislation could reduce the federal share to 90 percent thus shifting costs to the State and to municipalities which operate airports.

DEPARTMENT OF TRANSPORTATION

Aviation Program

Program Name: General Aviation Security

Program Description and History: This program provides funds from the 2005 Bond Act for security improvements at the State's general aviation airports. While the US Transportation Security Administration (TSA) regulates and funds security at commercial service airports, it is the State that has asserted regulatory authority over security at general aviation airports through the Anti-Terrorism Preparedness Act of 2004. That Act provided no funding for those needs. Subsequently, this program was established under the Bond Act to meet that need. Examples of eligible projects include perimeter control (fencing and barriers), lighting and police substations. Applications from airports are evaluated on a prioritization that favors the highest-risk airport categories using the TSA security guidelines.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate: Program is authorized as part of the 2005 Bond Act.

Legal/Mandated Funding level: None

2008-09 Funding Level: \$5,000,000

2009-10 Projected Funding Level: \$5,000,000 as specified in the 2005 Bond Act Memorandum of Understanding

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: 100% 2005 bond funds

Flow of Funding: Varies with length of grant.

Formula (if applicable): Not applicable

Matching Requirement: Not applicable.

Performance Measures: None.

Issues: Current program continues to fund many of the identified security needs of general aviation airports in the state. The federal government has asserted its authority over commercial aviation security; until this authority and commensurate funding resources are extended to general aviation, there will be reason to fund these security improvements through non-federal sources.

DEPARTMENT OF TRANSPORTATION

Aviation Program

Program Name: Aviation Business Development

Program Description and History: This program provides funds from the 2005 Bond Act for improving business aviation at 129 public-use general aviation airports that are located across the State. The program's goals are economic development, business expansion and job creation by enhancing access and services of general aviation airports to business aircraft. Availability of airport infrastructure is often cited by corporations as one of the main factors they use in determining the location of new plants, offices and distribution centers. Projects eligible for this program include obstruction removal, strengthening pavement for heavier aircraft, aircraft parking, maintenance hangars, fuel facilities and other infrastructure improvements that would support business aircraft use.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate: Program is authorized as part of the 2005 Bond Act.

Legal/Mandated Funding level: None

2008-09 Funding Level: \$5,000,000

2009-10 Projected Funding Level: \$5,000,000 as specified in the 2005 Bond Act Memorandum of Understanding

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: 100% 2005 bond funds

Flow of Funding: Varies with length of grant.

Formula (if applicable): Not applicable

Matching Requirement: Not applicable

Performance Measures: Number of general aviation public-use airports open.

Issues: This program enhances the economic viability of non-commercial airports by improving their infrastructure and enabling them to accommodate aircraft used for business purposes. Improvements help attract business and industry to the upstate economy.

DEPARTMENT OF TRANSPORTATION

Aviation Program

Program Name: General Aviation Airport Projects – Air 99

Program Description and History: This program provides funds from the 2005 Bond Act to support a grant program supporting safety and infrastructure improvements at general aviation airports. The program requires a minimum local match of 10 percent. Funds appropriated for the State match of Airport Improvement Program (AIP) projects may also be used Air 99 program purposes, if available funds exceed the need for Federal match. Appropriation language first appearing in the State Fiscal Year 2007-08 State Budget included this provision.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate: Program is authorized as part of the 2005 Bond Act.

Legal/Mandated Funding level: None

2008-09 Funding Level: \$5,000,000

2009-10 Projected Funding Level: \$5,000,000 as specified in the 2005 Bond Act Memorandum of Understanding plus any remaining funds from excess AIP appropriation funds.

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: 100% 2005 bond funds

Flow of Funding: Varies with length of grant.

Formula (if applicable): Not applicable

Matching Requirement: Not applicable.

Performance Measures: None.

Issues: This is the only permanently authorized program to provide funding to general aviation airports and is valued by the aviation community. This program also funds projects which have little or no probability of obtaining federal funding.

DEPARTMENT OF TRANSPORTATION

Aviation Program

Program Name: State Airport Operations

Program Description and History: The Department has responsibility for the operations of the two State-owned airports: Stewart International in the Hudson Valley and Republic Airport on Long Island. Even though the State recently participated in the transfer of the lease for operation for Stewart Airport to the Port Authority, the Department continues its involvement in various lease required fiscal, contractual, environmental, and tax authority matters as representative for this State-owned airport. At Republic Airport the State has hired a private contractor to serve as the Airport Operator and the Department has responsibility for continuing management and capital improvement projects. Funds are also used for environmental remediation projects at Stewart Airport.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate:

Legal/Mandated Funding level: None

2008-09 Funding Level: \$4,000,000

2009-10 Projected Funding Level: \$4,000,000

2008-09 Target Assigned: 2

2009-10 Projected Target Assigned: 2

Description of Funding:

Type of Funding: Special Revenue

Flow of Funding: Not applicable.

Formula (if applicable): Not applicable

Matching Requirement: Not applicable.

Performance Measures: None.

Issues: Further study is warranted to ascertain how the State can best support the future needs of these two State-owned airports.

DEPARTMENT OF TRANSPORTATION

Transit Program

Program Name: Statewide Operating Assistance Programs

Program Description and History: NYSDOT administers the nearly \$3.0 billion annual Statewide Mass Transportation Operating Assistance (STOA) Program pursuant to Section 18-b of the Transportation Law. The STOA program provides State operating assistance to approximately 130 public transportation operators, including the MTA. It funds 30 to 50 percent of the operating expenses of the State's non-MTA transit systems. Without this aid, transit in most of the State would not be viable.

Relevance to Core Mission: H
(H = High; M = Medium L = Low)

Legal Authority/Mandate: Section 17-a and 18-b of the Transportation Law.

Legal/Mandated Funding level: None. Large operators receive payments pursuant to appropriated amount.

2008-09 Funding Level: \$2,967,000,000
\$2,521,000,000 MTA
\$446,000,000 non-MTA

2009-10 Projected Funding Level: unknown

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: Various revenue streams support Special Revenue Fund (313) and Local Assistance Account (001) of the General Fund

Flow of Funding: Quarterly payments

Formula (if applicable): Not applicable.

Matching Requirement:

Performance Measures: Ridership levels.

Issues: The high cost of fuels has further increased demand for transit services. STOA helps the transit systems meet this increased demand. A strong transit program also helps reduce air pollution and encourages reduced energy use.

DEPARTMENT OF TRANSPORTATION

Transit Program

Program Name: Capital Matching Programs

Program Description and History: The Department administers the \$20,000,000 annual State Transit Omnibus capital program. The Omnibus program provides 50% of the non-Federal share of eligible public transportation capital projects (buses, light rail cars, facility rehabilitation and modernization and transit-related support equipment) and leverages approximately \$210,000,000 annually in Federal Transit Administration (FTA) funding (80% federal share).

Relevance to Core Mission: H
(H = High; M = Medium L = Low)

Legal Authority/Mandate: None

Legal/Mandated Funding level: None

2008-09 Funding Level: \$20,000,000 (state)

2009-10 Projected Funding Level: unknown

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: Dedicated Mass Transportation Fund

Flow of Funding: Periodic reimbursement to transit operators.

Formula (if applicable): Not applicable

Matching Requirement:

Performance Measures: Average fleet age and condition.

Issues: To address the increasing annual costs of maintaining vehicles and facilities in a state-of-good-repair, transit systems statewide are utilizing a significant percentage of FTA formula funds for preventive maintenance activities. The result is reduced capital funds for bus replacement and major facility improvements.

DEPARTMENT OF TRANSPORTATION

Transit Program

Program Name: State of Good-Repair Capital Programs (Grants)

Program Description and History: The Department provides \$36,000,000 annually to help transit providers achieve and maintain their equipment and facilities in a state-of-good-repair. This total includes the State Transit Dedicated Fund capital program (\$21,000,000 annually); the Transportation Bond Act Transit Clean Fuel Vehicle Initiative (\$10,000,000 annually); and the Federal Highway Administration Ferry Boat Discretionary (FBD) Program (\$5,000,000 annually). Eligible activities include clean-bus replacement; facility rehabilitation and transit-related equipment; and landside ferry improvements. These programs address capital needs that exceed available Federal and local resources. These funding programs are used to supplement available Federal formula assistance and leverage projects that could not otherwise be completed.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate:

Section 300, Transportation Law. The State Transit Dedicated Fund capital program is authorized every five years as part of State's Multi-Year Transportation Plan.

The Transportation Bond Act Transit Clean Fuel Vehicle is authorized pursuant to Section 480, Transportation Law.

(FBD) is authorized pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-059) 23 U.S.C. 129 and 147

Legal/Mandated Funding level: None

2008-09 Funding Level: \$36,000,000

2009-10 Projected Funding Level: unknown

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: Dedicated Mass Transportation Fund; 2005 Bond Program; federal funds

Flow of Funding: Periodic reimbursement to transit operators.

Formula (if applicable): Not applicable

Matching Requirement:

Performance Measures: Federally rated-useful-life/condition of asset. Percent of fleet using alternative fuel.

Issues: State of Good Repair is the fundamental performance level which transit systems must achieve if they are to provide service to their riders. A strong transit program offers environmental and energy benefits, as well as mobility alternatives.

DEPARTMENT OF TRANSPORTATION

Transit Program

Program Name: Services for Elderly Individuals and Individuals with Disabilities; Other Specialized Services

Program Description and History: Using Federal funds the Department provides \$9,000,000 annually to address the mobility needs of elderly individuals; individuals with disabilities; and low-income individuals. These programs provide operating and/or capital assistance to address the transportation needs of individuals with disabilities that go beyond those required by the Americans with Disabilities Act (ADA); vehicles for private not-for-profit organizations; and employment/employment-related activities

Relevance to Core Mission: H
(H = High; M = Medium L = Low)

Legal Authority/Mandate: None

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-059) 49 U.S.C. 5310

Legal/Mandated Funding level: None

2008-09 Funding Level: \$9,000,000

2009-10 Projected Funding Level: unknown

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: Federal funds administered as grants.

Flow of Funding: Payments based on grant awards.

Formula (if applicable): Not applicable

Matching Requirement:

Performance Measures: Number of elderly and disabled who are able to live at home because of transportation services provided to them.

Issues: The elderly population is expected to increase dramatically in the next few years. Some of this population will be concentrated in rural areas with minimum transit services. The issue of their accessibility and access to transportation services needs to be addressed. The State requires that successful program applicants provide 100% of the non-Federal share.

DEPARTMENT OF TRANSPORTATION

Transit Program

Program Name: Rural Bus Programs

Program Description and History: The Department provides \$16.0 million annually in Federal transit funds. The program provides operating and capital assistance to preserve the rural public transportation services. In many rural areas of the State, the rural bus network provides the only mobility option for people who cannot drive or do not have a car. Services provide access to employment, medical care, education and recreational opportunities. In 2007, the Department provided rural program assistance to 8 small cities, 32 counties and 3 regional transportation authorities encompassing an additional 12 counties. A total of 62 individual operators received funding under this program. This federal funding provides 80% of the eligible project costs.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate:

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-059) 49 U.S.C. 5311

Legal/Mandated Funding level: None

2008-09 Funding Level: \$16,000,000

2009-10 Projected Funding Level: unknown

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: Federal funds administered as grants.

Flow of Funding: Payments based on grant awards.

Formula (if applicable): Not applicable

Matching Requirement:

Performance Measures: Cost per revenue passenger; revenue passengers per revenue vehicle mile; Cost per revenue vehicle mile; total operating revenue per total operating expense.

Issues: The demand for local rural bus services is increasing as a result of high fuel prices. Rural residents are looking to these services in place of driving. Diesel fuel cost increases for bus systems are negatively impacting the ability of carriers to maintain fare/service levels.

DEPARTMENT OF TRANSPORTATION

Transit Program

Program Name: Intercity Bus Programs

Program Description and History: The Department annually provides \$2.6 million in Federal transit funds in operating and capital assistance to preserve the intercity bus network connecting rural communities with urbanized areas across the State. In many rural areas of the State, the intercity bus network provides the only public transportation option to connect rural areas with the rest of the State and country. The intercity bus network provides an affordable, efficient and reliable long-distance travel alternative to individuals who choose not to and/or can not afford to travel by private auto, rail or air. Intercity bus services supported by NYSDOT carried 3.0 million passengers in 2007. Funding provided pursuant to this program requires a 50% match for operating projects and a 20% match for capital projects. STOA is used as the match to operating projects. The private carrier generally provides the local match for capital projects.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal/Mandated Funding level: NY Transportation Law; Sections 18-b and 14g. Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-059) 49 U.S.C. 5311(f). States are required to spend a minimum of 15% of the FTA Section 5311 Non-Urbanized Area Formula program apportionment on rural intercity bus services

2008-09 Funding Level: \$2,600,000

2009-10 Projected Funding Level: unknown

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: Federal funds administered as grants.

Flow of Funding: Payments based on grant awards.

Formula (if applicable): Not applicable

Matching Requirement:

Performance Measures: Individual route evaluation is based upon a subsidy per-passenger matrix that considers the following factors for each route: number of daily round-trips, trip length, and passengers per trip.

Issues: The demand for intercity bus services is increasing as a result of high fuel prices and limited rail/air options. This program also helps to preserve transportation options for rural areas.

DEPARTMENT OF TRANSPORTATION

Local Aid

Program Name: Consolidated Highway Improvement (CHIPS) Program

Program Description and History: This program provides capital grants to localities for highway and bridge projects on the local systems. Each year CHIPS funds are apportioned on a formula basis (consisting primarily of motor vehicle registrations, centerline miles and lane miles) to the nearly 1,600 municipalities in the State and made available for reimbursement of eligible capital projects. Each locality can draw down its annual share by submitting requests for reimbursement of costs for capital projects with at least a 10-year useful life.

Currently, CHIPS funding can only be used for capital projects; however, that has not always been the case. When the program was initiated in 1982, CHIPS was available for operating and maintenance expenses. For budgetary reasons, the program was gradually shifted to a capital-only program during the 1990's and early 2000's so that the expenses could be bond financed. Since 2002-03, CHIPS has been a 100 percent capital program and has been 100 percent bond financed.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate:

Legal/Mandated Funding level: No mandated funding level exists. The program is authorized in Article VII legislation which allows the New York State Thruway to sell bonds, the proceeds of which are used to pay for this program. No appropriations are involved.

2008-09 Funding Level: \$363,000,000

2009-10 Projected Funding Level: \$309,000,000

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: proceeds from local bonds

Flow of Funding: reimbursement to localities for expenses already incurred

Formula (if applicable): Not applicable

Matching Requirement: Not applicable.

Performance Measures: None.

Issues: CHIPS funding provides needed resources for localities. For many communities, especially those located in rural areas, the CHIPS portion of a municipality's budget is the single largest transportation component.

DEPARTMENT OF TRANSPORTATION

Local Aid

Program Name: Marchiselli

Program Description and History: This program helps localities meet the match requirement for off-system Federal highway aid projects. It provides funding to reimburse localities for 75% of the match normally required for federally aided highway and bridge projects. For most Federal aid projects, the match requirement is 20 %. Therefore, the Marchiselli share is generally 15 % of the project cost.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate:

Legal/Mandated Funding level: No mandated funding level exists. The program is authorized in Article VII legislation which allows the Thruway to sell bonds, the proceeds of which are used to pay for this program. No appropriations are involved; the Legislature authorizes this program through Article VII legislation.

2008-09 Funding Level: \$39,700,000

2009-10 Projected Funding Level: \$39,700,000

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: proceeds from local bonds

Flow of Funding: reimbursement to localities for expenses already incurred

Formula (if applicable): Not applicable

Matching Requirement: Not applicable.

Performance Measures: None.

Issues: Funding for this program has been static at \$39.7 million per year. Annual match needs exceed the available funding, resulting in a "first come, first served" approach to funding allocation.

This program helps municipalities benefit from Federal Funds.

DEPARTMENT OF TRANSPORTATION

Local Aid

Program Name: Multi-Modal Program

Program Description and History: This program provides funding to reimburse localities for hundreds of small transportation projects selected by the leaders of the Senate and the Assembly, and the Governor. The typical Multi-Modal project is for \$50,000 to \$70,000. These discretionary projects are proposed and approved by the leaders and the Governor, in accordance with the 2005 Transportation Memorandum of Understanding. According to the 2005-10 transportation plan, \$50 million of Multi Modal projects may be undertaken in State Fiscal Year 2008-09 through allocation of existing reappropriations. A total of \$350 million in Multi-Modal projects may be authorized during the 5-year plan period.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate:

Legal/Mandated Funding level: No mandated funding level exists. Projects are implemented through a Memorandum of Understanding between the Legislature and Governor.

2008-09 Funding Level: \$50,000,000

2009-10 Projected Funding Level: \$50,000,000

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: proceeds from local bonds

Flow of Funding: reimbursement to localities for expenses already incurred

Formula (if applicable): Not applicable

Matching Requirement: Not applicable.

Performance Measures: None.

Issues: Even though projects funded under this program are of local significance and can enhance the transportation system, these are usually outside of the federally mandated MPO planning process.

DEPARTMENT OF TRANSPORTATION

System Maintenance and Operations

Program Name: Snow and Ice Control

Program Description and History: During the winter months, the Department plows and treats State-owned roads to keep them passable and safe for vehicular traffic. Snow and ice response is performed by both State forces and municipal contractors. The Department is responsible for the maintenance of 43,000 lane miles. Of that amount, approximately 8,000 lane miles are done via 166 municipal snow and ice contracts. This contract work is performed by cities, counties, towns and villages. The remaining 35,000 lane miles are done by Department forces working out of 260 facilities, utilizing 1,400 large dump trucks and 330 large loaders. The bulk of the State force funds are used to pay the personal services expenses of the winter staff that peaks at approximately 4,500, and for purchase of de-icing chemicals that includes approximately one million tons of rock salt each year. In 2009-10, the Department will require \$4.6 million net to support servicing 254 lane miles that are being abandoned by snow and ice contractors in two counties. A target increase of 36 will also be needed to cover those areas.

Relevance to Core Mission: H
(H = High; M = Medium L = Low)

Legal Authority/Mandate: The Department is responsible for snow and ice control on State Highways under Section 12 of the Highway Law.

Legal/Mandated Funding level: NA

2008-09 Funding Level: \$327,286,000

2009-10 Projected Funding Level: \$355,213,962

2008-09 Target Assigned: 2,535

2009-10 Projected Target Assigned: 2,571

Description of Funding:

Type of Funding: State Dedicated Fund

Flow of Funding: Salt, plows, blades and shoes and fuel are expended within the fiscal year. Municipal contracts are expended in the 2nd half of the current year and the 1st half of the next year. Snow and ice equipment is encumbered in year 1 and expended in year 1 and year 2.

Formula (if applicable): NA

Matching Requirement: NA

Performance Measures: The Maintenance and Operations Plan (MOP) is a resource and asset-management tool that is used to identify all planned work upon the State's highway and bridge infrastructure, including all work performed by the capital program and by State forces. As such, it provides a foundation for asset- and program-based performance measures. These performance measures reflect ideal treatment cycles that are necessary to preserve the infrastructure in a state of good repair, and the MOP tracks the progress of the regions in meeting these cycles within available resources.

Issues: Failure to accomplish program goals could result in safety compromises for the traveling public. The issue of funding is constant for this activity as costs continue to rise.

DEPARTMENT OF TRANSPORTATION

System Maintenance and Operations

Program Name: Highway Maintenance Activities

Program Description and History: This program provides demand and preventive maintenance operations, performed by State forces, on the State's highway and bridge system. As with preventive maintenance delivered by contract under the highway and bridge capital program, this program funds maintenance activities designed to extend the life of transportation assets, to reduce life-cycle costs and to ensure safe and efficient operation of existing highway facilities. Timely preventive maintenance can often avert more extensive and expensive repairs and rehabilitations, reducing facility costs in the long run. In addition, the highway maintenance workforce, located in residencies throughout the State, provides the means to address demand maintenance (unanticipated failures, etc.) and civil and weather emergencies as needed. Because both the Arterial Maintenance program, which reflects the cost of such agreements with 36 cities, and the I-84 contractual arrangement with the Thruway Authority represent highway maintenance responsibilities, they are included within the System Maintenance and Operations program.

Relevance to Core Mission: H
(H = High; M = Medium L = Low)

Legal Authority/Mandate: Maintaining pavements on Federal Interstate routes is required under Section 23 of the CFR. Arterial Maintenance agreements are regulated under Section 349-c on the Highway Law.

Legal/Mandated Funding level:

Arterial Maintenance: Funded mandate \$10,600,000

Thruway Authority, Interstate 84 Maintenance Contract: Funded mandate \$10,933,000

Funding Level:

2008-09 Funding Level: \$215,802,000

2009-10 Projected Funding Level: \$261,098,132

2008-09 Target Assigned: 2,030

2009-10 Projected Target Assigned: 2,030

Description of Funding:

Type of Funding:

Dedicated Highway and Bridge Trust Fund: All except for Arterial Maintenance payments.

Dedicated Highway and Bridge Trust Funds and Special Revenue Fund: Accident Damage Recovery: Source of funds to make Arterial Maintenance payments.

Flow of Funding:

Arterial Maintenance: 2 payments annually: 50% due on May 30 and 50% due on November 30.

Bridge Maintenance: April - November

Drainage Maintenance: April - November

Pothole Patching: April - November

Thruway Contract for I-84: Year around, billings are monthly.

Environment, Guiderail and Job Order Contracting: April - November

Emergency & Disaster Response: Year around

Pavement Marking: March – August

Fuel (non-Winter): April – October

Non-Snow and Ice equipment: July--April

Equipment Parts: Year-round

Formula (if applicable):

Arterial Maintenance payments are formula based. Square yards of pavement: \$.85 on the ground and \$.95 elevated

Matching Requirement: none

Performance Measures: Highway maintenance activities allow the Department to protect the State's investments in core assets. Long-term impacts of deferred or eliminated maintenance can be significant in terms of safety and future capital costs.

DEPARTMENT OF TRANSPORTATION

System Maintenance and Operations

Program Name: Traffic Signal Maintenance and Operation

Program Description and History: To provide an efficient and reliable traffic signal operation the Department maintains traffic signal light and controllers Statewide. This includes the periodic replacement of traffic light bulbs and providing emergency response for malfunctioning traffic signals and controllers. The condition and capabilities of traffic control devices are critical to optimizing traffic flow as well as traffic safety. Coordinated signals can progress traffic through a signal system by minimizing stops at signals. Delays to motorists caused by both recurring and nonrecurring incidents can be minimized by responding to and clearing incidents as quickly as possible.

Relevance to Core Mission: H
(H = High; M = Medium L = Low)

Legal Authority/Mandate: Maintaining traffic signals systems installed with Federal funds is required under 23 CFR.

Legal/Mandated Funding level: NA
(Please note if unfunded mandate)

Funding Level:

2008-09 Funding Level: \$38,308,000

2009-10 Projected Funding Level: \$39,457,000

2008-09 Target Assigned: 450

2009-10 Projected Target Assigned: 450

Description of Funding:

Type of Funding: Dedicated Highway and Bridge Trust Fund

Flow of Funding: Electricity payments are due monthly.

Formula (if applicable): NA

Matching Requirement: NA

Performance Measures: Reduction in traffic signal malfunctions.

Issues: Electricity/Signal Lighting: These facilitate safe travel and thereby support public safety.

DEPARTMENT OF TRANSPORTATION

System Maintenance and Operations

Program Name: Rest Area Maintenance

Program Description and History: The Department's rest area maintenance goal is to ensure adequate, safe, and efficient use of the 40 rest areas for which the Department holds maintenance responsibilities. The Department achieves this goal through the following actions:

- Entering into 14 rest area contracts with the New York State Industry for the Disabled, a preferred vendor who supplies the personnel and materials needed to clean and operate certain rest areas.
- Contracting through the "Green Thumb" program, which provides \$1 million in General Fund money to support the hiring and materials costs of over 100 retired persons who help clean and maintain rest areas.
- Using State forces to maintain sanitary conditions at rest areas by cleaning, sweeping, mowing and plowing.

Relevance to Core Mission: M

(H = High; M = Medium L = Low)

Legal Authority/Mandate:

Legal/Mandated Funding level:

Funding Level:

2008-09 Funding Level: \$12,999,000

2009-10 Projected Funding Level: \$13,933,005

2008-09 Target Assigned: 50

2009-10 Projected Target Assigned: 50

Description of Funding:

Type of Funding: Dedicated Highway and Bridge and Trust Fund all, with the exception of \$1M of funding for our Green Thumb contract from the Legislature.

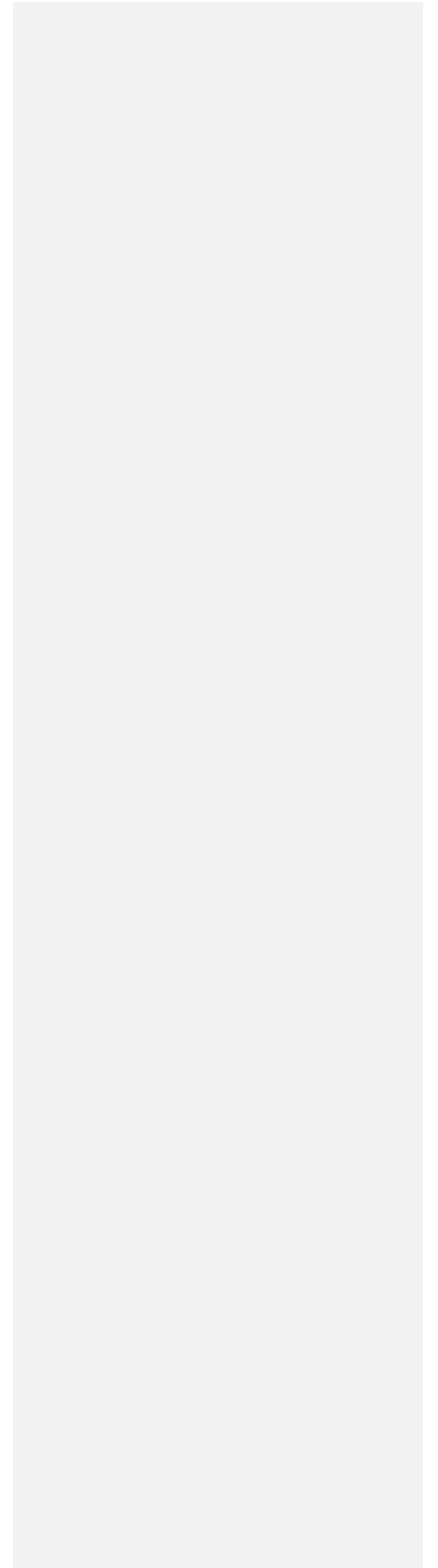
Flow of Funding: Rest Area funding is encumbered and expended within the 1st year of funding.

Formula (if applicable): na

Matching Requirement: na

Performance Measures: Results of the Maintenance Operations Plan

Issues: This activity is useful to tourists and truckers. The Department will be evaluating a new approach to Rest Area maintenance that seeks to increase private-sector involvement and determine the most efficient and economical method to address this need.



DEPARTMENT OF TRANSPORTATION

System Maintenance and Operations

Program Name: Parkway Lighting

Program Description and History: The Department pays electricity charges for parkway lighting on the Long Island Expressway, and the following parkways: Southern, Northern, Meadowbrook, Wantagh, Loop, Robert Moses, Sagtikos, Sunken Meadow, and Ocean.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate:

Legal/Mandated Funding level: NA

Funding Level:

2008-09 Funding Level: \$3,000,000

2009-10 Projected Funding Level: \$3,000,000

2008-09 Target Assigned: 0

2009-10 Projected Target Assigned: 0

Description of Funding:

Type of Funding: Dedicated Highway and Bridge Trust Fund

Flow of Funding: Electricity payments are due monthly.

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Formula (if applicable): NA

Matching Requirement: NA

Performance Measures: NA

Issues:

Parkway Lighting: Many of the lighting circuits also power sign illumination. If this lighting were eliminated, measures would need to be undertaken to continue sign lighting.

DEPARTMENT OF TRANSPORTATION

System Maintenance and Operations

Program Name: System Operations

Program Description and History: This program uses capital funds to provide a variety of ITS (Intelligent Transportation System) activities including operation and maintenance of traffic management centers (\$21 million), HELP (Highway Emergency Local Patrol) services (\$9 million), variable message signs, highway advisory radio services, transportation demand management efforts and support for INFORM and other traffic management facilities. In addition, the 2008-09 capital construction letting program attributes \$39 million to ITS projects.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate: None.

Legal/Mandated Funding level: None

2008-09 Funding Level: \$83,000,000

2009-10 Projected Funding Level: unknown; to be determined through the update of the Department's capital program

2008-09 Target Assigned: Not applicable

2009-10 Projected Target Assigned: Not applicable

Description of Funding:

Type of Funding: Mixture of federal and State Dedicated Fund-Bond depending on each project.

Flow of Funding: Varies with length of contract.

Formula (if applicable): Not applicable

Matching Requirement:

Performance Measures: None.

Issues: Investments in ITS technology can help increase efficiency and through-put of the system without incurring the costs of adding capacity.

DEPARTMENT OF TRANSPORTATION

Statewide Transportation Services

Program Name: Local Project Services

Program Description and History: This program provides support and technical advice to local governments to help them secure and use Federal and State transportation grants. This service is delivered primarily through the Local Programs Bureau. The Bureau was created in September 2007, with two primary areas of responsibility: 1) Federal aid guidance, policies, procedures and program administration and 2) State aid guidance, policies, procedures and program administration. There are approximately 1600 municipalities, several hundred non-governmental organizations, and over 8000 school districts eligible to obtain funds from the grant programs.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

- Federal Aid Guidance for Locally Administered Projects – This section provides guidance, policies, training and oversight for approximately \$450M local contracts per year in conjunction with 11 Region and Main Office Program Areas. There are 1600 municipalities, several hundred non-profit organizations and more than 8000 schools which are eligible to receive FHWA funds in New York State and which use this guidance. There were between 850 and 900 projects per year for the last three years that have received FHWA funds in New York State and that are using the guidance developed under this function.
- Administer the federally funded Transportation Enhancement Program (TEP) - \$28,923,049 for SFY 08-09 and \$28,923,049 for SFY 09-10.
- Administer the federally funded Safe Routes to School (SRTS) Program – \$612 M to the states over five Federal fiscal years (2005-2009), \$31.6 M to New York State.
- Administer the Emergency Relief (ER) Program on behalf of the Department, Thruway, and 530 municipalities. Currently, there are 11 active programs. Total value of active approved projects from 1998-2007 is \$303,627,554, including a special request of \$200 million approved for World Trade Center. Since its inception, the ER program has recovered in excess of \$350 million in Federal funds for New York State.
- Administer the State's Canal Corporation Program (2005 Bond Program) - \$50M.
- Administer the Consolidated Local Street and Highway Improvement Program (CHIPS) for more than 1600 municipalities - \$363,097,000 for SFY 08-09; \$309,697,000 (Per the Five-Year Transportation Plan).
- Administer Multi-Modal (MM) Programs 1, 2, 3, and 4 on behalf of the Governor, Senate and Assembly - MM 1 = \$350,000,000; MM 2 = \$150,000,000; MM 3 = \$50,000,000; MM 4 = \$350,000,000.

- Administer State Legislative Initiatives - on behalf of the Legislature for transportation-related initiatives. Generally \$200 million annually from the Community Projects Fund appropriation to “all State agencies.” Over the past few years, the Department has had administrative responsibility for \$2 million - \$3 million of projects annually from this appropriation. \$1.5 million to date for 30 projects (there may be additional State Fiscal Year 08-09 funded project nominations).
- Administer the State Aid Local Bridge Program (SALB), \$257 million local bridge component of the 1988 Bond Act. Approximately \$16 million remain unexpended in the program.
- Suburban Highway Improvement Program (SHIPS) (99% of the \$140 million Statewide allocation has been expended, remaining balance of \$16 million.)

Legal Authority/Mandate:

- Federal Aid Guidance – 23 USC 315 and 49 CFR 1.48(b), 23 CFR
- TEP – USC Sec. 133, Surface Transportation Program, as amended by SAFETEA-LU, Section(s): 1113, 1122, 6003.
- SRTS Program – SAFETEA-LU (P.L. 109-59 signed on August 10, 2005)
- ER Program - Per 23 U.S.C. §125. Congress reauthorized the ER Program on August 10, 2005 through 2009 by SAFETEA-LU (P.L. 109-59; 119 Stat 1144).
- State Canal Corp Program - Subdivision 2 of Section 480 of the Transportation Law and Rebuild and Renew New York Transportation Bond Act of 2005, MOU executed on July 13, 2005.
- CHIPS - State Highway Law, Section 10-c
- Multi-Modal (MM) Programs 1, 2, 3, and 4 - State Transportation Law 14-K, State Finance Law, & MOUs between Governor and Legislature
- State Legislative Initiatives
- SALB - State 1988 Bond Act
- SHIPS - State Highway Law, Section 10-f, NYS Highway Law, Section 10-g, Chapter 53 of the Laws of 1993 and MOU between the Legislature and the Governor.

Legal/Mandated Funding level:

2008-09 Funding Level: \$1,012,000
2009-10 Projected Funding Level: \$1,012,000

2008-09 Target Assigned: 12
2009-10 Projected Target Assigned: 12

Description of Funding:

Type of Funding: Dedicated Highway and Bridge Trust Fund

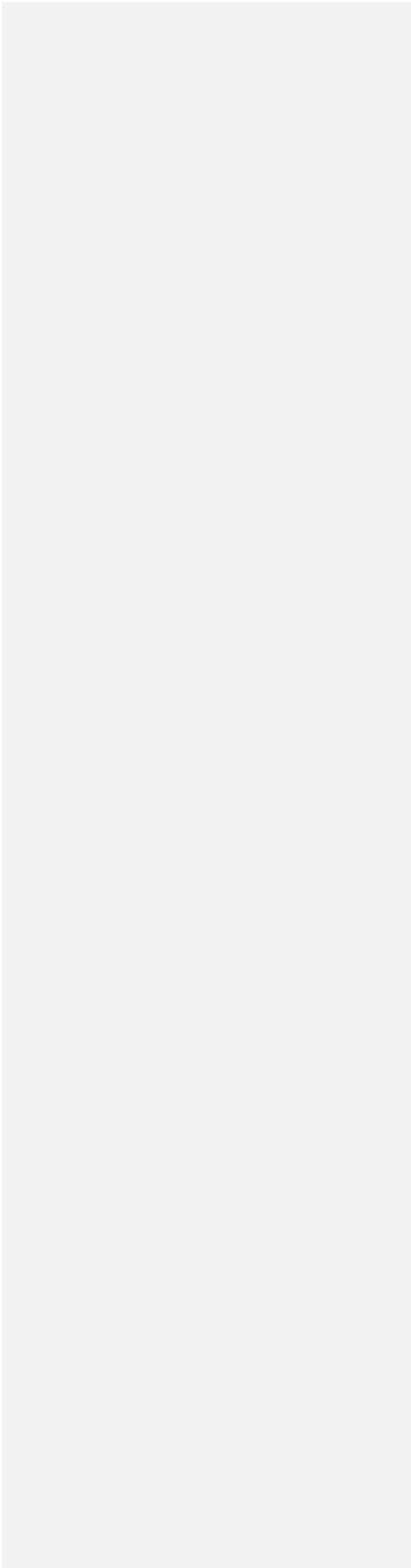
Flow of Funding: NA

Formula (if applicable): NA

Matching Requirement: NA

Performance Measures:

Issues: Compliance by local project sponsors with Federal requirements and guidelines is essential to utilize Federal funds effectively and to protect the State from financial liabilities and penalties for non-compliance.



DEPARTMENT OF TRANSPORTATION

Statewide Transportation Services

Program Name: Transit System Services/Passenger Rail Services

Program Description and History: The Department provides a variety of support and technical assistance services to transit systems and passenger rail operators throughout the State. These include as-needed consultation on best practices, payment and oversight activities associated with STOA; an annual financial and performance review of the State's major public transportation systems; monitoring on-time performance, coordinating schedules, conferring on possible passenger rail system changes; and training in defensive driving, accident investigation (BAITFISH), customer service, disability awareness, financial management, and drug and alcohol program compliance.

Field Code Changed

Relevance to Core Mission: M

Legal Authority/Mandate: None

Legal/Mandated Funding level: None

2008-09 Funding Level: \$3,320,000

2009-10 Projected Funding Level: unknown

2008-09 Target Assigned: 31

2009-10 Projected Target Assigned: 31

Description of Funding:

Type of Funding: Federal funds administered as grants

Flow of Funding: Payments based on grant awards.

Formula (if applicable): Not applicable

Matching Requirement:

Performance Measures: None.

Issues: Transit system and passenger rail operators regularly use and rely upon the technical expertise of staff to provide professional advice and guidance.

DEPARTMENT OF TRANSPORTATION

Statewide Transportation Services

Program Name: Aviation Systems Services

Program Description and History: This program performs statewide aviation planning activities to support the Department's aviation policies and programs. Recent activities have included the Federal Aviation Administration (FAA) Regional Air Service Study pointing to the development of Stewart Airport to relieve congestion in the New York City Metropolitan area. Currently the program is updating the State Airport System Plan (SASP) and or by conducting airport business plans and runway obstruction analyses. This program will also update a Statewide Benefits of Aviation Study that will identify the dollars and number of jobs that the State's airports generate.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate:

- SASP – Transportation Law, Art 2, Sect. 14 Subd. 91 – “Advise and cooperate with municipal...agencies...development of system of...airports.”
- SASP – FAA Advisory Circular 150/5050-3B – provides guidance for the SASP and system planning pursuant to Airport and Airway Improvement Act 1982.
- Continuous Airport System Planning Program (CASP)- FAA Advisory Circular 150/5050-5 – to receive continuing planning funds (CASP) the sponsor (State) must have a SASP in place.

Legal/Mandated Funding level:

(Please note if unfunded mandate)

2008-09 Funding Level: \$1,031,000

2009-10 Projected Funding Level: \$1,031,000

2008-09 Target Assigned: 4

2009-10 Projected Target Assigned: 4

Description of Funding:

Type of Funding:

Flow of Funding:

Formula (if applicable):

Matching Requirement:

Performance Measures:

- Meeting strategic initiative goals of the SASP.
- Obtaining an annual federal CASP grant (approx. \$300,000) for planning purposes
- Providing planning studies that meet the system needs conducted in a timely and effective manner.

Issues: This program provides technical support to airports across the state; it supports the Department's grant and security inspection programs as well as policy development.

DEPARTMENT OF TRANSPORTATION

Statewide Transportation Services

Program Name: Bridge Inspection

Program Description and History: The Department is required by both Federal and State statutes to inspect every State and local bridge on a periodic basis. State law requires that every bridge in New York State must be inspected at least once every two years. This program provides for that inspection through State forces and consultant contracts.

Relevance to Core Mission: H

(H = High; M = Medium L = Low)

Legal Authority/Mandate:

Federal Highway Administration's National Bridge Inspection Standards (23CFR 650C)

Sections 231, 232 and 236 (Article IX) of the Highway Law

Section 385.15 (Article X) of the Vehicle and Traffic Law

Legal/Mandated Funding level:

2008-09 Funding Level: \$30,000,000

2009-10 Projected Funding Level: \$30,000,000

2008-09 Target Assigned: 78

2009-10 Projected Target Assigned: 78

Description of Funding:

Type of Funding: State Dedicated Fund

Flow of Funding: NA

Formula (if applicable): NA

Matching Requirement:

Performance Measures:

These include meeting the State and Federal mandates on time, data quality and completeness, customer satisfaction, and issuance of timely updates to policies and procedures. The Department provides for safety of bridges and prevents catastrophic bridge failures by following a comprehensive bridge inspection protocol. Once a bridge is found to be seriously deficient the inspection frequency increases and the following progressive regime is implemented; any "red flags" are addressed, load ratings to determine weight restrictions and if necessary, the bridge is closed.

Issues: Deteriorating bridge conditions require more quality control and assurance measures, more training for inspection-related personnel, and timely and accurate updating of load capacities of bridges reflecting the current bridge conditions for posting/closing and permit operations. This and effective oversight of external bridge owners necessitates more staff. Department also made a commitment to provide quick response to overload permit applications in order to assist industry and promote economic competitiveness. Any staff reductions will negatively affect safety and data quality, and will reduce response times.

Any increase in the number of State inspection teams would require more staffing in the regions and associated non-personnel service costs.

Several policy changes in the bridge evaluation are being considered at national level. If they become the law, it could necessitate significant changes to current Department policies and procedures, and may require substantial increases in personnel and financial resources.

DEPARTMENT OF TRANSPORTATION

Statewide Transportation Services

Program Name: Vehicle Inspections

Program Description and History: Under this program, the Department performs statutorily required vehicle safety inspections of school buses, commercial buses and para-transit vehicles and conducts roadside safety inspections of commercial vehicles (trucks). The commercial vehicle activities are supported by the Motor Carrier Safety Assistance Program (MCSAP), a Federal grant program originated in 1985 that provides financial assistance to states to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles.

Relevance to Core Mission: M
(H = High; M = Medium L = Low)

Legal Authority/Mandate:

- Federal Authority: SAFTEA-Lu; Unified Carrier Registration Act - Section 430149; U.S.C. 31100-31104, 31108, 31136, 31140-31141, 31161, 31310-31311, 31502; and 49 CFR 1.48. Regulation: 49 CFR Part 350 & 385.301.
- State Authority: New York State Transportation Law – Sections 92, 93, 140, 145, 152, 172, 191 & 211 – 214; Regulation: Title 17 NYCRR 154, 720, 721 & 820.
- Passenger Carrier Safety, Transportation Law Article 7 section 140, Vehicle and Traffic Law, and Education Law, Title 5 Article 73 part 3623.

Legal/Mandated Funding level

2008-09 Funding Level: \$22,259,000

2009-10 Projected Funding Level \$22,259,000

2008-09 Target Assigned: 212

2009-10 Projected Target Assigned: 212

Description of Funding:

Type of Funding: Various

Flow of Funding: Not applicable

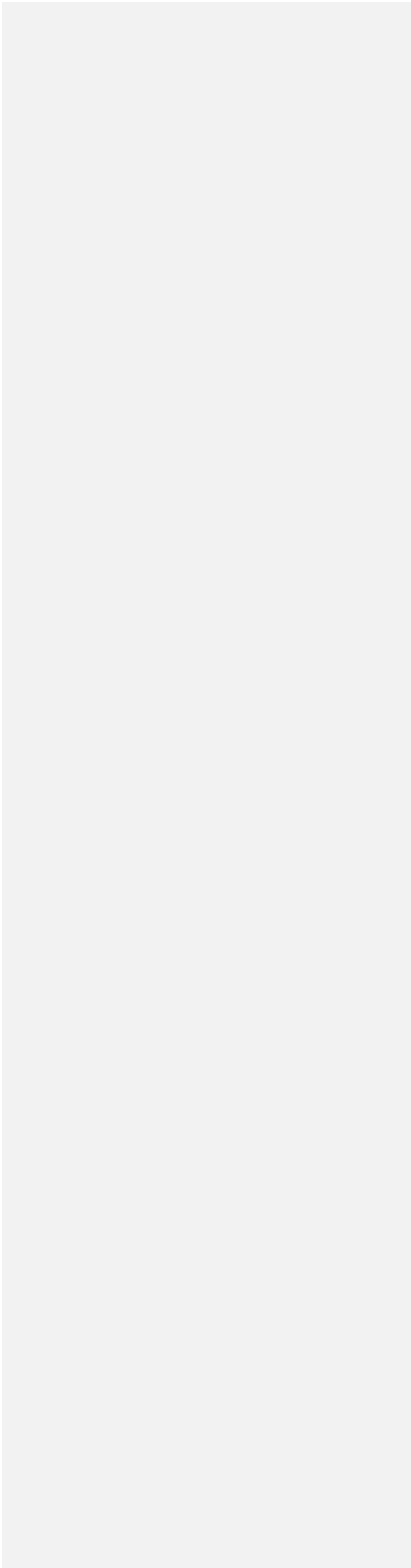
Formula (if applicable): Not applicable

Matching Requirement: MCSAP program requires a 20% state share

Performance Measures: Bus Inspection Program: Number of inspections per employee, number of inspections completed prior to expiration, raise statewide pass rate to greater than 85%.

MCSAP: Rate of truck related fatalities per million miles traveled, number of roadside commercial motor vehicle safety inspections per year, number of safety audits and compliance reviews per year, number of educational outreach sessions to industry and enforcement groups per year, close out time for complaint investigations.

Issues: The Department recognizes the importance of assuring the safety of commercial vehicles by verifying that carriers meet federally and state mandated safety requirements and that the drivers of these vehicles are in compliance with state and federally mandated driver requirements; however, other parts of state government might be better suited to performing this function.



DEPARTMENT OF TRANSPORTATION

Statewide Transportation Services

Program Name: System Safety Oversight

Program Description and History: The Department's Office of Modal Safety and Security delivers a variety of services that advance safety for all modes of transportation and implements measures to improve transportation security. These activities include: ensuring motor carrier compliance with registration, permitting and safety requirements; issuing oversized/overweight permits; conducting accident investigations and analysis; advancing security for operations activities; coordinating development and implementation of federally required annual safety plans and providing staff support for the State Public Transportation Safety Board.

Relevance to Core Mission: M
H = High; M = Medium L = Low)

Legal Authority/Mandate:

- Public Transportation Safety Board, Article 14, section 990 and Article 9-B of Transportation Law.
- Passenger Carrier Safety, Transportation Law Article 7 section 140, Vehicle and Traffic Law, and Education Law, Title 5 Article 73 part 3623.

Legal/Mandated Funding level: None

2008-09 Funding Level: \$8,608,000

2009-10 Projected Funding Level \$8,608,000:

2008-09 Target Assigned: 73

2009-10 Projected Target Assigned: 73

Description of Funding:

Type of Funding: Various

Flow of Funding: NA

Formula (if applicable): NA

Matching Requirement:

Performance Measures: This function is evaluated based on accident trends, impacts on mobility and reliability and the quality of accident investigations, an unquantifiable benefits of this activity are avoidance of serious accident or security threat. An indicator of success is a comparison of historical records for accidents in conjunction with increases in passenger volumes

Public Transportation Safety Board: Number of site reviews completed on schedule, number of System Safety Plans reviewed on schedule, on time completion of the annual report.

Issues: The Department recognizes the importance of ensuring the safety of the traveling public.

DEPARTMENT OF TRANSPORTATION

Services and Support

Program Name: Right of Way Capital

Program Description and History: Acquisition of property required for highway and bridge capital projects, including payments for land and relocation expenses.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate:

Legal/Mandated Funding level: None.

2008-09 Funding Level: \$59,000,000

2009-10 Projected Funding Level: \$59,000,000

2008-09 Target Assigned: Included under Engineering-Real Estate

2009-10 Projected Target Assigned:

Description of Funding:

Type of Funding: State Dedicated Fund, Federal Aid, Bond

Flow of Funding: N/A

Formula (if applicable): N/A

Matching Requirement: N/A

Performance Measures: Ensure timely acquisition of property to meet project schedules

Issues: As expansion projects become less common, the need for these services could slightly decline.

DEPARTMENT OF TRANSPORTATION

Services and Support

Program Name: Equipment Management

Program Description and History: The Office of Fleet Administration and Support provides and maintains the Department's fleet. The items listed below are activities that the Office performs to help accomplish this mission:

- Coverage of aerial lift inspection costs associated with operating buildings, such as utility bills and maintenance costs
- Conduction of bridge inspections with Under Bridge Inspections Units (UBIUs).
- Provision of Work Zone Safety Equipment, basic radio and phone devices required for both normal and emergency fleet operations.
- Payments for equipment insurance to OGS in support of the Department's portion of statewide equipment insurance.
- Administration of the Department's leased vehicles.
- Undertaking required travel to inspect equipment to guarantee that the equipment received by the Department satisfies all standards, including safety standards.
- Management of surplus equipment including the cost of obtaining and transporting Federal government excess property.
- Support of costs of automated systems which track equipment inventories, vehicles, parts, and repair orders.
- Payment of EZ Pass fees for the entire Department's fleet.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services.

Legal Authority/Mandate: The Department is required to operate its vehicles in compliance with State and Federal requirements for safety and emissions. The Diesel Emissions Reduction Act of 2006 requires a three-year phase-in of emission reduction technology retrofits for all heavy duty vehicles owned by the State. 33 percent of eligible vehicles must be retrofitted by December 31, 2008; 66 percent by December 31, 2009; and 100 percent by December 31, 2010.

Legal/Mandated Funding level: The mandates are unfunded.
(Please note if unfunded mandate)

Funding Level:

2008-09 Funding Level: \$6,818,000

2009-10 Projected Funding Level: \$7,023,000

2008-09 Target Assigned: 46

2009-10 Projected Target Assigned: 46

Description of Funding:

Type of Funding: SDF

Flow of Funding: Year-round

Formula (if applicable):

Matching Requirement:

Performance Measures: NA

Issues: To accommodate the constraints of the 2008-09 enacted budget, the planned purchase of two UBIUs was foregone, so that sufficient funding for escalating snow and ice control cost could be ensured.

DEPARTMENT OF TRANSPORTATION

Services and Support

Program Name: DOT Facilities (Capital & non-Capital)

Program Description and History: This program provides funds to operate, maintain and improve the condition of facilities and buildings necessary for the provision of the Department's Direct Delivery Programs. The vast majority of the Department's operations/maintenance facilities contain gasoline and diesel fuel sites used for their equipment and other state agencies' vehicles. It is necessary to maintain and improve these sites to keep them in good operating condition and also comply with regulations from NYSDEC, EPA and various counties. Many sites are aging and require substantial investment so they can remain operable.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Facility Operations
Fuel Facilities Repair/DEC/Tanks
Facilities Capital
Facilities Repair

Legal Authority/Mandate: The Department is operating under a consent order with NYSDEC which began on February 1, 2008 concerning correction of fuel storage tank sites that are not in compliance. Among other items, the order requires that NYSDOT achieve regulatory compliance within two years (Feb 1, 2010).

Legal/Mandated Funding level: This mandated funding level under the consent order is \$4,371,320.

Funding Level:

2008-09 Funding Level: \$50,629,000

2009-10 Projected Funding Level: \$53,410,354

2008-09 Target Assigned: 105

2009-10 Projected Target Assigned: 105

Description of Funding:

Type of Funding: Dedicated Highway and Bridge and Trust Fund.

Flow of Funding: Facility Operations, Fuel Facility Repair/DEC/Tanks are encumbered and expended within the 1st year of funding. Facility Capital and Facility Repair are spent in the 1st and 2nd year of funding.

Formula (if applicable): na

Matching Requirement: na

Performance Measures: Results of the Maintenance Operations Plan

Issues: Facility Operations: Part of this allocation is for contractual services for residencies and the shops operated by Fleet Administration and Traffic Signal Mechanics. Significant reductions to this function could affect the safety of employees and the operations of the physical plants they operate, as well as reduce operational efficiency

DEPARTMENT OF TRANSPORTATION

Services and Support

Program Name: Transportation Maintenance Support

Program Description and History: This program provides training and administrative and technical support for maintenance/operations forces deployed in the highway maintenance and snow and ice control direct delivery programs.

Training provided includes: equipment operation, bridge and tree crew training, as well as specialty training such as certified pesticide applications; the program also funds costs associated with producing safety manuals for fire inspection and code compliance; administers the Dig Safely NY Program; implements the required Omnibus Transportation Employees Testing Act of 1991 (commonly referred to as OTETA). Provides funding for the Main Office Emergency Management Operations – Statewide Transportation Information Center (STICC) a coordination center for transportation incidents and emergencies; and provides radio communication devices for the fleet which also used for reporting accidents or emergencies.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate: The federal Omnibus Transportation Employee Testing Act. The Department is required to operate its vehicles in compliance with State and Federal requirements for safety and emissions.

Legal/Mandated Funding level: The mandates are being funded using existing appropriations.

Funding Level:

2008-09 Funding Level: \$11,210,000

2009-10 Projected Funding Level: \$11,546,000

2008-09 Target Assigned: 107

2009-10 Projected Target Assigned: 107

Description of Funding:

Type of Funding: SDF

Flow of Funding: Year-round

Formula (if applicable):

Matching Requirement:

Performance Measures: These categories support the Maintenance program's compliance efforts with several statutory and regulatory guidelines relating to highway and bridge safety. With the exception of Operations, these program components help ensure that the Department's nearly 4,000 operators are properly trained to use a wide variety of equipment (such as plow trucks, excavators, mowers, and sweepers), are fit for duty and not impaired by any alcohol or drug problems, and can also communicate effectively with fellow operators and supervisors in performing general highway maintenance or snow and ice control work.

Issue: Training provided under this program ensures that maintenance staff work under safe conditions and receive needed instruction to carry out their duties.

DEPARTMENT OF TRANSPORTATION

Services and Support

Program Name: Human Resources/Facilities Management

Program Description and History: This Administrative Services Division provides human resources and administrative support for Direct Delivery Programs. The Division is also responsible for facilities management of over 1.5 million square feet of office space utilized by NYSDOT statewide and oversees the Graphic Arts Section and Purchasing Unit.

- **Office of Human Resources Director:** Provides leadership for NYSDOT's implementation of state and federal policies relating to affirmative action, labor relations, workforce development, hiring and agency staffing, recruitment and employee benefits. The Director supervises four Bureaus and eleven regional administrators that manage these various programs at the main office and regional level. The four Bureaus include Employee Relations, Workforce Learning and Development, Diversity and Personnel.
- **Facilities Management:** Provides oversight for thirty-five leased and state owned properties, including regional offices; has primary responsibility of lease negotiations, renovations, building management, and the mailroom.
- **Graphic Arts:** The Graphic Arts section has existed since the 1940's when the Department was known as the Department of Public Works. The primary responsibility of Graphic Arts is the production of letting documents and manuals for the Engineering program. This Section also provides supplemental materials such as stationery, forms, reports and other print productions utilized by the general public.
- **Purchasing Unit:** This Unit is solely responsible for contracting the Department's unique commodities, services and technology needs as well as being the conduit to competitive centralized commodity contracts (C-Contracts), purchase authorization (PA) contracts, and purchase order contracts valued in excess of \$100 million annually. While the Purchase/Procurement Unit often works in tandem with the Office of General Services, the unique nature of many the Department acquisitions has historically dictated a substantial in-house contracting effort.
- **Communications:** The Communications program, which has evolved constantly since the Department's inception in 1967, incorporates all media types print, television and the internet to provide essential information to the travelling public and residents of New York State on a daily basis.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate: The Department Official Order 1653 delegates' authority to the Director of Human Resources to execute, sign and approve personnel documents, transactions and manage all other personnel related issues. The 1967 Taylor Law, the Civil Service Law and the Public Officer's Law provide authority to the Employee Relations Bureau. The activities of the Workforce Learning and Development Bureau are mandated by Art. 14 of the CSEA negotiated agreement and Art. 15 of the PS&T negotiated agreement, various Executive Orders (e.g. Workplace Violence and Sexual harassment), as well as Federal laws and regulations. The Diversity Management Bureau derives their authority from Title VII of the Civil Rights Act of 1964. Title 23 of the Code of Federal Regulation, the Americans with Disabilities Act of 1990, Section 501 of the Rehabilitation Act of 1973 and Title 49, CFR part 21. Facilities Management and Graphic Arts are governed by Section G of Official Order 1653 and Civil Service Law §12 Number 4. The Purchasing Unit operates primarily under the authority of Art. 11 of the State Finance Law and to a lesser extent Art. 9 of the State Finance Law as well as the guidelines promulgated by the Procurement Council, as required by the State Finance Law. Civil Service Law §12 mandates every state agency shall have a public information officer.

2008-09 Funding Level: \$33,864,000

2009-10 Projected Funding Level: \$33,864,000

2008-09 Target Assigned: 223

2009-10 Projected Target Assigned: 223

Description of Funding:

Type of Funding: State Dedicated Fund.

Flow of Funding: N/A

Formula (if applicable): N/A

Matching Requirement: N/A

Performance Measures: The performance measures of the Human Resources Bureaus are measured by regular reports to executive staff as well as the number of grievances heard and responded to in a timely fashion; the number of training courses offered by the Department and the amount of employees utilizing NHI courses; the percentage of employees trained; attainment of employment goals as set by Civil Service for each Federal Occupational Category; and identification of barriers to achieving goals for recruitment efforts. Facilities Management and Graphic Arts performance measures include timely processing of materials and successfully negotiating lease and renovation costs. The Purchasing Unit's performance measures include various statistics on the amount of time required to process requisitions annually.

Issues: Administrative support functions are essential for the operation of a large agency.

DEPARTMENT OF TRANSPORTATION

Services and Support

Program Name: Engineering - Design

Program Description and History: This program provides engineering design services to implement the Department's Direct Delivery Programs. The Office of Design within the Engineering Division prepares plans and specifications for capital improvements and for contract maintenance on the State highway and bridge system. The Office also develops policies and standards necessary to produce those designs. Approximately 50 percent of the annual construction program is designed using in-house staff and 50 percent is consultant design.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate:

- Federal Law - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
- United States Code (various titles, e.g., Title 23 Highways, Title 49 Transportation)
- Federal Regulations – Title 23 Highways, Title 49 Transportation
- New York State Regulations – e.g., 6 NYCRR 617 (by NYSDEC), 17 NYCRR 15 (by NYSDOT)
- New York State Laws – e.g., Highway Law, Eminent Domain Procedure Law, Environmental Conservation Law
- National Environmental Policy Act (NEPA)
- State Environmental Quality Review Act (SEQR)

Legal/Mandated Funding level: None.

2008-09 Funding Level: \$225,680,000

2009-10 Projected Funding Level: \$225,680,000

2008-09 Target Assigned: 1274

2009-10 Projected Target Assigned: 1274

Description of Funding:

Type of Funding: Engineering Services State Dedicated Fund, Federal Aid, Bond

Flow of Funding: N/A

Formula (if applicable): N/A

Matching Requirement: N/A

Performance Measures: Office of Design Performance Indicators and Measures Quarterly Report. This is a balanced scorecard approach with measures for resource utilization, internal customers, external customers, project development schedule achievement, quality, workforce development, information technology and organizational effectiveness.

Issues: The Department depends on its state force as a cost-effective method to provide engineering design services.

DEPARTMENT OF TRANSPORTATION

Services and Support

Program Name: Engineering - Construction

Program Description and History: This program provides for construction inspection and oversight of contract projects on the State highway and bridge system to ensure compliance with plans and specifications, to enforce adherence to State and Federal laws and regulations and to ensure State contracts compliance.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate:

Legal/Mandated Funding level: None.

2008-09 Funding Level: \$197,645,000

2009-10 Projected Funding Level: \$197,645,000

2008-09 Target Assigned: 1183

2009-10 Projected Target Assigned: 1183

Description of Funding:

Type of Funding: Engineering Services State Dedicated Fund, Federal Aid, Bond

Flow of Funding: N/A

Formula (if applicable): N/A

Matching Requirement: N/A

- **Performance Measures:** Timely, safe, completion of construction contracts within scope of work, budget and per revised completion dates.
- Complete inspection & documentation of work performed as required by FHWA, Office of the State Comptroller, Department of Labor, Department of Environmental Conservation, and NYSDOT standards.
- Timely hiring of Transportation Construction Inspectors (seasonal staff).
- Timely processing of consultant requests.
- Efficient use of State and Consultant resources on a Statewide level to perform Quality Assurance and Quality Control functions

Issues: Construction inspectors provide a key service to ensure adherence to plans and specifications.

DEPARTMENT OF TRANSPORTATION

Services and Support

Program Name: Engineering – Structures

Program Description and History: The Office of Structures produces plans for bridge capital projects; specialized engineering services for bridge construction; quality assurance of bridge design and construction; management of bridge inspection and safety assurance programs.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate:

Legal/Mandated Funding level: None.

2008-09 Funding Level: \$15,335,000

2009-10 Projected Funding Level: \$15,335,000

2008-09 Target Assigned: 161 (Main Office only)

2009-10 Projected Target Assigned: 161

Description of Funding:

Type of Funding: Engineering Services State Dedicated Fund, Federal Aid, Bond

Flow of Funding: N/A

Formula (if applicable): N/A

Matching Requirement: N/A

Performance Measures: Design efficiency and quality.

Issues: This function provides needed services in several basic aspects of delivering capital projects.

DEPARTMENT OF TRANSPORTATION

Services and Support

Program Name: Engineering – Technical Services

Program Description and History: The Office of Technical Services provides for the testing of subsurface conditions and related design engineering; testing and evaluation of construction materials; research on new materials and methods; and maintenance of data systems for state highways.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate:

Provide Technical Guidance –

- § 633.207 Construction labor and materials.
- HIGHWAY LAW - ARTICLE 2,
- § 637.205 Policy. (a) *Quality assurance program.*
- § 637.207 Quality assurance program.
- § 637.209 Laboratory and sampling and testing personnel qualifications

Legal/Mandated Funding level: None.

2008-09 Funding Level: \$20,983,000

2009-10 Projected Funding Level: \$20,983,000

2008-09 Target Assigned: 229

2009-10 Projected Target Assigned: 229

Description of Funding:

Type of Funding: Engineering Services State Dedicated Fund, Federal Aid, Bond

Flow of Funding: N/A

Formula (if applicable): N/A

Matching Requirement: N/A

Performance Measures:

Issues: Testing and data systems maintenance help discover risks, avoid mistakes, and advance the Department's knowledge base.

DEPARTMENT OF TRANSPORTATION

Services and Support

Program Name: Engineering – Real Estate

Program Description and History: The Office of Real Estate provides for the appraisal and acquisition of real property required for transportation capital projects; management and disposition of property no longer needed for transportation purposes and relocation of property owners and tenants displaced by Department acquisitions. This includes the personal service and Nonpersonal service cost to manage that statewide Real Estate program. The property acquisition costs are included in the Right of Way category of the capital program.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate:

US Constitution – 5th Amendment, 14th Amendment

49 Code of Federal Regulations, Part 24

23 Code of Federal Regulations, Part 200, Part 635, Part 710 and Part 751

Constitution of the State of New York

Eminent Domain Procedure Law, Articles 3, 4, 5, 6 and 7

Highway Law, Sections 10, 22, 29, 30, 31, 53, 80, 81 and 85

Court of Claims, Article 2

49 Code of Federal Regulations, Part 24

Court of Claims, Article 2, Section 206.21

New York Code of Rules and Regulations, Title 17, Part 101

Legal/Mandated Funding level: None.

2008-09 Funding Level: \$18,532,000

2009-10 Projected Funding Level: \$18,532,000

2008-09 Target Assigned: 224

2009-10 Projected Target Assigned: 224

Description of Funding:

Type of Funding: Engineering Services State Dedicated Fund, Federal Aid, Bond

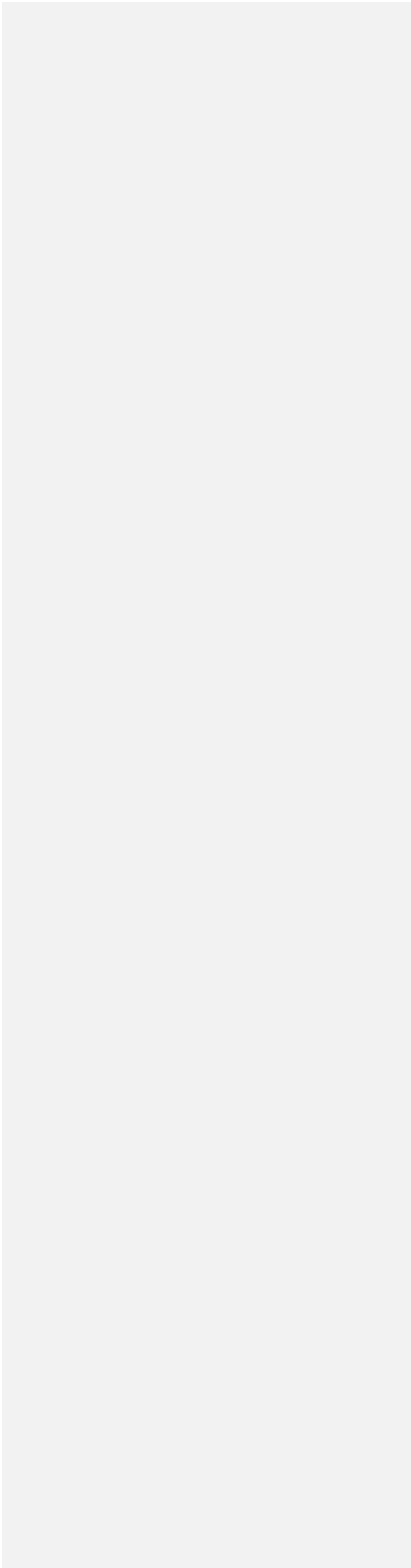
Flow of Funding: N/A

Formula (if applicable): N/A

Matching Requirement: N/A

Performance Measures:

Issues: This function fulfills an important administrative need of the Department; real estate issues affect many Department projects.



DEPARTMENT OF TRANSPORTATION

Services and Support

Program Name: Policy & Planning

Program Description and History: This program conducts federally required planning activities and develops transportation investment plans and recommendations for the Department's Direct Delivery Programs, as well as other transportation agencies. These services are delivered primarily by the Policy & Planning Division, encompassing the Offices of Policy and Performance, Integrated Modal Services and Regional Planning & Program Coordination.

Office of Policy, Planning & Performance: includes the Statewide Planning Bureau, the System Performance & Asset Management Bureau and the Statewide Policy Bureau. These Bureaus perform a wide range of transportation policy, planning and data analyses that directly support development of the State's transportation capital investment program and set the policy direction for meeting the State's current and future transportation needs as follows:

- Statewide Planning Bureau
 - Ensure compliance with mandated state and federal transportation planning laws, requirements and processes.
 - Provide policy and technical guidance and administer federal planning grant funds supporting the State's 13 Metropolitan Planning Organizations.
 - Manage FHWA State Planning and Research (SPR) grants including developing and managing the state's program of transportation planning research.
 - Implement a statewide training and technical assistance program to integrate land use and transportation planning in support of the Governor's Smart Growth initiative
- System Performance & Asset Management Bureau
 - Lead development of the multiyear "Transportation Investment Program" and monitor program delivery.
 - Acquire, transform and disseminate demographic, economic, freight, multi-modal travel, and customer preference historical and forecast data.
 - Estimate future multi-modal investments and forecast future system condition and performance for alternative fiscal resource constraint scenarios.
 - Develop and monitor transportation system work accomplishment metrics and outcome-based performance measures.
 - Lead implementation of transportation asset management principles to support resource allocation decisions.
- Statewide Policy Bureau
 - Develop and analyze state, federal and local multi-modal transportation policies, programs and strategies to guide agency actions.
 - Analyze border transportation policies and issues.
 - Develop and implement corridor-wide studies and policies.
 - Develop, coordinate and manage transportation demand management (TDM) policies, activities and consultant contracts.

Office of Integrated Modal Services: Includes the Public Transportation, Aviation and Freight Bureaus as well as the Bicycle & Pedestrian section. These entities coordinate, develop and monitor transportation policies regarding these critical modalities. Includes the administration of Federal funds, preservation and enhancements of airport, and oversight and management of the Department's rail, port and industrial access programs. This Office supports the delivery of the following programs across the State:

- **Rail & Port Program**
- **Aviation Program**
- **Transit Program**
- **Passenger Rail**
- **Bicycle/Pedestrian**

Office of Regional Planning & Program Co-ordination: Provides main office direction to the Regional Offices which carry out management of the capital program and project planning development for the regions. Provides policy and program guidance to eleven Regional Planning and Program Management offices including:

- Implementation of policy, planning and transportation financial guidance.
- Management of the capital program.
- Project planning development
- Federal aid guidance through the Local Program Bureau.
- Policies, procedures and program administration for municipalities and non-governmental organizations

The Local Program Bureau provides Federal Aid guidance, policies, procedures and program administration to approximately 1,600 municipalities, several hundred non-governmental organizations and over 8,000 school districts.

Office of Finance: This program, delivered primarily by the Department's Office of Finance, implements the Department's annual budget process, supports the development of multi-year financing plans, manages resource allocation to the Department's direct and support programs, provides financial policy advice to various consumers within State government and engages in activities that promote fiscal accountability within the Department. The Office encompasses the Budgeting, Financial Policy, Program Management and Project Management Bureaus:

- The Budget Bureau primarily is the central contact with Division of the Budget, develop the annual budget submission, provide comprehensive financial planning, and develop and monitor the Fiscal Plan.
- The Financial Policy Bureau primarily oversees the State Dedicated Fund and bonding, models for the financial plan, co-ordinates with the Metropolitan Planning Organizations (NYMTEC) on long range plan fiscal estimates, leads the Tappan Zee Finance Project and obtains and manages toll credits.
- The Project Management Bureau primarily assists the regions in the delivery of the on-state system highway and bridge capital program and timely obligation of federal and encumbrance of state funds.

- The Program Management Bureau primarily allocates federal and state funds to regions for the capital program, manages the Memorandum of Understanding (MOU) Program and updates, produces the Highway and Bridge Capital Program, develops the Fiscal Constraint Report for FHWA and the Comprehensive Project Report for the Legislature, tracks Federal Aid Advance Construction and Obligations by region and is the point of contact for the Appalachian Development Highway System.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate: Various sections of the NYS Transportation Law, the Highway Law, the Code of Federal Regulations and the United States Code.

Article VII of the New York State Constitution requires the head of each department of government to respond to the Governor's requests for fiscal information. Section 1904(a) of SAFETEA-LU (Tappan Zee Finance and other major project finance plans), 23 CFR Part 4450.104 (long range plans) and the IRS Code guides bond program administration. The 2005 Memorandum of Understanding between the Governor and Legislature, Federal Appalachia Act of 1965 and various sections of SAFTEA-LU.

2008-09 Funding Level: \$30,993,000

2009-10 Projected Funding Level: \$30,993,000

2008-09 Target Assigned: 363 (253 of which is regional planning)

2009-10 Projected Target Assigned: 363 (253 of which is regional planning)

Description of Funding:

Type of Funding: State Dedicated Fund.

Flow of Funding: N/A

Formula (if applicable): N/A

Matching Requirement: N/A

Performance Measures:

Issues: Need to create strong financial capital programming tools and systems. The project/program management staff area has been exceptionally hard hit by retirements. Rebuilding this staff and unit will be essential to more aggressively manage the financial side of program/project management

**DEPARTMENT OF TRANSPORTATION
Services and Support**

Program Name: Accounting

Program Description and History: This program provides accounting services in support of the Department's financial management. Critical activities include Federal aid accounting, expenditures, general ledger and financial reporting, payroll, program direction, travel, miscellaneous revenue and grants, and reconciliation.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate: Various section of the State Finance Law.

Legal/Mandated Funding level: None.

2008-09 Funding Level: \$4,743,000

2009-10 Projected Funding Level: \$4,743,000

2008-09 Target Assigned: 60

2009-10 Projected Target Assigned: 60

Description of Funding:

Type of Funding: State Dedicated Fund.

Flow of Funding: N/A

Formula (if applicable): N/A

Matching Requirement: N/A

Performance Measures: For Federal aid there are two important measures: the dollar value of billings in suspense and the balance in Fund 291-10. Dedicated Fund performance is measured in the timeliness of payments to employees for payroll and travel, the Comptroller reports on the Department's prompt payment performance,

Issues: There are several critical issues facing the Department's Accounting Department:

The Department's Integrated Accounting System (IAS) was developed in the early 1970's; and it captures all expenditures and revenue, but it does not account for assets. It is used for processing the Department's claims of over \$1.5 billion in federal aid by submitting a bill by project number. Expenditure information is used in conjunction with other systems in order to report infrastructure assets under GASB 34.

OSC's initiative to replace the existing central accounting system (FOCAS) as well as the project to provide State agencies with a single statewide Financial Management System (NYFMS) that would interface with FOCAS exposes the Department to significant risks over the next few years. DOT is reliant on the existing central accounting system to provide accounting information which is downloaded into its IAS. Should FOCAS not be able to properly interface with IAS, DOT may be unable to collect federal aid from FHWA.

DEPARTMENT OF TRANSPORTATION

Services and Support

Program Name: Legal Affairs

Program Description and History: The Office of Legal Affairs provides legal advice to the Commissioner, Department executives, managers and staff, the Governor's office and appropriate state officials. Attorney's, legal assistants and support staff work on all legal issues affecting the Department, including drafting agreements, memoranda of understanding and other legal documents; providing legal review and counsel regarding bond programs including drafting legally required Commissioner and Counsel certifications; reviewing and drafting legislation affecting the Department and rules and regulations implementing such legislation; representing the Department at administrative hearings, providing support to the Department of Law, managing an \$8 billion tort litigation program, coordinating the defense of claims and providing statutorily required settlement authority; provide legal services in the design, letting, award and termination of projects in the capital program including the environmental, utility relocation and real estate processes; represent the Department and prosecute a variety of statutory violations at administrative hearings; providing oversight of Division Bureaus; provide counsel regarding Department permits; Department training; providing legal advice regarding the Department's management of property and leases; providing legal advice regarding railroad, aviation and other grant programs and perform other statutory functions such as Freedom of Information Law (FOIL) requests.

The Office of Proceedings supports certain of the Commissioner's statutory responsibilities under the Highway Law, Railroad Law, Transportation Law, and Vehicle and Traffic Law. These include the regulation of motor carriers of passengers, consideration of safety issues involving motor carriers of property, compliance by household goods carriers with state law and regulations, the control of advertising signs adjacent to the highway, railroad matters including the closing of railroad grade crossings, and the violation of state laws relating to vehicle weights and dimensions.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate: Approval of settlement of tort claims is required by section 20-a of the Court of Claims Act, small claim processing is governed by State Finance Law, Article 2 Section 8 Paragraph 12-a. Foil functions are required pursuant to Article 6 (FOIL) and Article 6A (PPPL) of the NYS Public Officers Law. Office of Proceedings functions are required pursuant to Section 91 of the Railroad law, Sections 145 and 152-156 of the Transportation Law, Section 385 of the Vehicle and Traffic Law and 17 NYCRR Section 154-2.156 and Section 88 of the Highway Law.

Legal/Mandated Funding level: None.

2008-09 Funding Level: \$2,954,000

2009-10 Projected Funding Level: \$2,954,000

2008-09 Target Assigned: 34

2009-10 Projected Target Assigned: 34

Description of Funding:

Type of Funding: State Dedicated Fund.

Flow of Funding: N/A

Formula (if applicable): N/A

Matching Requirement: N/A

Performance Measures:

Issues: NYSDOT's policy goals require legal expertise in areas such as proceedings before the Surface Transportation Board, federal motor carrier law, and addressing substantive and procedural environmental mandates.

**DEPARTMENT OF TRANSPORTATION
Services and Support**

Program Name: Contract Management

Program Description and History: This program provides contract development, procurement and negotiation services necessary to deliver the Department's Direct Delivery Programs. Staff in the contracts Management Bureau develop, review and implement contracts that include: (1) Engineering and Consultant agreements including licensed professional engineers, surveyors architects, etc.; (2) Construction, Local & Miscellaneous agreements with construction contractors, local governments, other State and federal agencies, railroads, transit companies, and airports, etc.; and (3) Non-Engineering Consultant agreements with other professionals such as information technology, real estate, materials testing, inspection, audit, etc.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate: Contracts are entered into under various sections of State Finance Law, including §136A and §163 and various sections of Highway and Transportation Law.

Legal/Mandated Funding level: None.

2008-09 Funding Level: \$4,253,000

2009-10 Projected Funding Level: \$4,253,000

2008-09 Target Assigned: 41

2009-10 Projected Target Assigned: 41

Description of Funding:

Type of Funding: State Dedicated Fund, Engineering Service Fund, Capital construction and various for other agreements.

Flow of Funding: N/A

Formula (if applicable): N/A

Matching Requirement: Most Engineering consultant contracts are 80/20 Federal/State and some are 100 percent State funds. There are various other matching requirements for other contracts.

Performance Measures: Timeliness of completing the engineering consultant contract process and the percentage of construction contracts awarded within 45 days of letting.

Issues: None. The Department will continue to increase DBE utilization of contracts.

DEPARTMENT OF TRANSPORTATION

Services and Support

Program Name: Audit

Program Description and History: This program provides internal audit services, external audit coordination, contract audit services, enterprise risk management, and investigation activities for the Department.

- Internal audit services assist management in identifying opportunities for efficiency improvements as well as identifying areas where the agency can be at risk for loss through non-compliance with mandates; these audits also provide management with an independent objective review of agency operations and recommend actions to assist Department management in improving operations. The internal function was established at NYSDOT in 1967 at the request of the Federal Highway Administration. Since 1987, NYSDOT has been subject to the New York State Governmental Accountability Audit and Internal Control Act.
- External audits are coordinated by the Internal Audit Bureau and conducted by key agencies such as the Federal Highway Administration, Federal Transit Administration and the Office of the State Comptroller to ensure the Department is complying with applicable State and Federal requirements, programs are being administered efficiently and cost effectively, and objectives are being accomplished.
- Contract Audit performs audits and reviews to optimize the efficiency and effectiveness of audit resources for Department contracting operations and to maximize audit coverage of agency risk. The Bureau primarily: Conducts financial and compliance audits and reviews of contractors, grantees, and other external parties to assure that State and Federal funds are used in compliance with applicable laws, rules, and regulations and in accordance with the specific contract or grant terms; and performs pre-award, closeout and business practice audits which are related to Department consultant agreements. The rest of the Bureau's workload is comprised of: audits and reviews required for snow and ice control contracts, rail and utility relocation agreements, State Transportation Operating Assistance, construction claims and special projects. The Bureau determines whether to certify a firm as eligible to participate as a Disadvantaged Business Enterprise (DBE) in Federally funded contracts. The Bureau processes new applications, recertifies firms, decertifies firms when necessary, performs outreach to new firms and coordinates with Unified Certification Program partners. Currently, the Bureau is responsible for oversight of 400-plus DBE firms, and; monitors nonprofit organizations expending Federal funds as set forth by the Federal Single Audit Act of 1984. More than 200 sub-recipients of Federal Aid (e.g. grants, loans and loan guarantees, property, co-operative agreements) are monitored for compliance. Corrective action plans are developed as required.

- Since 2006, Enterprise Risk Management (ERM) has been charged with the implementation and administration of the Department's internal control program and system of internal control review. Consistent with the requirements of the Internal Control Act and implementing requirements of Budget Bulletin B-350 ERM has, as a critical component to the Department's system of internal control review, implemented a robust risk assessment process.
- Investigations have been a discrete Departmental function since the 1980's. The Investigations Bureau has broad responsibility for conducting independent and objective investigations into allegations of fraud, conflicts of interest, theft, Procurement Lobbying Law violations, misuse of State resources and significant time and attendance abuses. The Bureau also makes recommendations on how these types of violations can be mitigated. The Investigations Bureau also works closely with external entities to coordinate and investigates cases.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate: Section 952 of Article 45 of the NYS Executive Law, Internal Control Responsibilities for State Agencies. NYS Executive Law Article 4-A requires every State officer or employee in an applicable agency to promptly report any instances of corruption, fraud, criminal activity, conflicts of interest or abuse by another state officer or employee relating to their office or employment or any person having business dealings with an agency covered by Article 4-A.

Legal/Mandated Funding level: Internal Audit functions are an unfunded mandate.

2008-09 Funding Level: \$3,586,000

2009-10 Projected Funding Level: \$3,586,000

2008-09 Target Assigned: 42

2009-10 Projected Target Assigned: 42

Description of Funding:

Type of Funding: State Dedicated Fund.

Flow of Funding: N/A

Formula (if applicable): N/A

Matching Requirement: N/A

Performance Measures: Accomplishment of the annual internal audit and contract audit plan, percentage of projects completed in budgeted hours and due dates, follow-up reviews are conducted and issued within 12 months of the final report issuance, cost savings/avoidance and executive management satisfaction with the quality of services.

Issues: Internal Audit: Civil Service has been unable to provide agencies with a sufficient pool of qualified internal audit candidates, resulting in staff and management positions being filled with candidates having little or no internal audit experience. The level of internal audits has been increasing and special projects requested by management exceed expectations and has resulted in delays due to resource issues.

**DEPARTMENT OF TRANSPORTATION
Services and Support**

Program Name: Civil Rights Programs and Policy Direction

Program Description and History: The Civil Rights function provides the Department's programmatic oversight responsibility for all civil rights programs. Specific programs include the D/M/WBE, the External Equal Opportunity (EEO) Program, On-the-Job Training, the Supportive Services Program and the Title VI/Environmental Justice Program.

Civil Rights Programs: Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination under any program or activity receiving Federal financial assistance on the grounds of race, color, or national origin. This program originated in 1964 and was amended since then by other civil rights legislation regarding discrimination based on gender, age, marital status, disability, etc. The DBE Supportive Services Program was created in 1982 and the OJT Supportive Services Program was created in the mid-1980s

Policy Direction: Beginning with the inception of Title VI of the Civil Rights Act of 1964, the Federal government has required regular reporting in order to monitor the effectiveness of federally assisted programs. It has also required annual plans to document program structure, policy, procedures, staffing, activities, and initiatives in order to evaluate the compliance status of the Department for specific programs. The Department is also required to provide training and technical assistance to its staff as well as sub-recipients of Federal funds regarding Federal reporting requirements. In addition to the Federal requirements, New York State's Minority/Women's Business Enterprise (M/WBE) program, which was created in 1988, also requires an annual plan as well as quarterly reporting.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate: There are various regulations and Executive Orders for the Civil Rights Program. Please see the attached chart for details.

Legal/Mandated Funding level: The Disadvantaged Business Enterprises and On the Job Training Supportive Services Programs are eligible for Federal funding subject to the availability of Surface Transportation and Bridge Funds. The remainder of Civil Rights programs (e.g. Environmental Justice, Limited English Proficiency, Americans with Disabilities Act and Equal Employment Opportunity) are unfunded mandates; however fiscal penalties are imposed on the Department for non-compliance. Fiscal penalties are mentioned specifically for State Conducted Compliance Reviews in 23 CFR 230.403(a)(3), for the DBE program in 49 CFR 26.21(c), for the EEO program in 23 CFR 230.405(a)(3)(ii), and for all Federal-aid highway program activities in 49 CFR 21.13(a). Also, FHWA informed the Department last year that it was required to develop formal LEP and ADA Programs.

2008-09 Funding Level: \$1,012,000

2009-10 Projected Funding Level: \$1,012,000

2008-09 Target Assigned: 11

2009-10 Project Target Assigned: 11

Description of Funding:

Type of Funding: State Dedicated Fund

Flow of Funding: Evenly

Formula (if applicable):

Matching Requirement:

Performance Measures: Submission of all Federal and State reports, number of days to process complaints (Title VI), number of DBE firms doing business with the Department, OJT is measured by the number of minorities, women and economically disadvantaged persons placed in the highway construction and civil engineering workforce.

Issues: The Department has sought to strengthen its capacity in this key area.

**DEPARTMENT OF TRANSPORTATION
Services and Support**

Program Name: Information Support

Program Description and History: This program provides information technology hardware, software and support for all of the Department's direct and support programs. Activities include maintenance, operation and improvement of existing systems, as well as development of new systems and technology that are necessary for delivery of the Department's programs.

Relevance to Core Mission: Develops and deploys information technology solutions on behalf of the NYSDOT Divisions and Program Areas. This includes maintaining the entire Information Technology infrastructure of the Agency, providing technical support to internal and external customers, and ensuring an overall secure IT environment.

Legal Authority/Mandate: N/A

Legal/Mandated Funding level: N/A

2008-09 Funding Level: \$46,480,000

2009-10 Projected Funding Level: \$46,480,000

2008-09 Target Assigned: 191

2009-10 Projected Target Assigned: 191

Description of Funding:

Type of Funding: State Dedicated Fund

Flow of Funding:

Formula (if applicable):

Matching Requirement:

Performance Measures: Maintenance of mission critical systems and timely development and implementation of new systems allowing the Department to keep pace with the transportation demands of the twenty-first century.

Issues: The ever increasing cost of maintaining the IT infrastructure has gradually eroded funding for ongoing and future project development.

**DEPARTMENT OF TRANSPORTATION
Services and Support**

Program Name: Executive Leadership and Program Delivery

Program Description and History: Organizationally, this encompasses the Office of the Commissioner and the Delivery Division. Under the Office of the Commissioner, policy activities are carried out by the Executive offices. Such activities include: analysis and evaluation of management, organization, communications and related administrative issues of programs, policies, procedures, standards and measures of performance of the Department; review, analysis and coordination of work prepared for the Commissioner and First Deputy Commissioner; and review and evaluation of the Department's internal control system which encompasses the plan, organization, all policies, procedures, and methods approved by management to assure appropriate decisions are made and activities are carried out in an efficient and cost-effective manner. The Delivery Division coordinates regional management and delivery of the capital and operating programs in the 11 regions.

Relevance to Core Mission: Services and support functions derive relevance from core mission in ratio to the support they provide for delivered programs and services

Legal Authority/Mandate: None

Legal/Mandated Funding level: None.

2008-09 Funding Level: \$6,769,000

2009-10 Projected Funding Level: \$6,769,000

2008-09 Target Assigned: 79

2009-10 Projected Target Assigned: 79

Description of Funding:

Type of Funding: State Dedicated Fund, Engineering Service Fund

Flow of Funding: N/A

Formula (if applicable): N/A

Matching Requirement:

Performance Measures:

Issues: Office of the Commissioner provides overall leadership and guidance to carry out the State's transportation plan.