

Department of Transportation DOT57000

Position Summary

Account	Actual FY 14	Governor Estimated FY 15	Governor Recommended		Legislative	
			FY 16	FY 17	FY 16	FY 17
Permanent Full-Time - TF	3,085	3,188	3,282	3,355	3,279	3,353

Budget Summary

Account	Actual FY 14	Governor Estimated FY 15	Governor Recommended		Legislative	
			FY 16	FY 17	FY 16	FY 17
Personal Services	158,709,484	165,908,804	178,994,582	183,129,519	177,942,169	181,396,243
Other Expenses	61,634,289	53,569,517	56,309,517	56,409,517	56,169,517	56,169,517
Equipment	1,873,962	1,336,113	2,419,007	1,327,886	1,629,076	1,423,161
Minor Capital Projects	580,538	449,639	475,000	475,000	449,639	449,639
Highway and Bridge Renewal- Equipment	6,434,180	0	0	0	0	0
Other Current Expenses						
Highway Planning And Research	2,751,406	3,246,823	3,246,823	3,246,823	3,246,823	3,246,823
Rail Operations	143,267,416	172,279,937	181,871,446	168,262,955	181,071,446	167,262,955
Bus Operations	147,390,226	146,972,169	152,681,619	157,914,575	150,802,948	155,410,904
Highway and Bridge Renewal	4,430,715	0	0	0	0	0
Tweed-New Haven Airport Grant	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
ADA Para-transit Program	30,852,218	32,935,449	34,928,044	37,041,190	34,928,044	37,041,190
Non-ADA Dial-A-Ride Program	576,361	576,361	576,361	576,361	576,361	576,361
Pay-As-You-Go Transportation Projects	14,920,014	19,700,000	32,822,153	32,839,106	29,572,153	29,589,106
CAA Related Funds	0	3,272,322	3,272,322	3,272,322	3,272,322	3,000,000
Air Service Expansion	0	0	5,000,000	0	0	0
Port Authority	0	0	119,506	239,011	119,506	239,011
Transit Corridor Development Authority	0	0	0	100,000	0	0
Plow Truck Fleet	0	0	10,000,000	0	0	0
Other Than Payments to Local Governments						
Emergency Relief - Town Repairs	(45,753)	0	0	0	0	0
Nonfunctional - Change to Accruals	3,079,304	2,015,215	0	0	0	0
Agency Total - Special Transportation Fund	577,954,361	603,762,349	664,216,380	646,334,265	641,280,004	637,304,910

Account	Legislative				Difference from Governor Recommended			
	FY 16		FY 17		FY 16		FY 17	
	Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount

Current Services

Adjust Funding to Reflect the FY 15 Deficiency

Rail Operations	0	(20,000,000)	0	(20,000,000)	0	0	0	0
Total - Special Transportation Fund	0	(20,000,000)	0	(20,000,000)	0	0	0	0

Background

Section 52 of PA 15-244, the FY 16 and FY 17 budget, provides General Fund FY 15 deficiency appropriations of \$121.7 million. In Section 53, these deficiency appropriations are offset by appropriation reductions of \$121.7 million; resulting in no net impact to the General Fund. Section 54 provides Transportation Fund FY 15 deficiency appropriations of \$20 million. PA 15-244 includes \$18 million in deficiency funding in FY 15 for this agency which consists of \$13.6 million in the Personal Services account and \$4.4 million in the

Account	Legislative				Difference from Governor Recommended			
	FY 16		FY 17		FY 16		FY 17	
	Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount

Rail Operations account. This funding is required due to: (1) higher than budget overtime costs for storms and the March 5, 2015 FAC transfer of \$10.7 million from Personal Services to Other Expenses for snow and ice removal (2) a retroactive wage settlement between Metro North and Metro North's union workers and (3) safety initiative improvements to the New Haven Line.

Governor

Remove retroactive wage settlement costs and current year safety initiative costs to the New Haven rail line. Ongoing funding requirements for these obligations are reflected in the explanation below.

Legislative

Same as Governor

Increase Funding for Rail Operation Expenses

Rail Operations	0	27,261,146	0	13,448,136	0	(800,000)	0	(1,000,000)
Total - Special Transportation Fund	0	27,261,146	0	13,448,136	0	(800,000)	0	(1,000,000)

Background

The Rail Operations account is used for the operating subsidy for rail passenger and freight service on the Shore Line East rail line and the Metro North run New Haven line which consists of the New Canaan, Danbury and Waterbury branches lines. Currently DOT has a contract with the Metro North railroad to pay 65% of the operating deficit.

Governor

Provide funding of \$28,061,146 in FY 16 and \$14,448,136 in FY 17 for rail operation expenses.

Legislative

Provide funding of \$27,261,146 in FY 16 and \$13,448,136 in FY 17 for rail operation expenses. These expenses consist of: (1) a union wage settlement agreement with Metro North, (2) increased operating costs on the New Haven line, (3) increased operating costs on the Shore Line East Rail Line, and (4) safety and maintenance improvements on Metro North.

Adjust Funding to Reflect Wage & Compensation Related Costs

Personal Services	0	8,563,148	0	9,949,360	0	0	0	0
Rail Operations	0	30,363	0	34,882	0	0	0	0
Bus Operations	0	1,354	0	1,670	0	0	0	0
Pay-As-You-Go Transportation Projects	0	122,153	0	139,106	0	0	0	0
Total - Special Transportation Fund	0	8,717,018	0	10,125,018	0	0	0	0

Governor

Provide funding of \$8,717,018 in FY 16 and \$10,125,018 in FY 17 to reflect current services wage-related adjustments such as annual increments, general wage increases, overtime, annualization, turnover, and other compensation-related adjustments.

Legislative

Same as Governor

Increase Funding for ADA Para Transit Costs

ADA Para-transit Program	0	1,992,595	0	4,105,741	0	0	0	0
Total - Special Transportation Fund	0	1,992,595	0	4,105,741	0	0	0	0

Background

The Americans with Disability Act (ADA) Para Transit Program is designed to meet the ADA act service criteria established by the Federal government to provide transportation services for disabled persons in all areas with local fixed transit routes. Service is provided only to individuals found eligible by a Connecticut regional ADA service provider.

Governor

Provide funding of \$1,992,595 in FY16 and \$4,105,741 in FY17 to reflect an annual 6% growth to the ADA Para Transit program.

Legislative

Save as Governor.

Account	Legislative				Difference from Governor Recommended			
	FY 16		FY 17		FY 16		FY 17	
	Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount

Increase Funding for Bus Operations

Bus Operations	0	6,829,425	0	11,437,065	0	0	0	0
Total - Special Transportation Fund	0	6,829,425	0	11,437,065	0	0	0	0

Background

The Job Access Program is a Federal grant that provides public transportation for the welfare-to-work effort to access jobs that are not reachable through existing fixed bus routes and schedules. In 2013 the Federal grant was eliminated as of July 1, 2015.

Governor

Provide funding of \$6,829,425 in FY 16 and \$11,437,065 in FY 17 for increased operational costs for transit services. The increased expenses are for: (1) subsidizing CT Fastrak, (2) increased operational costs for CT Transit and (3) the Jobs Access Program.

Legislative

Same as Governor.

Increase Funding for Road Salt

Other Expenses	0	1,950,000	0	1,950,000	0	0	0	0
Total - Special Transportation Fund	0	1,950,000	0	1,950,000	0	0	0	0

Background

The Department of Transportation (DOT) road salt funding level is determined based on the tons required for an average winter multiplied by the current (FY 15) price per ton, which increased by 24% since FY 14.

Governor

Provide funding of \$1,950,000 in both FY 16 and FY 17 to reflect the increase in the average winter usage of road salt by DOT.

Legislative

Same as Governor

Annualize Previous Year Positions

Personal Services	0	870,130	0	870,130	0	0	0	0
Total - Special Transportation Fund	0	870,130	0	870,130	0	0	0	0

Background

Partial year funding may occur in the first year of implementation, when resources are provided for less than a 12-month period. Annualization refers to providing the amount of resources necessary to fund a full 12-month period of operation in the second year. In FY 15, the Department of Transportation was provided funding for engineer and transit oriented development positions as of January 1, 2015 for a Long Term Expanded Capital Program.

Governor

Provide funding of \$870,130 in both FY 16 and FY 17 to reflect full year funding for 53 positions.

Legislative

Same as Governor

Reduce Various Accounts to Reflect Current Requirements

Other Expenses	0	(300,000)	0	(300,000)	0	0	0	0
Equipment	0	(265,000)	0	(265,000)	0	0	0	0
Total - Special Transportation Fund	0	(565,000)	0	(565,000)	0	0	0	0

Governor

Reduce funding by \$265,000 in both FY 16 and FY 17 in the Equipment account to reflect a decrease in anticipated expenditure requirements. These reductions include: (1) \$130,000 for OSHA compliance and (2) \$135,000 for new and replacement equipment. Reduce funding by \$300,000 in both FY 16 and FY 17 in the Other Expenses account to reflect a decrease in expenditure requirements for software and new/replacement equipment.

Legislative

Same as Governor

Account	Legislative				Difference from Governor Recommended			
	FY 16		FY 17		FY 16		FY 17	
	Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount

Adjust Funding for Equipment Requirements

Equipment	0	0	0	0	0	(251,894)	0	(256,773)
Total - Special Transportation Fund	0	0	0	0	0	(251,894)	0	(256,773)

Governor

Provide funding of \$251,894 in FY 16 and \$256,773 in FY 17 for the staggered purchase of information technology equipment for Department of Transportation employees.

Legislative

Do not provide funding for information technology equipment.

Adjust Funding for Minor Capital Program

Minor Capital Projects	0	0	0	0	0	(25,361)	0	(25,361)
Total - Special Transportation Fund	0	0	0	0	0	(25,361)	0	(25,361)

Background

The Department of Transportations (DOT) Minor Capital Program account uses funding for minor capital improvements to DOT's approximately 100 employee-occupied buildings and the Departments additional 200 plus support facilities.

Governor

Provide additional funding of \$25,361 in both FY 16 and FY 17 for minor capital improvements to the Department of Transportation's facilities.

Legislative

Do not provide additional funding for minor capital improvements.

Adjust Funding for Heating Oil Costs

Other Expenses	0	0	0	0	0	(150,000)	0	(150,000)
Total - Special Transportation Fund	0	0	0	0	0	(150,000)	0	(150,000)

Governor

Provide additional funding of \$150,000 in both FY 16 and FY 17 for heating oil in various Department of Transportation facilities.

Legislative

Do not provide additional funding for heating oil.

Increase Funding for Winter Storm Contractor Costs

Other Expenses	0	850,000	0	850,000	0	0	0	0
Total - Special Transportation Fund	0	850,000	0	850,000	0	0	0	0

Background

Winter contractor trucks are used by the Department of Transportation (DOT) when additional trucks are needed to clear roads and highways during major snow events. The contractor costs are based on usage during an average winter and the current projected cost per truck per hour.

Governor

Provide funding of \$850,000 in both FY 16 and FY 17 for increased winter contractor truck costs.

Legislative

Same as Governor

Account	Legislative				Difference from Governor Recommended			
	FY 16		FY 17		FY 16		FY 17	
	Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount

Apply Inflationary Increases

Other Expenses	0	1,345,055	0	2,794,680	0	0	0	0
Total - Special Transportation Fund	0	1,345,055	0	2,794,680	0	0	0	0

Background

Applying inflationary factors to current year expenditures provides an estimate of the cost of continuing services into the next year.

Governor

Increase funding in the Other Expenses account by \$1,345,055 in FY 16 and an additional \$1,449,625 in FY 17 (for a cumulative total of \$2,794,680 in the second year) to reflect inflationary increases.

Legislative

Same as Governor

Policy Revisions

Reduce Funding for the Connecticut Airport Authority

CAA Related Funds	0	0	0	(272,322)	0	0	0	(272,322)
Total - Special Transportation Fund	0	0	0	(272,322)	0	0	0	(272,322)

Background

P.A. 11-84, created the Connecticut Airport Authority (CAA). The CAA was established in July 2011 to develop, improve and operate Bradley International Airport and the state's five general aviation airports (Danielson, Groton-New London, Hartford-Brainard, Waterbury-Oxford, and Windham airports).

Legislative

Reduce funding by \$272,322 in FY 17 for the Connecticut Airport Authority.

Provide Funding for Groton/New London Water Taxi

Other Expenses	0	100,000	0	100,000	0	100,000	0	100,000
Total - Special Transportation Fund	0	100,000	0	100,000	0	100,000	0	100,000

Legislative

Provide funding of \$100,000 in both FY 16 and FY 17 for operating expenses to connect the cities of Groton and New London at the Thames River Heritage Park.

Increase Staffing for The Let's Go CT! Initiative

Personal Services	89	2,600,087	163	4,667,949	(3)	(1,052,413)	(2)	(1,733,276)
Equipment	0	557,963	0	352,048	0	(538,037)	0	352,048
Total - Special Transportation Fund	89	3,158,050	163	5,019,997	(3)	(1,590,450)	(2)	(1,381,228)

Background

Let's Go CT! is the Governor's proposed 30 year initiative for the future of transportation infrastructure in Connecticut. Included in this initiative is a ramp up transportation capital plan totaling \$2.8 billion over five years and funding of \$3.7 million in FY 16 for 92 positions and \$6.4 million in FY 17 for an additional 73 positions.

Governor

Provide funding of \$3,652,500 in the Personal Services account for 92 positions and funding of \$1,096,000 in the Equipment account in FY 16 and \$6,401,225 for 73 positions in FY 17 to reflect the roll out of the Let's Go CT! Initiative. The positions consist of: (1) 45 engineers FY 16 and 37 in FY 17, (2) 8 property agents in FY 16 and 2 in FY 17 (3) 3 accountants in FY 16, (4) 2 secretary's in FY 16, (5) 31 maintainers in FY 16 and 32 in FY 17, (6) 2 supervisors in FY 16 and 1 in FY 17 and (7) 1 planner in both FY 16 and FY 17.

Legislative

Provide funding of \$3,158,050 for 89 positions in FY 16 and \$5,019,997 for 74 positions in FY 17 to reflect the roll out of the Let's Go CT! Initiative. The positions include: (1) 45 engineers in FY 16 and 37 in FY 17, (2) 7 property agents in FY 16 and 3 in FY 17 (3) 31 maintainers in FY 16 and 32 in FY 17 (4) 1 planner in FY 16 and FY 17 (5) 2 supervisors in FY 16 and 1 in FY 17, (6) 1 secretary in FY 16

Account	Legislative				Difference from Governor Recommended			
	FY 16		FY 17		FY 16		FY 17	
	Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount

and (7) 2 accountants in FY 16. In FY 16, 44 positions are funded as of July 1, 2015 and 45 positions are funded as of January 1, 2016. In FY 17, 38 positions are funded as of July 1, 2016 and 36 positions are funded as of January 1, 2017.

Reflect Federal Subsidy for CT Fastrak

Bus Operations	0	(3,000,000)	0	(3,000,000)	0	0	0	0
Total - Special Transportation Fund	0	(3,000,000)	0	(3,000,000)	0	0	0	0

Background

The Congesting Mitigation and Air Quality Improvement Program (CMAQ) was created under the Intermodal Surface Transportation Efficiency Act of 1991. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, and particulate matter. The CMAQ program supports two goals of the U.S. Department of Transportation: (1) improving air quality and (2) relieving congestion.

Governor

Reduce funding for the operations of CT Fastrak by \$3 million in both FY 16 and FY 17 due to project eligibility for Congestion Mitigation Air Quality Federal funding.

Legislative

Same as Governor

Increase Funding for Tree Trimming

Rail Operations	0	1,500,000	0	1,500,000	0	0	0	0
Total - Special Transportation Fund	0	1,500,000	0	1,500,000	0	0	0	0

Governor

Provide funding of \$1,500,000 in both FY 16 and FY 17 for an expanded tree trimming program around the state's two rail lines (New Haven and Shore Line East).

Legislative

Same as Governor

Increase Funding for Bridge Maintenance and Rehabilitation

Pay-As-You-Go Transportation Projects	0	9,750,000	0	9,750,000	0	(3,250,000)	0	(3,250,000)
Total - Special Transportation Fund	0	9,750,000	0	9,750,000	0	(3,250,000)	0	(3,250,000)

Background

The Pay As You Go Transportation Projects account is primarily used for bridge and highway maintenance, bridge inspections and the operation of the Department of Transportation's (DOT) Incident Management Centers and CHAMP program. The Connecticut Highway Assistance Motorist Patrol Program (CHAMP) is a roadway service operated by DOT on I-84, Route 15 and I-95. CHAMP provides motorist assistance such as changing flat tires, providing fuel, clearing roads after motor vehicle accidents and other motor vehicle support. The Highway Operation Centers in Bridgeport and Newington inform state police of accidents, and medical and fire emergencies on the state highways.

Governor

Provide funding of \$13,000,000 in FY 16 and FY 17 for increased bridge maintenance and rehabilitation throughout the state.

Legislative

Provide funding of \$9,750,000 in FY 16 and FY 17 for bridge maintenance and rehabilitation.

Account	Legislative				Difference from Governor Recommended			
	FY 16		FY 17		FY 16		FY 17	
	Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount

Maintain Transportation for Employment Independence in DSS

Bus Operations	0	0	0	0	0	(1,878,671)	0	(1,878,671)
Total - Special Transportation Fund	0	0	0	0	0	(1,878,671)	0	(1,878,671)

Background

The Transportation for Employment Independence program is run by the Department of Social Services (DSS) is intended to assist Temporary Family Assistance (TFA) and other TFA eligible adults with transportation services needed to reach self-sufficiency through work and work-related activities. The Department of Transportation ridership surveys (self-reported) have indicated that only 20% of riders under this program receive TFA or are TFA eligible. As a result, funding for the program is eliminated within DSS. TFA recipients that are active in the Department of Labor's Jobs First Employment Services (JFES) program will continue to have access to bus passes and other transportation supports under JFES. Under DSS, the program appropriation is \$2,402,238.

Governor

Provide funding of \$1,878,681 in both FY 16 and FY 17 to maintain the bus routes that were previously funded through the Department of Social Services.

Legislative

Maintain the Transportation for Employment Independence program within the Department of Social Services.

Adjust Funding to Expand Air Service At Bradley Airport

Air Service Expansion	0	0	0	0	0	(5,000,000)	0	0
Total - Special Transportation Fund	0	0	0	0	0	(5,000,000)	0	0

Background

PA 11-84, created the Connecticut Airport Authority (CAA). The CAA was established in July 2011 to develop, improve and operate Bradley International Airport and the state's five general aviation airports (Danielson, Groton-New London, Hartford-Brainard, Waterbury-Oxford, and Windham airports).

Governor

Provide \$5 million in FY 16 for a subsidy to the Connecticut Airport Authority to expand air service from Bradley International Airport by partnering with airlines to establish new flyable routes.

Legislative

Do not provide funding in FY 16 to the Connecticut Airport Authority to expand air service from Bradley International Airport.

Provide Funding to Administer the New Port Authority

Port Authority	2	119,506	2	239,011	0	0	0	0
Total - Special Transportation Fund	2	119,506	2	239,011	0	0	0	0

Background

PA14-222, created the Connecticut Port Authority as a quasi-public agency to coordinate the development of Connecticut's ports. The act required the Department of Economic and Community Development after consulting with specified agencies, to (1) develop a plan to move the (a) Connecticut Maritime Commission and (b) Department of Transportation's (DOT) maritime functions to the Port Authority and (2) review and recommend state policies affecting the ports. Currently, DOT's state maritime office is responsible for maritime operations and staffs the Maritime Commission.

Governor

Provide funding of \$119,506 in FY 16 and \$239,011 in FY 17 for two positions beginning January 1, 2016 for the Port Authority. This funding will be used for 1 executive director at \$180,00 and one secretary at \$59,011.

Legislative

Same as Governor.

Account	Legislative				Difference from Governor Recommended			
	FY 16		FY 17		FY 16		FY 17	
	Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount

Adjust Funding for Transit Corridor Development Authority

Transit Corridor Development Authority	0	0	0	0	0	0	0	(100,000)
Total - Special Transportation Fund	0	0	0	0	0	0	0	(100,000)

Background

The purposes of the Connecticut Transit Corridor Development Authority is to coordinate economic development within one-half mile of passenger rail or bus rapid transit stations by: (1) stimulating new investment, economic and transit-oriented development within development districts and (2) stimulating tourism, art, culture, history, education and entertainment in such development districts through cooperation and coordination within municipalities and regional organizations.

Governor

Provide funding of \$100,000 in FY 17 to support operations of the new Transit Corridor Development Authority.

Legislative

Do not provide funding in FY 17 for the Connecticut Transit Corridor Development Authority.

Adjust Funding for New Plow Trucks to Bonding

Plow Truck Fleet	0	0	0	0	0	(10,000,000)	0	0
Total - Special Transportation Fund	0	0	0	0	0	(10,000,000)	0	0

Background

The Department of Transportation has approximately 630 trucks in its fleet with a 12 year useful lifecycle.

Governor

Increase funding of \$10 million in FY 16 for additional plow trucks.

Legislative

Don not provide appropriations for new plow trucks. Sec. 40(a)(10) of PA 15-1, the FY 16 and FY 17 bond bill, authorizes \$10 million in FY 16 for new plow trucks.

Adjust Funding for Snow Removal

Other Expenses	0	0	0	0	0	(90,000)	0	(190,000)
Total - Special Transportation Fund	0	0	0	0	0	(90,000)	0	(190,000)

Background

The CT Fastrak (New Britain to Hartford Busway) is a 9.4 mile dedicated roadway for bus transit between New Britain and Hartford, which began operation in March 2015

Governor

Provide funding of \$90,000 in FY 16 and \$190,000 in FY 17 for rental trucks to perform snow removal on CT Fastrak.

Legislative

Do not provide funding for rental trucks to perform snow removal on CT Fastrak.

Adjust Funding for Bus Service

Bus Operations	0	0	0	0	0	0	0	(625,000)
Total - Special Transportation Fund	0	0	0	0	0	0	0	(625,000)

Background

Connecticut Transit (CTTRANSIT) is the Department of Transportations (DOT) owned bus service. Several companies under contract to DOT operate services in metropolitan areas throughout Connecticut which include Hartford, New Haven, Stamford, Waterbury, New Britain, Bristol, Meriden and Wallingford.

Governor

Provide funding of \$625,000 in FY17 for half year funding to expand CT Transit bus service routes. A study will be conducted in FY 16 in order to determine the best strategic approach to the expansion.

Account	Legislative				Difference from Governor Recommended			
	FY 16		FY 17		FY 16		FY 17	
	Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount

Legislative

Do not provide funding for bus service expansion.

Eliminate Inflationary Increases

Other Expenses	0	(1,345,055)	0	(2,794,680)	0	0	0	0
Total - Special Transportation Fund	0	(1,345,055)	0	(2,794,680)	0	0	0	0

Governor

Reduce various accounts by \$1,345,055 in FY 16 and \$2,794,680 in FY 17 to reflect the elimination of inflationary increases.

Legislative

Same as Governor

Consolidate Funding for GAAP

Nonfunctional - Change to Accruals	0	(2,015,215)	0	(2,015,215)	0	0	0	0
Total - Special Transportation Fund	0	(2,015,215)	0	(2,015,215)	0	0	0	0

Governor

Reduce funding by \$2,015,215 in FY 16 and FY 17 to reflect the consolidation of GAAP funding within the Office of the State Comptroller - Miscellaneous Accounts.

Legislative

Same as Governor

Totals

Budget Components	Legislative				Difference from Governor Recommended			
	FY 16		FY 17		FY 16		FY 17	
	Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount
Governor Estimated - TF	3,188	603,762,349	3,188	603,762,349	0	0	0	0
Current Services	0	29,250,369	0	25,015,770	0	(1,227,255)	0	(1,432,134)
Policy Revisions	91	8,267,286	165	8,526,791	(3)	(21,709,121)	(2)	(7,597,221)
Total Recommended - TF	3,279	641,280,004	3,353	637,304,910	(3)	(22,936,376)	(2)	(9,029,355)