

DEPARTMENT OF TRANSPORTATION

MISSION

The Department of Transportation (DOT) directly maintains and improves the State's more than 40,000 State highway lane miles and over 7,500 bridges. In addition, the Department partially funds locally-operated transit systems, local government highway and bridge construction, and rail, airport, and canal programs.

The DOT of the 21st Century is capitalizing on evolving world trade patterns, using intelligent transportation technology to manage increases in traffic and balancing security concerns with the need to move people and products safely and efficiently. The Department closely coordinates with other State transportation agencies and authorities, with the goal of creating a seamless statewide transportation system that addresses environmental and community concerns and more efficiently moves people and goods throughout the State's transportation system.

ORGANIZATION AND STAFFING

The Department is headed by a Commissioner appointed by the Governor. The Department's main office is in Albany, with 11 regional offices in Schenectady, Utica, Syracuse, Rochester, Buffalo, Hornell, Watertown, Poughkeepsie, Binghamton, Hauppauge and New York City. The Department also maintains highway maintenance and equipment repair facilities across the State.

Employees of the Department perform such activities as highway maintenance, snow and ice removal, highway and bridge design and construction inspection. In addition, the Department's staff inspects school and charter buses, regulates commercial transportation, oversees public transportation systems and state-owned airports, and provides administrative support for the Department.

BUDGET HIGHLIGHTS

The Executive Budget recommends **\$7.7 billion All Funds (\$103 million General Fund; \$4.5 billion Capital Projects Funds; \$177 million Other Funds)** for the Department of Transportation (DOT). This is an increase of **\$369 million** (decrease of \$600,000 General Fund; increase of \$193 million Capital Projects Funds; increase of \$177 million Other Funds) from the 2007-08 Budget. This net change primarily reflects: increased transit aid to meet the operating needs of transit systems Statewide, including a record level of aid to the MTA (\$173 million); planned increases in DOT construction and preventive maintenance (\$59 million); new resources for the State and Local Bridge Preservation Program (\$140 million); and a net decrease of \$3 million for administrative savings and other offsetting adjustments based on program activity.

The Executive Budget recommends a staffing level of **10,593 FTEs** for the Department of Transportation, a net increase of 322 from the 2007-08 budget. A total of 339 new positions are provided to support the new State and Local Bridge Preservation Program including staff for additional bridge maintenance crews and State and Local contract oversight. Another 30 preventive maintenance positions will enhance the Department's ability to maintain its heavy equipment and reduce reliance on outside repair work. The Budget also includes 25 new positions to replace consultant contracts for information technology and bridge inspection with State staff. A total of 22 positions will be eliminated due to administrative automation and efficiencies.

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Major budget actions include:

- **Bridge Preservation Program:** The budget provides \$140 million in 2008-09 for the State and Local Bridge Preservation Program that includes \$17 million in support of State bridge crews and oversight, \$50 million for bridge maintenance contracts, \$13 million for bridge capital contracts and related engineering, and \$60 million for locally-owned bridge facilities. An additional 339 positions are included to support these activities. A portion of an annual \$20 fee assessed on motor vehicle insurance policies will be dedicated to the Dedicated Highway and Bridge Trust Fund (DHBTF) to provide resources for this new program.
- **Enhanced In-sourcing:** The budget enhances the use of State staff, adding 55 new positions for functions currently performed by consultant staff. These activities include information technology, bridge inspection and equipment management and are estimated to generate almost \$1.6 million in annual cost savings upon full implementation in 2009-10.
- **Administrative Efficiency:** The budget includes over \$2 million in cost savings from a variety of automation efforts and administrative efficiencies for procurement, project bidding and payroll and travel centralization.
- **Additional Support for Statewide Significant Projects:** The budget provides an additional \$300 million of Federal funding in 2009-10 to ensure that Projects of Statewide Significance contained in the State transportation plan MOU, such as the conversion of Route 17 to Interstate 86, are not delayed by funding shortfalls caused by construction cost inflation.
- **Transit Procurement Consortium:** The budget puts in place incentives for transit providers to utilize consortiums when purchasing replacement buses meeting federal standards. The use of consortiums will allow smaller transit providers throughout the state to pool their resources and achieve greater economies of scale.

The Department is responsible for the implementation of transportation programs related to highways and bridges, transit, aviation, ports, rail and other modes. It is supported by revenues from the Petroleum Business Tax, highway use tax, motor fuel taxes, auto rental tax, transportation/transmission tax, motor vehicle fees, and other fees. Substantial Federal aid is also used to support the programs. The 2005 Bond Act provides additional funding for the 2005-10 period.

The five-year transportation capital plan enacted in State Fiscal Year 2005-06 included over \$35.9 billion for the State's transportation systems during the period, with over \$17.9 billion for DOT capital programs and over \$17.9 billion for the Metropolitan Transportation Authority program. To finance the plan, existing resources were augmented by increases in motor vehicle fees, a restructuring of the Dedicated Highway and Bridge Trust Fund debt, increases in the sales tax and mortgage recording tax levied in the MTA service district, and the Rebuild and Renew New York Transportation Bond Act passed by the voters in November 2005. The 2007-08 budget increased the DOT plan to over \$18.7 billion, largely reflecting the utilization of additional Federal resources.

The Executive Budget further increases DOT's five-year capital program by \$587 million to \$19.4 billion. Primary components of this increase include \$287 million for the State and local bridge maintenance initiative and \$300 million in supplemental Federal resources for Projects of Statewide Significance.

A new State and Local Bridge Preservation Program to enhance funding for preventive maintenance on State and locally-owned bridges will provide \$140 million in 2008-09. Key elements of this initiative include: \$13 million for State bridge maintenance crews and related equipment and facilities; \$54 million for bridge maintenance contracts and State and

local contract support; \$13 million for bridge construction contracts and related engineering; and a \$60 million local bridge preservation program. The budget also provides 339 positions to support this initiative, including 262 FTEs for bridge maintenance crews, 57 FTEs for State and local maintenance contract oversight and 20 FTEs for engineering design and construction inspection.

The Department's operations are devoted primarily to highway maintenance, particularly snow and ice removal. The 2008-09 Executive Budget provides \$610 million for snow and ice control and State forces preventive maintenance. This level represents an increase of approximately \$16 million in both Federal and State funds, which will be utilized for inflationary pressures, conformance to unfunded mandates, and critical maintenance needs. Additional funding for preventive maintenance performed by private firms is included as part of the highway and bridge contract level.

The Department's regulatory programs and other operations are primarily funded by fees, miscellaneous revenues and federal aid. Approximately \$25.4 million is derived from fees, including those imposed on trucks registered to transport products throughout the State; landing fees and rents levied at Republic Airport; revenues generated by the sale and rental of Department property, such as commercial leasing of land for parking or storage; and funds recovered from accident damage to State transportation facilities. These funds support a number of agency activities, including administrative support services, highway safety and aviation programs.

Federal aid of \$20 million and dedicated mass transit funds totaling \$6.5 million help finance the Department's remaining operating responsibilities for mass transportation, aviation and motor-carrier safety programs.

Capital appropriations provide funding for construction and reconstruction projects on State highways, bridges, railways and airports, as well as financing the engineering staff and private-sector consultants who work on these projects. Obligations for highway and bridge construction contracts will total \$2.13 billion in 2008-09, an increase of \$153 million over Enacted Budget levels for the prior year.

The centerpiece of the State's Highway and Bridge Program is the Dedicated Highway and Bridge Trust Fund (DHBTF), established in 1993. The Trust Fund derives its revenues from portions of the petroleum business tax, motor fuel tax, motor vehicle fees, highway user fees, auto rental tax, transportation/transmission tax, and miscellaneous transportation-related revenues. These funds are used both on a pay-as-you-go basis and to pay debt service on bonds issued by the Thruway Authority to finance portions of the State and local highway programs. A restructuring of Trust Fund debt in 2005 provided additional financial resources to support the new five-year transportation plan. The 2005-06 Enacted Budget also increased certain motor vehicle fees to support the plan. The 2008-09 Executive Budget proposes to dedicate a portion of a \$20 fee assessed on motor vehicle insurance policies to the Trust Fund to support the new State and Local Bridge Preservation Program. In addition, the Executive Budget includes a cash transfer of up to \$119 million from the General Fund to the Trust Fund to address an estimated funding shortfall in 08-09. Additional funding shortfalls are also projected for future years based upon the current DOT capital plan.

A significant portion of the State and local highway capital program is supported by Federal aid, authorized in accordance with multi-year Federal transportation acts. The most recent Federal Transportation Act, known as SAFETEA-LU covers Federal fiscal years 2004-09. The Federal capital aid appropriation in 2008-09 is available for over \$2 billion

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of Federal funding including provisions for State and local highways and bridges, engineering, rail and community enhancement programs. An additional \$50 million appropriation is provided for the second year of the Department's federally-funded "Maintenance First" initiative.

Additionally, the Rebuild and Renew New York Transportation Bond Act of 2005 continues to provide \$1.45 billion each for the DOT and MTA capital programs from State fiscal years 2005-06 through 2009-10.

Local highway and bridge capital programs include the Consolidated Highway Improvement Program (CHIPS), the Municipal Streets and Highways Program ("Marchiselli" Program) and the Multi-Modal Program. The CHIPS and Marchiselli programs are funded by bonds issued by the Thruway Authority with debt service paid from the State's Dedicated Highway and Bridge Trust Fund. In 2008-09, the CHIPS capital program will be funded at \$303.1 million, and the Marchiselli program at \$39.7 million.

A \$20 million appropriation for rail freight and passenger projects will continue to expand shipping opportunities for New York businesses, reduce costs for consumers and improve passenger transportation. The State continues to provide up to \$8 million to match Federal aviation grants. The Executive Budget also includes a \$4 million appropriation for the Regional Aviation Fund to support additional improvements at Stewart Airport.

The Aid to Localities budget is comprised primarily of appropriations supported by State taxes dedicated to public transportation through the Mass Transportation Operating Assistance (MTOA) Fund and the Dedicated Mass Transportation Trust Fund. Mass Transportation Operating Assistance Fund revenues are derived from a 3/8 percent sales tax; a business tax surcharge levied in the New York City metropolitan region; and a portion of statewide taxes on transmission, transportation and petroleum-related businesses. Dedicated Mass Transportation Trust Fund revenues are derived from a share of the revenues deposited in the Transportation Dedicated Funds Pool, which includes portions of the Petroleum Business Tax, the Motor Fuel Tax and motor vehicle fees. New appropriations to transit systems will total approximately \$3 billion.

More than \$2.5 billion of new operating aid appropriations are recommended for the Metropolitan Transportation Authority (MTA) in 2008-2009. This includes \$625.2 million from the Dedicated Mass Transportation Trust Fund in support of the MTA capital program. The operating assistance also includes \$45 million in General Fund support for the MTA as the State's contribution to reduced fares for New York City school children. The City will match this contribution.

Transit operators other than the MTA will receive a total of \$448 million in new appropriations in 2008-09. Of this amount, \$175 million is targeted for upstate transit systems. This includes \$23 million in upstate transit aid that results from a redistribution of the Corporation and Utilities Taxes, sections 183 & 184 (Transmission Tax), between the upstate and downstate regions to better reflect the statewide collection of this tax. Capital funding of \$41 million is recommended for transit systems other than the MTA from the Dedicated Mass Transportation Trust Fund. This capital program funds a variety of transit-related needs, primarily bus purchases and a portion of the required match to Federal transit capital aid.

PROGRAM HIGHLIGHTS

HIGHWAYS AND BRIDGES

Improving the State’s vital transportation infrastructure remains the agency’s highest priority. During 2006-07, the Department replaced or rehabilitated a total of 93 State bridges and completed 4,476 corrective and preventive bridge treatments to slow deterioration. Nearly 5,007 lane miles of State highway were resurfaced, rehabilitated or given preventive maintenance treatment. The Executive Budget continues this commitment to strategic investments in critical infrastructure needs. Even more than in previous years, preventive maintenance performed by State forces and private sector contractors will be an area of significant concentration.

State staff and private-sector consultants perform the planning, property acquisition, design engineering, environmental reviews, surveying, materials and soils testing and construction inspection associated with the Department’s capital program. Construction of virtually all highway and bridge projects is performed by private firms.

The State makes a significant investment in helping localities maintain safe roads and bridges through its CHIPS and Marchiselli capital programs. These programs fund local construction projects, with the majority performed by private firms. Through its safety inspections of school and charter buses and its regulation of commercial transport, the Department also focuses its resources on passenger safety and environmental issues.

PUBLIC TRANSPORTATION

The Department provides oversight and funding for more than 70 locally operated public transportation systems, including the Metropolitan Transportation Authority, the four upstate regional transportation authorities and other (usually county-sponsored) transit systems. These systems provide bus, subway, light rail and commuter rail services, as well as “paratransit” services designed to meet the needs of disabled people, as required by the Federal Americans with Disabilities Act.

State financial assistance to transit systems is supported by the Mass Transportation Operating Assistance Fund, the Dedicated Mass Transportation Trust Fund and the General Fund. In addition, State law authorizes the imposition of an additional mortgage recording tax in regions covered by the Metropolitan Transportation Authority and the four upstate transit authorities. These moneys are collected by the affected counties and transmitted directly to the transit systems.

**ALL FUNDS
APPROPRIATIONS
(dollars)**

Category	Available 2007-08	Appropriations Recommended 2008-09	Change	Reappropriations Recommended 2008-09
State Operations	47,986,000	49,033,000	1,047,000	56,577,400
Aid To Localities	2,863,177,300	3,036,265,000	173,087,700	177,212,600
Capital Projects	4,445,040,000	4,637,562,000	192,522,000	14,834,713,000
Total	7,356,203,300	7,722,860,000	366,656,700	15,068,503,000

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**ALL FUND TYPES
PROJECTED LEVELS OF EMPLOYMENT BY PROGRAM
FILLED ANNUAL SALARIED POSITIONS**

Program	Full-Time Equivalent Positions (FTE)		
	2007-08 Estimated FTEs 03/31/08	2008-09 Estimated FTEs 03/31/09	FTE Change
Design and Construction			
Capital Projects Funds - Other	4,291	4,583	292
New York Metropolitan Transportation Council			
Special Revenue Funds - Other	68	68	0
Operations Program			
Special Revenue Funds - Other	12	12	0
Passenger and Freight Transportation Program, Office of			
Special Revenue Funds - Federal	79	79	0
Special Revenue Funds - Other	133	133	0
Capital Projects Funds - Other	98	98	0
Planning and Program Management			
Capital Projects Funds - Other	526	526	0
Preventive Maintenance			
Capital Projects Funds - Other	4,884	4,914	30
Real Estate			
Capital Projects Funds - Other	180	180	0
Total	10,271	10,593	322

**STATE OPERATIONS
ALL FUNDS FINANCIAL REQUIREMENTS BY FUND TYPE
APPROPRIATIONS
(dollars)**

Fund Type	Available 2007-08	Recommended 2008-09	Change
Special Revenue Funds - Federal	15,519,000	17,165,000	1,646,000
Special Revenue Funds - Other	32,467,000	31,868,000	(599,000)
Total	47,986,000	49,033,000	1,047,000

**STATE OPERATIONS
ALL FUNDS FINANCIAL REQUIREMENTS BY PROGRAM
APPROPRIATIONS
(dollars)**

Program	Available 2007-08	Recommended 2008-09	Change
Operations Program			
Special Revenue Funds - Federal	400,000	0	(400,000)
Special Revenue Funds - Other	14,027,000	14,050,000	23,000
Passenger and Freight Transportation Program, Office of			
Special Revenue Funds - Federal	15,119,000	17,165,000	2,046,000
Special Revenue Funds - Other	18,440,000	17,818,000	(622,000)
Total	47,986,000	49,033,000	1,047,000

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STATE OPERATIONS - OTHER THAN GENERAL FUND SUMMARY OF APPROPRIATIONS AND CHANGES 2008-09 RECOMMENDED (dollars)

Program	Total		Personal Service	
	Amount	Change	Amount	Change
Operations Program	14,050,000	(377,000)	562,000	16,000
Passenger and Freight Transportation Program, Office of	34,983,000	1,424,000	11,823,000	(657,000)
Total	49,033,000	1,047,000	12,385,000	(641,000)

Program	Nonpersonal Service		Maintenance Undistributed	
	Amount	Change	Amount	Change
Operations Program	13,488,000	10,007,000	0	(10,400,000)
Passenger and Freight Transportation Program, Office of	14,230,000	(420,000)	8,930,000	2,501,000
Total	27,718,000	9,587,000	8,930,000	(7,899,000)

AID TO LOCALITIES ALL FUNDS FINANCIAL REQUIREMENTS BY FUND TYPE APPROPRIATIONS (dollars)

Fund Type	Available	Recommended	Change
	2007-08	2008-09	
General Fund	105,893,300	103,016,000	(2,877,300)
Special Revenue Funds - Federal	46,415,000	53,910,000	7,495,000
Special Revenue Funds - Other	2,710,869,000	2,879,339,000	168,470,000
Total	2,863,177,300	3,036,265,000	173,087,700

AID TO LOCALITIES ALL FUNDS FINANCIAL REQUIREMENTS BY PROGRAM APPROPRIATIONS (dollars)

Program	Available	Recommended	Change
	2007-08	2008-09	
Additional Mass Transportation Assistance Program			
General Fund	25,447,000	28,447,000	3,000,000
Special Revenue Funds - Other	20,000,000	20,000,000	0
Dedicated Mass Transportation Trust Fund Program			
Special Revenue Funds - Other	647,300,000	622,200,000	(25,100,000)
Local Transportation Planning Studies Program			
Special Revenue Funds - Federal	16,687,000	23,062,000	6,375,000
Mass Transportation Assistance Program General Fund	45,000,000	45,000,000	0
Mass Transportation Operating Assistance Fund Program			
Special Revenue Funds - Other	1,852,133,000	2,042,703,000	190,570,000
Mass Transportation Operating Assistance Program			
Special Revenue Funds - Other	191,436,000	194,436,000	3,000,000
Passenger and Freight Transportation Program, Office of			
General Fund	33,169,000	29,569,000	(3,600,000)
Special Revenue Funds - Federal	7,925,000	8,634,000	709,000
Rural and Small Urban Transit Aid Program Special Revenue Funds - Federal	21,803,000	22,214,000	411,000
Community Projects General Fund	2,277,300	0	(2,277,300)
Total	2,863,177,300	3,036,265,000	173,087,700

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CAPITAL PROJECTS ALL FUNDS FINANCIAL REQUIREMENTS BY PROGRAM APPROPRIATIONS (dollars)

<u>Comprehensive Construction Program</u>	<u>Available 2007-08</u>	<u>Recommended 2008-09</u>	<u>Change</u>	<u>Reappropriations 2008-09</u>
Aviation				
Airport or Aviation Program				
Capital Projects Fund - Aviation (Bondable)	0	0	0	2,073,000
Capital Projects Fund - Infrastructure Renewal (Bondable)	0	0	0	554,000
Regional Aviation Fund	0	4,000,000	4,000,000	4,730,000
Airport or Aviation Program -- Bondable				
Capital Projects Fund - Aviation (Bondable)	0	0	0	827,000
Airport or Aviation State Program				
Dedicated Highway and Bridge Trust Fund	8,000,000	8,000,000	0	40,602,000
Regional Aviation Fund	0	0	0	7,115,000
Aviation				
Transportation Capital Facilities Bond Fund	0	0	0	3,394,000
Federal Airport or Aviation				
Federal Capital Projects Fund	6,000,000	6,000,000	0	32,629,000
Rebuild and Renew New York Transportation Bonds of 2005				
Capital Projects Fund - Rebuild Renew NY 2005 (Bondable)	15,000,000	15,000,000	0	43,616,000
Bond Proceeds				
Rebuild and Renew New York Transportation Bonds of 2005				
Rebuild and Renew NY Trans Bonds of 2005 Bond Fund	0	0	0	2,806,523,000
Canals and Waterways				
Canals and Waterways - Bondable				
Capital Projects Fund - Infrastructure Renewal (Bondable)	0	0	0	485,000
Rebuild and Renew New York Transportation Bonds of 2005				
Capital Projects Fund - Rebuild Renew NY 2005 (Bondable)	10,000,000	10,000,000	0	30,000,000
Economic Development				
Non-Federal Aided Highway Capital Projects				
Dedicated Highway and Bridge Trust Fund	0	0	0	381,575,000
Health and Safety				
Non-Federal Aided Highway Capital Projects				
Dedicated Highway and Bridge Trust Fund	7,628,000	7,741,000	113,000	6,630,000
Highway Facilities				
Accelerated Capacity and Transportation Improvements Fund				
Accelerated Capacity and Transportation Improvements Fund	0	0	0	34,510,000
Airport or Aviation State Program				
Dedicated Highway and Bridge Trust Fund	0	0	0	874,000
Engineering Services				
Engineering Services Fund	0	0	0	156,828,000
NY Metro Transportation Council Account	15,894,000	19,094,000	3,200,000	32,062,000
Federal Aid Highways - Bondable Purpose				
Capital Projects Fund - Infrastructure Renewal (Bondable)	0	0	0	7,475,000
Federal Aid Highways - Federal Purpose				
Federal Capital Projects Fund	2,027,299,000	2,065,000,000	37,701,000	6,828,181,000
Highway Facilities				
Dedicated Highway and Bridge Trust Fund	0	0	0	13,760,000
Infrastructure Bond Act Projects				
Capital Projects Fund - Infrastructure Renewal (Bondable)	0	0	0	7,263,000
Multi-Modal				
Dedicated Highway and Bridge Trust Fund	0	0	0	49,220,000
Municipal Highway - Railroad Crossing Alterations				
Capital Projects Fund - Advances	0	0	0	331,000
Dedicated Highway and Bridge Trust Fund	0	0	0	1,568,000
New York State Agency Fund				
Miscellaneous New York State Agency Fund	50,000,000	50,000,000	0	266,910,000
Non-Federal Aided Highway Capital Projects				
Dedicated Highway and Bridge Trust Fund	1,293,608,000	1,452,179,000	158,571,000	2,411,668,000

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CAPITAL PROJECTS ALL FUNDS FINANCIAL REQUIREMENTS BY PROGRAM APPROPRIATIONS (dollars)

Comprehensive Construction Program	Available 2007-08	Recommended 2008-09	Change	Reappropriations 2008-09
Other Highway Aid				
Dedicated Highway and Bridge Trust Fund	0	0	0	3,956,000
Priority Bond Act Projects				
Capital Projects Fund - Infrastructure Renewal (Bondable)	0	0	0	8,830,000
Rebuild and Renew New York Transportation Bonds of 2005				
Capital Projects Fund - Rebuild Renew NY 2005 (Bondable)	290,000,000	275,000,000	(15,000,000)	620,487,000
Road and Bridge Improvements - Bondable				
Capital Projects Fund - A.C. and T.I. Fund (Bondable)	0	0	0	34,233,000
Small and Minority and Women-Owned Small Business Assistance				
Dedicated Highway and Bridge Trust Fund	0	0	0	3,500,000
Transportation Infrastructure Renewal Bond Fund				
Transportation Infrastructure Renewal Bond Fund	0	0	0	28,976,000
Maintenance Facilities				
Maintenance Facilities				
Dedicated Highway and Bridge Trust Fund	17,250,000	17,685,000	435,000	29,561,000
Mass Transportation and Rail Freight				
Marine Projects				
Dedicated Mass Transportation Fund	0	0	0	181,000
Mass Transportation				
Dedicated Mass Transportation Fund	19,000,000	20,000,000	1,000,000	99,387,000
Mass Transportation and Rail Freight				
Capital Projects Fund - Energy Conservation (Bondable)	0	0	0	247,000
Dedicated Highway and Bridge Trust Fund	20,000,000	20,000,000	0	88,156,000
Dedicated Mass Transportation Fund	62,600,000	51,072,000	(11,528,000)	98,288,000
Federal Capital Projects Fund	0	0	0	19,576,000
Mass Transportation and Rail Freight Bondable				
Capital Projects Fund - Infrastructure Renewal (Bondable)	0	0	0	2,828,000
Rail Freight				
Capital Projects Fund - Advances	0	0	0	21,350,000
Capital Projects Fund - Infrastructure Renewal (Bondable)	0	0	0	769,000
Dedicated Mass Transportation Fund	0	0	0	1,351,000
Rail Preservation and Development Fund				
Energy Conservation Improved Transportation Bond Fund	0	0	0	262,000
Rebuild and Renew New York Transportation Bonds of 2005				
Capital Projects Fund - Rebuild Renew NY 2005 (Bondable)	10,000,000	10,000,000	0	26,867,000
Small and Minority and Women-Owned Small Business Assistance				
Dedicated Mass Transportation Fund	0	0	0	5,000,000
Special Rail and Aviation Program				
Capital Projects Fund - Authority Bonds	0	0	0	22,000,000
Dedicated Mass Transportation Fund	0	0	0	5,320,000
Port Development				
Port Development Bondable				
Capital Projects Fund - Infrastructure Renewal (Bondable)	0	0	0	57,000
Rebuild and Renew New York Transportation Bonds of 2005				
Capital Projects Fund - Rebuild Renew NY 2005 (Bondable)	27,000,000	27,000,000	0	75,178,000
Preservation of Facilities				
Non-Federal Aided Highway Capital Projects				
Capital Projects Fund	3,000,000	0	(3,000,000)	3,000,000
Dedicated Highway and Bridge Trust Fund	562,761,000	579,791,000	17,030,000	463,950,000
Total	<u>4,445,040,000</u>	<u>4,637,562,000</u>	<u>192,522,000</u>	<u>14,834,713,000</u>