

# Analysis for the Transportation Bonding Subcommittee Hearing

March 26, 2015



## **OFFICE OF FISCAL ANALYSIS**

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## **I. Hearing Schedule**

The attached information was developed by OFA staff members for the legislative members of the STO Bonding Subcommittee.

### **Special Transportation Obligation Bonds Subcommittee Hearings On Thursday March 26, 2015**

<b>Time</b>	<b>Agency</b>	<b>Analyst</b>	<b>Page</b>
1:00 – 2:30	Transportation	Anne Bordieri	1

## II. Agency Write-ups

### Transportation

OFA Analyst: Anne Bordieri

The following is intended to provide the members of the Transportation Bonding Subcommittee with additional information and analysis on new Special Tax Obligation (STO) bond authorizations proposed by the Governor.

The table below summarizes the scheduled transportation programs and their associated bond funding proposed by the Governor in FY 16 and FY 17.

#### Governor's Proposed Transportation Infrastructure Plan for FY 16 & FY 17

Description	FY 16 \$	FY 17 \$
Resurfacing Program	75,000,000	75,000,000
Urban Systems	10,138,710	12,112,100
State Bridge Program	33,000,000	33,000,000
Interstate Program	13,000,000	13,000,000
Intrastate Program	44,000,000	44,000,000
Fix-it First Road Program	55,000,000	55,000,000
Fix-it First Bridge Program	70,000,000	70,000,000
Local Bridge Program	10,000,000	10,000,000
Local Transportation Capital Program	74,000,000	74,000,000
Highway and Bridge Renewal Equipment	10,381,280	10,381,280
Bus and Rail Facilities, Equipment and Related Projects	205,300,000	208,100,000
General aviation airport facilities including grants-in-aid to municipal airports, excluding Bradley International Airport	2,000,000	2,000,000
Hazardous Waste: Environmental compliance, soil and groundwater remediation, hazardous materials abatement, demolition, salt shed construction and renovation, storage tank replacement, and environmental emergency response at or in the vicinity of state-owned properties or related to Department of Transportation operations	17,556,000	18,535,000
DOT Facilities Program	20,719,775	25,510,000
Improvements to State Pier, New London, and Ferry Slips	5,331,000	2,650,000
Let's Go CT!	274,850,000	520,200,000
Cost of issuance of Special Tax Obligation (STO) Bonds and debt service reserve	26,000,000	40,000,000
<b>TOTAL</b>	<b>946,276,765</b>	<b>1,213,488,380</b>

**Resurfacing Program** - The table below lists the Resurfacing Program projects that are scheduled to be completed with the support of \$75 million of bond funding proposed by the Governor in both FY 16 and FY 17. The table includes both proposed state funding and federal funding.

**Capital Resurfacing Program FY 16 & FY 17 Projects (in millions)**

<b>Description</b>	<b>State \$</b>	<b>Federal \$</b>	<b>Total \$</b>
Vendor-In-Place Resurfacing	57.0	-	57.0
Pavement Preservation Projects	12.0	9.6	21.6
Americans with Disabilities Act (ADA)	6.0		6.0
<b>TOTAL</b>	<b>75.0</b>	<b>9.6</b>	<b>84.6</b>

The Vendor-In-Place (VIP) Program refers to a contract where the vendor supplies all materials, labor and equipment to perform a complete work function in place. The most common example is DOT's VIP paving contract, where the vendor supplies the asphalt, paving equipment, trucking and labor and the State pays for the services by the ton. These projects are usually not eligible for a federal match.

DOT also does resurfacing projects on other highway segments that require safety improvement in addition to resurfacing. The state receives federal matching funds for these projects.

ADA Compliance: Title II of the ADA requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation, whenever streets, roadways, or highways are altered, to provide curb ramps at pedestrian crossings. DOT had generally considered only new construction or reconstruction projects to be alteration-type projects; however, recent guidance issued by the Federal Highway Administration now includes most paving activities. An assessment of the FY 13-FY 14 VIP Program has determined the number of ramps affected at that time was 800-1100 per year with an approximate cost of \$6 million. These funds will allow for upgrades for ADA compliancy.

**Urban Systems Program** - The table below lists the Urban Systems Program projects proposed by the Governor that are scheduled to be completed with the support of \$10.1 million of funding in FY 16 and \$12.1 million of funding in FY 17. The table includes both proposed state funding and federal funding:

**Urban Systems Program Scheduled FY 16 Projects (in millions)**

<b>Town</b>	<b>Description</b>	<b>State \$</b>	<b>Federal \$</b>	<b>Other \$</b>	<b>Total \$</b>
Bolton	Charter Oak Grnwy Ext. (Manchester Town line to Valley Falls Grnwy in Bolton)	1,700,000	6,800,000	-	8,500,000
Cromwell	Pvmnt Rehab & Minor Widening @ Rt 372	195,900	1,567,200	195,900	1,959,000
Farmington	(R) Construction of a section of the Farmington Canal Heritage Trail	1,020,000	4,080,000	-	5,100,000
Groton	Mnr Widen, Int Imprv & Multi-Use Path	439,400	3,515,200	439,400	4,394,000
Guilford	Construct 5,000' multi-use trail, Madison to CT146, along US1	326,000	484,000	-	810,000
Monroe	Minor Widening & Operational Improvements	465,000	3,720,000	465,000	4,650,000
New Britain	Reconstruction of Hart St	318,300	2,546,400	318,300	3,183,000
Newtown	Int & Rdwy Impr to Rt 6, Commerce & Edmond Rds	612,910	2,451,640	-	3,064,550
Newtown	Int. & Rdwy. Impr. to Rt 6, Commerce & Edmond Rds.	287,090	1,148,360	-	1,435,450
Norwalk	Int Impr on US Rt 1 at Rt 53	220,000	880,000	-	1,100,000
Old Saybrook	Replace Br 01890 o/Center Brk	400,000	1,600,000	-	2,000,000
Stamford	Reconstruction Halpin Ave to Camore	295,000	2,360,000	295,000	2,950,000
Stonington	Replace Br 02934 o/ Anguilla Brk	400,000	1,600,000	-	2,000,000
Stratford	Int & Drainage Impr. @ Linden Ave & California St	505,700	4,045,600	505,700	5,057,000
Trumbull	Pequonnock River Multi-Use Trail	700,000	2,800,000	-	3,500,000
Winchester	Rehab Br 04060 and Approaches	412,533	1,650,132	1,987,335	4,050,000
Windsor Locks	Realign CT 20 off-ramp to CT 75	278,250	2,226,000	278,250	2,782,500
Various	TBD - Improvements on State Routes	712,627	7,125,468	1,068,740	8,906,835
Various	Project Design/ Acquisition of ROW/Project Modifications	850,000	3,400,000	-	4,250,000
<b>TOTAL</b>		<b>10,138,710</b>	<b>54,000,000</b>	<b>4,135,025</b>	<b>69,692,335</b>

**Urban Systems Program Scheduled FY 17 Projects (in millions)**

<b>Town</b>	<b>Description</b>	<b>State \$</b>	<b>Federal \$</b>	<b>Other \$</b>	<b>Total \$</b>
Cheshire	Farmington Canal Trail Construction	1,060,000	4,240,000	-	5,300,000
Derby	Operational Impr at Rt 34	200,000	1,600,000	200,000	2,000,000
East Hartford	Reconstruction of Brewer Street	395,000	3,160,000	990,000	4,545,000
Middletown	Rehab Br 00632 o/ Rt 9	900,000	3,600,000	-	4,500,000
Montville	Culvert Repl o/ Fox Brk	52,900	423,200	52,900	529,000
Naugatuck	Reconstruction of Cross St	405,000	3,240,000	405,000	4,050,000

<b>Town</b>	<b>Description</b>	<b>State \$</b>	<b>Federal \$</b>	<b>Other \$</b>	<b>Total \$</b>
New Haven/ Woodbridge	Minor intersection & ped improvements in the vicinity of Interchange 59	820,000	3,280,000	-	4,100,000
Newtown	Realign Peck's Lane at CT 25 w/ Drainage System	440,000	1,760,000	-	2,200,000
Norwalk	Reconstruction @ Metro North Br No. 42.14	1,000,000	4,000,000	-	5,000,000
Old Lyme	Replace Br 01395 o/Black Hall River	400,000	1,600,000	-	2,000,000
Ridgefield	Int Impr on Main St between Bailey Ave & Governor St	630,000	2,520,000	-	3,150,000
Salem	Route 85 Spot Improvements	172,400	689,600	-	862,000
Waterbury	Rehab Br 06812 o/Wooster Brk	103,000	412,000	-	515,000
West Hartford	Operational improvements Park Road	1,020,000	4,080,000	-	5,100,000
Various	TBD - Improvements on State Routes	3,328,800	14,655,200	335,000	18,319,000
Various	Project Design/ Acquisition of ROW/Project Modifications	1,185,000	4,740,000	-	5,925,000
<b>TOTAL</b>		<b>12,112,100</b>	<b>54,000,000</b>	<b>1,982,900</b>	<b>68,095,000</b>

With the recent authorization of the Local Transportation Capital Improvement Program (LOTICIP) under P.A. 13-239, Sec. 40(a)(9), DOT has been working with the Regional Planning Organizations (RPOs) to transition them to the new state funded program. DOT has assumed responsibility for programming funding under the federal STP Urban program, with the intent of utilizing the federal funds mainly on state routes within the various planning regions. On July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. Under MAP-21, federal funding for the STP Urban program increased \$14 million to a current level of \$54 million. This translates into a matching requirement that cannot be sustained with the current level of state Urban System bonds at \$8.5 million. In fiscal years 2016 and 2017, the Urban Program includes a mix of state and local projects as the RPOs are transitioning to LOTICIP. This mix results in varying match requirements of 10-20% for DOT. Federal matching requirements for local projects are shared between municipalities (10%) and the Department (10%), while projects on state owned roadways require the full 20% match from state Urban System bonds. As the RPOs transition to the LOTICIP program, the number of projects initiated by DOT on state routes will increase, until ultimately all projects in the federal STP Urban program will be DOT initiated on state owned roadways and require the full 20% match from state Urban System bonds.

**State Bridge Program** - The FY 16 and FY 17 tables below list the State Bridge Program projects that are scheduled to be completed with the support of \$33 million of funding proposed by the Governor. The tables include both proposed state and federal funding:

**State Bridge Program Scheduled FY 16 Projects (in millions)**

<b>Town</b>	<b>Description</b>	<b>State \$</b>	<b>Federal \$</b>	<b>Total \$</b>
Stamford	Atlantic St RR Bridge Overpass	12,000,000	-	12,000,000
Groton	Rehab Br 03330 & 03331 o/ Amtrak	2,000,000	8,000,000	10,000,000
Hartford	Rehab Bridges 03160A-D, 03301 & 03303 - Hartford Viaduct	3,000,000	27,000,000	30,000,000
Middletown	Phase 2 Rehab Br 00524 (Arrigoni), Approach spans	2,000,000	8,000,000	10,000,000
Milford	Replace Br 06755 o/ Tuttle Crk	320,000	1,280,000	1,600,000
New Britain	Rehab Br 02917 Curtis St o/ Route 72	1,200,000	4,800,000	6,000,000
New Haven	Rehab Br 03093 o/ Quinnipiac Rv	628,500	5,656,500	6,285,000
Norwalk	Replace Br 04989 o/ Silvermine Rv	300,000	1,200,000	1,500,000
Washington	Replace Br 06786 o/ Mallory Brk	220,000	880,000	1,100,000
Westport	Rehab Br 00069 o/ I-95	280,000	1,120,000	1,400,000
Windham	Replace Br 00490 o/ Natchaug Rv	1,300,000	5,200,000	6,500,000
Statewide	Bridge Preservation Projects	6,451,500	-	6,451,500
Various	Project Design/ Acquisition of ROW/Project Modifications	3,300,000	13,200,000	16,500,000
<b>TOTAL</b>		<b>33,000,000</b>	<b>76,336,500</b>	<b>109,336,500</b>

**State Bridge Program Scheduled FY 17 Projects (in millions)**

<b>Town</b>	<b>Description</b>	<b>State \$</b>	<b>Federal \$</b>	<b>Total \$</b>
East Lyme	Rehab Br 00250 o/Route 161	3,000,000	27,000,000	30,000,000
New London	Rehab Br 03819 - NB Gold Star (90/10)	16,600,000	149,400,000	166,000,000
Southington	Remove Br 00518, Reconstruct CT10/322 Intersection	1,840,000	7,360,000	9,200,000
Stratford	Replace Br 00326 o/ Metro North RR	2,182,000	8,728,000	10,910,000
Windham	Replace Br 00488 o/P&W RR (List 20)	1,800,000	7,200,000	9,000,000
Statewide	Bridge Preservation Projects	4,278,000	-	4,278,000
Various	Project Design/ Acquisition of ROW/Project Modifications	3,300,000	13,200,000	16,500,000
<b>TOTAL</b>		<b>33,000,000</b>	<b>212,888,000</b>	<b>245,888,000</b>



Questions:

1. The Governor’s proposal provides a total of \$6.4 million in FY 16 and \$4.2 million in FY 17 in state funds for “Bridge Preservation Projects”. What is a bridge preservation project? Please provide examples of the type of bridges qualify for this funding.
2. Is there a backlog of bridge projects? How does DOT prioritize bridge projects?

**Interstate Program** - The FY 16 and FY 17 tables below list the Interstate Program projects that are scheduled to be completed with the support of \$13 million of funding proposed by the Governor in FY 16 & FY 17. The tables on the following page include proposed state funding, federal and other funding.

**Interstate Program Scheduled FY 16 Projects (in millions)**

Town	Description	State \$	Federal \$	Total \$
Branford	Replace Br 00196 o/ US 1	700,000	6,300,000	7,000,000
Guilford	Culvert Rehab, I-95 o/ Spinning Mill Brk	145,000	1,305,000	1,450,000
Newtown	Resurfacing, Bridge and Safety Improvements on I-84	3,300,000	29,700,000	33,000,000
Norwalk	Median Barrier/Resurfacing	4,100,000	36,900,000	41,000,000
Wethersfield/ Hartford	Resurfacing, Bridge & Safety Improvements on I-91 from Mile Point 33.45 to 36.58	4,440,000	39,960,000	44,400,000
Various	Project Design/ Acquisition of ROW/Project Modifications	315,000	2,835,000	3,150,000
<b>TOTAL</b>		<b>13,000,000</b>	<b>117,000,000</b>	<b>130,000,000</b>

**Interstate Program Scheduled FY 17 Projects (in millions)**

Town	Description	State \$	Federal \$	Other \$	Total \$
Groton	Safety Impr Mystic River Br to RI St Line	2,100,000	18,900,000	21,000,000	42,000,000
Hartford	Rehab Br 01765 o/ Amtrak RR	600,000	5,400,000	-	6,000,000
Hartford	Rehab Br 01766 o/ Amtrak RR	500,000	4,500,000	-	5,000,000
Hartford	Relocation & Reconfiguration of Interchange 29	2,200,000	8,800,000	-	11,000,000
North Haven	Deck Replacement of Br 03120 o/ I-91	800,000	3,200,000	-	4,000,000
Stratford	Full Interchange on I-95 at Interchange 33 by Constructing a new SB Off-Ramp and a new NB On-Ramp	2,200,000	19,800,000	-	22,000,000
Statewide	Pavement Preservation Program	4,285,000	-	-	4,285,000
Various	Project Design/ Acquisition of ROW/Project Modifications	315,000	2,835,000	-	3,150,000
<b>TOTAL</b>		<b>13,000,000</b>	<b>63,435,000</b>	<b>21,000,000</b>	<b>97,435,000</b>

Questions:

1. Some of the projects listed in the Interstate program are also in the Let's Go CT! Initiative. Can you provide the total funding for these projects with all the capital program funding?
2. In 2006 DOT uncovered defects in drains along a three-mile stretch of I-84 in Cheshire and Waterbury due to faulty workmanship. What steps has DOT taken to upgrade its project oversight and inspection procedures?
3. What is pavement preservation?

**Intrastate Program** - The FY 16 and FY 17 tables below list the Intrastate Program projects that are scheduled to be completed with the support of \$44 million of bond funding proposed by the Governor in both FY 16 and FY 17. The tables on the following page include proposed state funding, federal and other funding.

**Intrastate Program Scheduled FY 16 Projects (in millions)**

Town	Description	State \$	Federal \$	Other \$	Total \$
Bridgeport	Rehab Br 02475 o/ Pequonnock Rv (Phase-2)	2,000,000	8,000,000	-	10,000,000
Bristol	Widening, Carol Drive to Peggy Lane	1,860,000	16,740,000	-	18,600,000
Madison	Shoreline Greenway Trail	140,000	560,000	-	700,000
Statewide	Deploy Additional Road Weather Information System Locations	900,000	3,600,000	-	4,500,000
District 1	Install OSTA Traffic Signals	180,000	920,000	50,000	1,150,000
District 3	Upgrade Signing, from I-95 thru Shelton	1,000,000	4,000,000	-	5,000,000
Statewide	Pavement Preservation Program	22,000,000	-	-	22,000,000
Statewide	Line Striping/Pavement Markings Program	8,000,000	-	-	8,000,000
Statewide	Signing Preservation Placeholder	3,500,000	-	-	3,500,000
Various	Project Design/Acquisition of ROW/Project Modifications	4,420,000	17,680,000	-	22,100,000
<b>TOTAL</b>		<b>44,000,000</b>	<b>51,500,000</b>	<b>50,000</b>	<b>95,550,000</b>

**Intrastate Program Scheduled FY 17 Projects (in millions)**

Town	Description	State \$	Federal \$	Total \$
Bridgeport	Traffic Signal System (5 locations)	305,000	1,220,000	1,525,000
Westport/ Fairfield	Resurf/Safety, CT 33 Westport to Morehouse Hwy Fairfield	11,000,000	44,000,000	55,000,000
Statewide	Pavement Preservation Program	15,000,000	-	15,000,000
Statewide	Line Striping/Pavement Markings Program	8,000,000	-	8,000,000
Statewide	Signals Preservation Program	2,000,000	8,000,000	10,000,000

<b>Town</b>	<b>Description</b>	<b>State \$</b>	<b>Federal \$</b>	<b>Total \$</b>
Statewide	Signing Preservation Program	3,500,000	-	3,500,000
Various	Project Design/ Acquisition of ROW/Project Modifications	4,195,000	16,780,000	20,975,000
<b>TOTAL</b>		<b>44,000,000</b>	<b>70,000,000</b>	<b>114,000,000</b>

Questions:

1. The recommended budget provides \$22 million in FY 16 and 15 million in FY 17 for pavement preservation. Please explain this program.

**Fix-it-First Road Program** - The FY 16 and FY 17 tables below list the Fix-it-First Road Program projects that are scheduled to be completed with the support of \$55 million of bond funding proposed by the Governor in both FY 16 and FY 17. The tables on the following page include proposed state funding, federal and other funding.

**Fix-it-First Road Program Scheduled FY 16 Projects (in millions)**

<b>Town</b>	<b>Description</b>	<b>State \$</b>
Orange	Operational Lane from Milford to Ct 114	13,030,000
Southbury	I-84 Imprv between Exits 14-16	7,500,000
Stamford	Int. Impr. @ CT 106	5,500,000
Waterbury/ Watertown	Metal Bin Retaining Wall Rehab @ 4 Locations	7,669,000
Statewide	Guiderail Replacement Program	3,450,000
Statewide	Mast Arm Replacement Program	750,000
TBD	Pavement Preservation Program	12,101,000
Various	Project Design/ Acquisition of ROW/Project Modifications	5,000,000
<b>TOTAL</b>		<b>55,000,000</b>

**Fix-it-First Road Program Scheduled FY 17 Projects (in millions)**

<b>Town</b>	<b>Description</b>	<b>State \$</b>
East Hartford	Resurf & Median Replacement on CT 2	42,000,000
Statewide	Retaining Wall Repairs Program	3,100,000
Statewide	Guiderail Replacement Program	1,850,000
TBD	Pavement Preservation Program	2,450,000
Statewide	Mast Arm Replacement Program	600,000
Various	Project Design/ Acquisition of ROW/Project Modifications	5,000,000
<b>TOTAL</b>		<b>55,000,000</b>

Question: How does DOT prioritize projects under the Fix-it-First Road Program?

**Fix-it-First Bridge Program** - The FY 16 and FY 17 tables below list the Fix-it-First Bridge Program projects that are scheduled to be completed with the support of \$70 million of bond funding proposed by the Governor in both FY 16 and FY 17. The tables on the following page include proposed state funding, federal and other funding.

**Fix-it-First Bridge Program Scheduled FY 16 Projects (in millions)**

<b>Town</b>	<b>Description</b>	<b>State \$</b>
Chester	Rehab Br 06639 o/ Great Brook (List 20)	1,200,000
Darien	Br 00047 Deck replacement over I-95	4,000,000
Greenwich	Rehab Br 00696 o/ Merritt Pkwy	950,000
Hartford	Rehab Br 01686B o/ US 44 & Columbus Blvd	4,400,000
Litchfield	Replace Br 00908 o/ Bantam Rv	4,500,000
Litchfield	Replace Br 02232 o/Unnamed Brook	1,500,000
Middletown	Replace Br 03993 o/ P&W Railroad	3,000,000
Monroe	Br 02220 o/ Pequonnock Reservoir	2,500,000
Monroe	Replace Br 02219 o/ Pequonnock Rv	5,000,000
Naugatuck	Replace Br 00596 o/ Naugatuck Rv & Rt 8	15,100,000
Orange	Replace Br 01882 o/ Silver Brk, w/ 2000' Roadwork	6,000,000
Preston	Replace Br 02931 o/ Dickerman's Brk	1,500,000
Preston	Replace Br 02932 o/ Dickerman's Brk	1,500,000
Rocky Hill	Replace Br 02102 o/ Hog Brk	1,500,000
Southbury	Replacement of Br 06815 carrying Rte 172 o/Brook	760,000
Stratford	Replace Br 02621 o/Pumpkin Brk	3,600,000
Woodstock	Bridge 02738 o/ Gravelly Brk (List 25)	1,500,000
Statewide	Culvert Repair and Replacement Program	5,000,000
Various	Project Design/ Acquisition of ROW/Project Modifications	6,490,000
<b>TOTAL</b>		<b>70,000,000</b>

**Fix-it-First Bridge Program Scheduled FY 17 Projects (in millions)**

<b>Town</b>	<b>Description</b>	<b>State \$</b>
Bridgeport	Rehab Br 00325 o/Stillman Pond Brk	1,500,000
Brookfield	Superstructure Repair Br #01343 carrying Rte 133 o/Housatonic Rv	5,000,000
Hartford	Deck and Substructure Repair Br #01686A carrying I84 o/Market St and I91 NB	8,000,000
Middlebury	Rehab Br 06691 carrying Rte 63 o/Shattuck Brook	316,000
New Britain	Rehab Br 03912 Carrying Rte 71 o/Columbus Blvd (CTFastrak), Herald Sq and B&M RR	3,200,000
Newtown	Rehab Br 06693 carrying I-84 o/Pole Bridge Brook	285,000
North Stonington	Replacement Br 02968 carrying Rte 49 o/Pendleton Hill Brook	1,400,000
Norwalk	Rehab Br 00722 Carrying West Rocks Rd o/Rte 15	1,600,000
Norwich	Replacement Br 02589 o/Cold Brook	850,000

<b>Town</b>	<b>Description</b>	<b>State \$</b>
Old Saybrook	Bridge 02708 o/ Plum Bank Crk (List 25)	1,500,000
Plainville/ New Britain	Rehab Bridges on I-84 in Plainville & New Britain	12,300,000
Pomfret	Replacement Br 02339 o/Bark Meadow Brk	650,000
Rocky Hill	Rehab Br 03163/03164 carrying Rte 160 o/I-91 NB and SB	6,000,000
Scotland	Replacement Br 00681 o/Merrick Brook	500,000
Sprague	Rehab Br 01291 o/Beaver Brook	800,000
Stamford	Replace Br 02600 carrying Rte 104 o/East Branch of the Mianus River	1,000,000
Sterling	Replacement Br 02132 o/Cedar Swamp Brk	500,000
Voluntown	Replacement Br 02969 o/Koistinen Brook	500,000
Westport	Rehab Br 00728 o/ Saugatuck Rv (List 23)	3,500,000
Various	Painting of Critical Bridge Connections for Bridge Preservation	8,000,000
Statewide	Culvert Repair and Replacement Program	5,000,000
Various	Project Design/ Acquisition of ROW/Project Modifications	7,599,000
<b>TOTAL</b>		<b>70,000,000</b>

Questions:

1. How does DOT prioritize projects under the Fix-it-First Bridge Program?
2. Does DOT have a recent report that rates the condition and level of safety of state bridges? How many bridges are in urgent need of repair?

**Local Bridge Program** - The Governor proposed providing \$10 million in FY 16 and FY 17 for the Local Bridge Program, which is a statutory program (CGS Sec. 13a-175p). OFA does not have a list of projects associated with this proposed bond authorization because it was not part of DOT's FY 14 infrastructure request.

Questions:

1. Please provide a list of project associated with these funds.
2. What changes are being made to the Local Bridge Program? Why are these changes necessary?
3. The Governor's transportation infrastructure proposal includes funding for three bridge-related programs, including the State Bridge Improvement Program, the Fix-it-First Bridge Program and the Local Bridge Program. Why is it necessary to have three different sources of funding? How are the programs different?

**Local Capital Transportation Program** - The FY 16 and FY 17 tables below list the Local Capital Transportation Program projects that are scheduled to be completed with the support of \$74 million of bond funding proposed by the Governor in both FY 16 and FY 17.

**Local Capital Transportation Program Scheduled FY 16 Projects (in millions)**

<b>Description</b>	<b>State \$</b>
Western CT Council of Governments	12,876,000
Northwest Hills Council of Governments	1,110,000
Naugatuck Valley Council of Governments	9,842,000
Greater Bridgeport Council of Governments	7,326,000
South Central Council of Governments	13,024,000
Capitol Region Council of Governments	20,720,000
Lower CT River Valley Council of Governments	3,034,000
Southeastern CT Council of Governments	5,180,000
Northeastern CT Council of Governments	888,000
<b>TOTAL</b>	<b>74,000,000</b>

**Local Capital Transportation Program Scheduled FY 17 Projects (in millions)**

<b>Description</b>	<b>State \$</b>
Western CT Council of Governments	12,876,000
Northwest Hills Council of Governments	1,110,000
Naugatuck Valley Council of Governments	9,842,000
Greater Bridgeport Council of Governments	7,326,000
South Central Council of Governments	13,024,000
Capitol Region Council of Governments	20,720,000
Lower CT River Valley Council of Governments	3,034,000
Southeastern CT Council of Governments	5,180,000
Northeastern CT Council of Governments	888,000
<b>TOTAL</b>	<b>74,000,000</b>

The intent of this program is to provide state monies to urbanized area town governments in lieu of federal funds otherwise available through the federal Surface Transportation Program for urbanized areas (STP Urban). Two main benefits resulting from this program are the ability of the municipalities to perform needed capital improvements with less burdensome requirements than exist when using federal Title 23 USC funding, and more efficient use of CTDOT staff to focus on the federal aid program and more regionally significant improvements on state owned assets. On July 26, 2012, P.L. 112-141 - Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. Under MAP-21, funding for the federal STP Urban program increased to \$54 million.

Questions:

1. What is the Local Transportation Capital Program? How is it different from other DOT programs that provide funding for local transportation projects?
2. Why is the new program necessary? Do municipalities already have access to funding for the types of projects that will be eligible under the new program?

**Bus and Rail Facilities, Equipment and Related Projects** – The FY 16 and FY 17 tables below list the Bus and Rail Facilities, Equipment and Related Projects that are scheduled to be completed with the support of \$205.3 million of bond funding in FY 16 and \$208.1 million in FY 17. The tables below include proposed state funding and federal funding.

**Bus and Rail Facilities and Equipment Scheduled FY 16 Projects (in millions)**

Town	Description	State \$	Federal \$	Total \$
NHL-ML	S program/Timber Program	6,000,000	-	6,000,000
NHL-ML	Bridge Design	5,000,000	-	5,000,000
NHL-ML	Bridge Culvert Replacement Program	25,000,000	-	25,000,000
NHL-ML	New Haven Line Track Program	4,000,000	16,000,000	20,000,000
NHL-ML	Interlocking & Drainage	6,000,000	-	6,000,000
NHL-ML	NHL - Signal System Replacement Phase 2	40,000,000	12,000,000	52,000,000
NHL-ML	Code Compliance Upgrades of Rail Maintenance Facilities	5,000,000	-	5,000,000
NHL-ML	Upgrade Network Infrastructure	3,600,000	14,400,000	18,000,000
NHL-ML	NHL - Station Improvement Program	15,000,000	-	15,000,000
NHL-ML	NHL - Station Improvement Program - Noroton Heights	2,000,000	8,000,000	10,000,000
Norwalk	NHL - WALK Moveable Bridge	12,500,000	40,000,000	52,500,000
NHL-ML	NHRY (West End Yard, Ped Bridge, Design)	68,000,000	-	68,000,000
Statewide	CT Transit Bus Replacements	5,600,000	22,400,000	28,000,000
Statewide	Transit District Bus Replacements	1,600,000	6,400,000	8,000,000
Statewide	Transit District Facility Improvements	3,000,000	12,000,000	15,000,000
Stamford	CT Transit Facility Improvements - Stamford	3,000,000	12,000,000	15,000,000
	<b>TOTAL</b>	<b>205,300,000</b>	<b>143,200,000</b>	<b>348,500,000</b>

**Bus and Rail Facilities and Equipment Scheduled FY 17 Projects (in millions)**

Town	Description	State \$	Federal \$	Total \$
NHL-ML	S program/Timber Program	6,000,000	-	6,000,000
NHL-ML	Bridge Design	5,000,000	-	5,000,000
NHL-ML	Bridge Culvert Replacement Program	30,000,000	-	30,000,000
NHL-ML	New Haven Line Track Program	4,000,000	16,000,000	20,000,000
NHL-ML	Interlocking & Drainage	6,000,000	-	6,000,000
NHL-ML	NHL - Signal System Replacement Phase 3	60,000,000	-	60,000,000
NHL-ML	Code Compliance Upgrades of Rail Maintenance Facilities	5,000,000	-	5,000,000
NHL-ML	NHL - Station Improvement Program	10,000,000	-	10,000,000
Norwalk	NHL - WALK Moveable Bridge	12,500,000	50,000,000	62,500,000
NHL-ML	Design of Devon Moveable Bridge Replacement	5,000,000	20,000,000	25,000,000
NHL-ML	NHRY(West End Yard, Ped Bridge, Design)	50,000,000	-	50,000,000
Statewide	CT Transit Bus Replacements	6,000,000	24,000,000	30,000,000
Statewide	Transit District Bus Replacements	2,000,000	8,000,000	10,000,000
Statewide	Northwest Transit District Facility Improvements	3,600,000	14,400,000	18,000,000
Statewide	Transit District Facility Improvements	3,000,000	12,000,000	15,000,000
	<b>TOTAL</b>	<b>208,100,000</b>	<b>144,400,000</b>	<b>352,500,000</b>

Questions:

1. The Governor proposes providing total federal and state funding of \$118 million in the biennium for the New Haven Rail Yard. Please describe the project. What role does this facility play in the state's public transportation strategy?
2. With the current derailments and accidents on Metro North, what is DOT doing to prevent future accidents?

**General aviation airport facilities including grants-in-aid to municipal airports, excluding Bradley International Airport** - The Governor proposed providing \$2 million in each of FY 16 and FY 17 for general aviation airport facilities for the Connecticut Airport Authority (CAA). The tables below include proposed state funding and federal funding.

**General Aviation Scheduled FY 16 Projects (in millions)**

<b>Town</b>	<b>Description</b>	<b>CAA \$</b>	<b>Federal \$</b>	<b>Total \$</b>
Oxford	Rehab Runway and ramp	1,200,000	10,530,000	11,730,000
Groton	Signage and Marking Condition Report	20,000	180,000	200,000
Groton	Install Wildlife Fencing	75,000	650,000	725,000
Statewide	Obstruction Removal Des & ROW	80,000	720,000	800,000
Municipal	Grant-in-Aid	200,000	-	200,000
Hartford	Rehab RW 2-20 Design	300,000	-	300,000
	<b>Equipment</b>			
Statewide	Various	125,000	-	125,000
	<b>TOTAL</b>	<b>2,000,000</b>	<b>12,080,000</b>	<b>14,080,000</b>

**General Aviation Scheduled FY 17 Projects (in millions)**

<b>Town</b>	<b>Description</b>	<b>CAA \$</b>	<b>Federal \$</b>	<b>Total \$</b>
Hartford	Rehab Runway 2-20*	850,000	4,050,000	4,900,000
Statewide	Obstruction Removal and Lighting	100,000	900,000	1,000,000
Oxford	Grant Amendment RW Reconst	-	400,000	400,000
Statewide	Circuitry Condition Survey	50,000	450,000	500,000
Municipal	Grant in Aid	200,000	-	200,000
Groton	Drainage Improvements Phase 2	400,000	-	400,000
Groton	Rehab RW 5-23 Design	300,000	-	300,000
	<b>Equipment</b>			
Statewide	Various	100,000	-	100,000
	<b>TOTAL</b>	<b>2,000,000</b>	<b>5,800,000</b>	<b>7,800,000</b>



**Hazardous Waste Program** - The FY 16 and FY 17 tables below list the Hazardous Waste Program projects that are scheduled to be completed with the support of \$17.5 million of bond funding in FY 16 and \$18.5 million in FY 17. The tables below include proposed state funding and federal funding.

**Hazardous Waste Program Scheduled FY 16 Projects (in millions)**

<b>Town</b>	<b>Description</b>	<b>State \$</b>
Various	Facility Environmental Compliance	2,000,000
CT Transit Facility	James Street, New Haven	200,000
Various	Lead & Asbestos Abatement at Maint. Facilities	50,000
East Hartford	Maintenance Facility GW Monitoring	35,000
West Willington	Maintenance Facility GW Remediation	75,000
New Milford	Maintenance Facility GW Remediation	75,000
Marlborough	Maintenance Facility GW Remediation	50,000
New Haven	Pond Lilly SVE Remediation System	75,000
Various	Roof Replacements Design	150,000
Canterbury/Old Saybrook/Plainfield/Voluntown	Salt Shed Roof Replacements	900,000
Bolton/East Windsor/Middletown/Wolcott	Salt Shed Roof Replacements	900,000
Various	Service Plaza Remediation	2,000,000
Norwich	Southeast Area Transit Facility Groundwater Remediation	75,000
Various	Stormwater monitoring/General permit &MS4 (phase 2)	100,000
East Haven/Orange	UST Replacement	2,500,000
East Windsor/Union	UST Replacement	2,200,000
Thomaston/Thomaston D4/Norfolk	UST Replacement	2,551,000
Waterbury/Farmington	UST Replacement (Partial)	120,000
Various	UST Replacement Design	900,000
Higganum	Waste Site Remediation Candlewood Hill Rd, Site # 25	200,000
Higganum	Waste Site Remediation Candlewood Hill Rd, Site # 25	2,400,000
	<b>TOTAL</b>	<b>17,556,000</b>

**Hazardous Waste Program Scheduled FY 17 Projects (in millions)**

<b>Town</b>	<b>Description</b>	<b>State \$</b>
Various	Facility Environmental Compliance	2,000,000
CT Transit Facility	James Street, New Haven	4,000,000
Various	Lead & Asbestos Abatement at Maint. Facilities	50,000
East Hartford	Maintenance Facility GW Monitoring	35,000

Town	Description	State \$
Marlborough	Maintenance Facility GW Remediation	75,000
West Willington	Maintenance Facility GW Remediation	75,000
New Milford	Maintenance Facility GW Remediation	75,000
New Haven	Pond Lilly SVE Remediation System	75,000
Various	Roof Replacements Design	150,000
Branford/Guilford	Salt Shed Roof Replacements	500,000
Danbury/New Milford/No Canaan	Salt Shed Roof Replacements	700,000
Various	Service Plaza Remediation	2,000,000
Various	Stormwater monitoring/General permit &MS4 (phase 2)	100,000
East Hartford/Glastonbury	UST Replacement	1,900,000
Litchfield	UST Replacement	1,500,000
Windsor Locks	UST Replacement	1,100,000
Franklin/Norwich	UST Replacement	2,600,000
Various	UST Replacement Design	900,000
Various	Project modifications	700,000
	<b>TOTAL</b>	<b>18,535,000</b>

Questions:

1. How extensive is the DOT's hazardous waste problem?
2. What steps is DOT taking to minimize future hazardous waste issues?

**DOT Facilities Program** - The FY 16 and FY 17 tables below list the Facilities Program projects that are scheduled to be completed with the support of \$20.7 million of bond funding proposed by the Governor in FY 16 and \$25.5 million of bond funding proposed by the Governor in FY 17. The tables below include proposed state funding and federal funding.

**DOT Facilities Program Scheduled FY 16 Projects (in millions)**

Town	Description	State \$	Other \$	Total \$
Statewide	Generator Program -Phase II	4,000,000	-	4,000,000
Various	Roof Repair Program	1,500,000	-	1,500,000
Occum	Replacement of the Occum Maintenance Garage	7,559,775	2,069,742	9,629,517
Pomfret	Renovation Pomfret Maintenance Garage	6,540,000	460,000	7,000,000
Plainfield	Renovation Plainfield Signs & Markings Garage	560,000	-	560,000
Brookfield	Renovation Brookfield Repair Garage	560,000	-	560,000
	<b>TOTAL</b>	<b>20,719,775</b>	<b>2,529,742</b>	<b>23,249,517</b>

**Statewide:** The Department was hampered by power outages, associated with Storms Irene and Alfred, that led to our inability to pump fuel for our plow trucks, dump trucks, chippers, bucket trucks and chain saws, as well as being able to provide assistance to municipalities. The replacement and addition of generators (emergency power) would help mitigate these issues in future natural disasters.

**Various:** Roof replacements are required at several Departmental Facilities (E. Haven, Westport, Marlborough, D2 Office Bldg, D3 Office Bldg, Willington, Vernon) for older pre-1990s roofs that do not comply with current energy standards/warranties.

**Occum:** This facility was built in 1957 as part of the Connecticut Turnpike construction and has had no significant renovations since that time. There is a completely inadequate break room, no shower facility, and no female restrooms, and no emergency generator exists. The original boiler was removed due to rusting with separate oil fired heaters placed in the bays. Significant rusting of under slab electrical conduits has occurred over the years. Recent flood plain designations have ruled out renovation of this facility; however, the site is sized large enough that a new facility will fit on the current site at an elevation that will comply with flood plain regulations.

**Plainville:** This facility was built with the original Connecticut Turnpike construction in 1957 and has had no significant renovations since that time. There are no break areas, female showers or toilet facilities, private office facilities, or adequate storage facilities. No emergency generator exists at the present time and the heating system is the original boiler from 1957. The oil usage at this facility on a square foot basis is higher than the Department’s average usage. Original extensive single pane non-insulated windows exist throughout the facility.

**Brookfield:** This facility was built in 1956 and while it has received new windows and a roof in the late 1990’s, no significant renovation has been done since the original construction. There are no break areas, showers, female toilet facilities, or adequate office facilities. The two (2) primary functions at this location are vehicle repair and a significant stockroom. The stockroom is a highly computerized environment with no conditioned space for office functions. The conveying systems of Cranes are obsolete and there are no areas except vehicle repair bays to take breaks during extended work operations. This facility has the third highest fuel consumption on a square foot basis in the Department. The facility is currently served by a well for drinking water; however, a city water line is present in the road.

**DOT Facilities Program Scheduled FY 17 Projects (in millions)**

Town	Description	State \$
Various	Roof Repair Program	1,500,000
Newington	Newington Headquarter Improvements	1,500,000
Wethersfield	Renovation Wethersfield Maintenance Facility	8,510,000

Town	Description	State \$
Plainfield	Renovation Plainfield Signs & Markings Garage	6,440,000
Brookfield	Renovation Brookfield Repair Garage	6,440,000
Putnam	Renovation Putnam Repair & Maintenance Garage	1,120,000
	<b>TOTAL</b>	<b>25,510,000</b>

**Various:** Roof replacements are required at several Departmental Facilities (E. Haven, Westport, Marlborough, D2 Office Bldg, D3 Office Bldg, Willington, Vernon) for older pre-1990s roofs that do not comply with current energy standards/warranties.

**Newington:** The original chiller capacity of this building was 800 tons consisting of twin 350 units and a 100 ton unit. Two (2) 40-ton outside units were added in 1993. The original chillers date from 1991 and are now at the end of their useful life. A project is needed to replace chillers with a more energy efficient and lower decibel-rated system.

**Wethersfield:** This facility was built in 1962 and has had no significant renovation since that time. Boilers were replaced in 2003, but the original steam heat system is still in place. This facility renovation is in conjunction with construction of a new facility for the Repair Garage portion of this facility to be constructed at Brook Street in Rocky Hill. It is planned that this renovated facility will then also house crews and equipment necessary to support CTFastrak. This facility has completely inadequate break rooms, bathrooms, and office space. The outside wall panels are asbestos materials and there is an extensive use of un-insulated single pane glass. This building is eleventh on the list of heating oil consumption on a square foot basis.

**Plainfield:** This facility was built with the original Connecticut Turnpike construction in 1957 and has had no significant renovations since that time. There are no break areas, female showers or toilet facilities, private office facilities, or adequate storage facilities. No emergency generator exists at the present time and the heating system is the original boiler from 1957. The oil usage at this facility on a square foot basis is higher than the Department's average usage. Original extensive single pane non-insulated windows exist throughout the facility.

**Brookfield:** This facility was built in 1956 and while it has received new windows and a roof in the late 1990's, no significant renovation has been done since the original construction. There are no break areas, showers, female toilet facilities, or adequate office facilities. The two (2) primary functions at this location are vehicle repair and a significant stockroom. The stockroom is a highly computerized environment with no conditioned space for office functions. The conveying systems of Cranes are obsolete and there are no areas except vehicle repair bays to take breaks during extended work operations. This facility has the third highest fuel consumption on a square foot basis in the Department. The facility is currently served by a well for drinking water; however, a city water line is present in the road.

**Putnam:** This facility was built in 1959 and while it has received a new boiler in 1994, no significant renovations have been done since the original construction. This facility is occupied by three (3) separate groups, Highway Maintenance, Materials Management Stockrooms, and Vehicle Repair. There are currently inadequate break areas with no showers, female toilet facilities, or ADA accommodations. There is an extensive amount of single pane window glass resulting in this building having the tenth (10th) highest fuel oil consumption on a square foot basis of D.O.T. facilities. The Cranes used in the Repair facilities are obsolete along with a Welding Shop that is in need of a code upgrade. The stockroom areas are not designed for any conditioned space in which to run a highly computerized operation. Both the Repair and Maintenance office areas lack private areas for supervisors to speak to employees and hold private meetings.

**Waterways Program-** The FY 16 and FY 17 tables below list the projects that are scheduled to be completed with the support of \$5.3 million of bond funding proposed by the Governor in FY 16 and \$2.7 million of bond funding proposed by the Governor in FY 17. The tables below include proposed state funding and federal funding.

**Waterways Program Scheduled FY 16 Projects (in millions)**

<b>Town</b>	<b>Description</b>	<b>State \$</b>
Chester/ Hadlyme	Replace Office Building	50,000
New London	State Pier Rehab/Improvements	4,981,000
Various	Long-term Capital Maintenance Activities	300,000
	<b>TOTAL</b>	<b>5,331,000</b>

**Waterways Program Scheduled FY 17 Projects (in millions)**

<b>Town</b>	<b>Description</b>	<b>State \$</b>
Chester/ Hadlyme	Replace Office Building	1,100,000
Various	Ferry Facilities Improvements	1,000,000
Various	Long-term Capital Maintenance Activities	550,000
	<b>TOTAL</b>	<b>2,650,000</b>

**Let's Go CT!**

The table below summarizes the Let's Go CT Initiative scheduled transportation program and the associated bond funding proposed by the Governor for FY 16 - FY 20. HB 6840, AAC Investments in Connecticut's Transportation Infrastructure authorizes approximately \$2.8 billion for the Let's Go CT! Initiative.

**Let's Go CT! FY 16 - FY 20 Capital Plan (in millions)**

<b>Fiscal Year</b>	<b>Highway \$</b>	<b>Bridge \$</b>	<b>Rail \$</b>	<b>Bus \$</b>	<b>Bike/Pedestrian Trails \$</b>	<b>Total \$</b>
<b>16</b>	30.0	25.0	190.3	15.4	14.2	<b>274.9</b>
<b>17</b>	33.0	40.0	430.0	-	17.2	<b>520.2</b>
<b>18</b>	195.1	116.3	188.0	27.6	20.2	<b>547.2</b>
<b>19</b>	256.6	60.0	410.0	-	23.2	<b>749.8</b>
<b>20</b>	97.8	40.0	527.0	-	26.2	<b>691.0</b>
<b>TOTAL</b>	<b>612.5</b>	<b>281.3</b>	<b>1,745.3</b>	<b>43.0</b>	<b>101.0</b>	<b>2,783.1</b>

The table below summarizes the projects associated with each transportation category, but OFA does not have a list of projects associated with these projects.

<b>Capital Category</b>	<b>Projects for FY 16 - FY 20</b>
<b>Highway</b>	<ul style="list-style-type: none"> <li>• Rt 7/15 interchange reconfiguration</li> <li>• I-84 West Hartford</li> <li>• I-95 Baldwin Bridge to Gold Bridge preliminary design and Right of Way</li> <li>• I-91 relocation and reconfiguration of interchange 29</li> <li>• I-84 exits 3-8</li> <li>• I-91/I-691/Route 15</li> <li>• I-95 Stamford to Bridgeport design</li> <li>• Route 9 - Middletown</li> </ul>
<b>Bridge</b>	<ul style="list-style-type: none"> <li>• I-84 Hartford viaduct design</li> <li>• I-84/Route 8 mixmaster</li> <li>• Rehab Bridge 02514 A/B - SB gold start</li> <li>• West Rock Tunnel rehabilitation and interchange 59</li> <li>• Innovative Bridge Program (Delivery and/or construction methodology)</li> </ul>
<b>Rail</b>	<ul style="list-style-type: none"> <li>• NHL bridge interim repairs</li> <li>• Rail fleet</li> <li>• NHHS Line expansion/NHHS stations</li> <li>• SLE improvements</li> <li>• New Haven station and parking</li> <li>• NHL-Danbury branch dock yard</li> <li>• Plan to upgrade NHL capacity and speed</li> <li>• Real time audio and video system NHL</li> <li>• Waterbury branch signal system</li> </ul>
<b>Bus</b>	<ul style="list-style-type: none"> <li>• Bus and Paratransit service expansion</li> <li>• CT Fastrak east to Manchester</li> <li>• Real Time Location/Bus information</li> <li>• Route 1 BRT-Norwalk/Stamford</li> </ul>
<b>Bike/Pedestrian Trails</b>	<ul style="list-style-type: none"> <li>• Urban network bike/ped connectivity</li> <li>• Expanded trail/alternative mobility program</li> </ul>

Questions:

1. Please provide a list of costs associated with these projects for each authorized fiscal year.
2. Has DOT starting planning for these projects?
3. What are the planning and design costs for these projects?

**Cost of Issuance** – The table below shows STO bond authorizations for the cost of issuance between FY 97 and FY 17 funds.

**STO Authorizations for the Cost of Issuance (FY 97 - FY 17)**

<b>Fiscal Year</b>	<b>Amount \$</b>
FY 97	18,100,000
FY 98	15,625,000
FY 99	20,200,000
FY 00	20,410,000
FY 01	23,491,000
FY 02	23,300,000
FY 03	23,300,000
FY 04	28,600,000
FY 05	22,300,000
FY 06	26,300,000
FY 07	28,300,000
FY 08	21,300,000
FY 09	21,300,000
FY 10	21,300,000
FY 11	21,300,000
FY 12	21,300,000
FY 13	21,300,000
FY 14	24,700,000
FY 15	26,000,000
FY 16*	26,000,000
FY 17*	40,000,000

\* Governor's Recommended

“Cost of issuance” is an umbrella term for the transactional costs that are associated with issuing STO bonds, including required reserve account deposits, bond counsel (for a tax opinion), financial advisor, trustee bank, rating agency, accounting, escrow fees and printing.

## Questions on Other DOT Topics

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**Maximizing Federal Funds** - DOT's testimony indicates that the STO bonds in the Governor's recommended budget will be receive Federal matching funds of \$463.7 million in FY 16 and \$560 million in FY 17.

### Questions:

1. How is the amount of Federal matching funds determined?
2. Is there anything that the state could do to increase the amount of Federal matching funds that it receives?
3. With the Federal Highway Fund not being self-sustaining does DOT expect to a reduction in Federal Funding in the future?
4. What is DOT doing to prepare for less federal funding?

**CT Fastrak** (New Britain/Hartford Busway) - The CT Fastrak will run between downtown New Britain and Union Station in Hartford and have 11 transit stations. It will follow the route of an abandoned rail right-of-way from downtown New Britain to a location near the Newington Junction station and then run parallel to the current Amtrak rail line. Other public bus routes could enter the busway at various points to facilitate their trip to downtown Hartford. Sixteen new or rehabilitated bridges will support the busway, and the projects include a new access road for Amtrak maintenance vehicles, as well as a five-mile multi-use trail between New Britain and Newington. Along much of its length, the busway would be constructed as a grade-separated limited-access highway.

The original cost estimate for the 9.4 mile busway increased from \$80 million to about \$567 million. Of the \$567 total, \$455 million would be from Federal fund and \$112 million would be from state funds.

### Questions:

1. What is the current total estimated cost for the busway project? How much federal and state funding has it received to date?
2. The Governors Let's Go CT! Initiative shows that CT Fastrak will be expanded to Manchester. What will the cost of this project be? Does DOT anticipate Federal Funds for this expansion?
3. Are there plans for transit oriented development along the busway?

**Transit Oriented Development (TOD)** - The Governor has proposed HB 6851, AA Establishing the Connecticut Transit Corridor Development Authority and during its 2013 meeting with the General Obligation (GO) Bonding Subcommittee the Office of Policy and Management (OPM) indicated that it was repurposing \$5 million originally authorized for the Responsible Growth Incentive Fund for transit oriented development (TOD) associated with the New Britain/Hartford Busway project.



Questions:

1. What is the state's current TOD strategy for the busway project?
2. Does DOT consider TOD during the planning process for its public transportation infrastructure projects?

**New Haven-Hartford-Springfield Commuter Rail Line Project** - The New Haven-Hartford-Springfield commuter rail line is a proposed commuter rail line running between New Haven, Hartford and Springfield. The plan calls for new stations and several sections of the line to be double-tracked again. (The line was double-tracked into the late 1990s, when one track was removed.) The Berlin station was recently rebuilt with a new platform, providing room for an additional track.

In January 2010, \$40 million of federal stimulus funds were approved to double-track 11 miles of the corridor. In August 2010, the State Bond Commission allocated \$260 million to double-track the remainder of the corridor, construct freight sidings, and improve signaling. These upgrades, together with new rolling stock, should allow for two-way service during peak hours at speeds from 20 to 80 miles per hour. The line is not currently electrified. Electrification of the line is estimated to cost \$100 million, but funding for such an upgrade has not been identified.

Questions:

1. What is the current total estimated cost for the project? How much additional state and federal funds will be needed?
2. What is the timeline for the project?

**Railcar Maintenance Facility in New Haven** - The state is constructing inspection and repair facilities at the New Haven Rail Yard for the new M-8 rail cars. Activities at these facilities will include inspection and repair of components, wheel truing, electrified and non-electrified storage tracks for out-of-service trains, storage for spare parts, staff offices, shops and facilities required for support of the rail car fleet and a wash facility for the rail cars.

Question: What is the current total estimated cost for the facility? How much state and federal funding has been received for the project? Will additional funding be needed?

**M-8 Rail Cars** - The state is purchasing 405 new M-8 rail cars from Kawasaki Rail Corp for the Shoreline East Rail Line and Metro North Rail Line. In addition to the cars, the state is ordering spare parts and specialized tools needed to maintain the cars. DOT received the first set of eight M-8 rail cars in May 2010, at the new four-track acceptance facility at the New Haven rail yard. DOT put the prototype cars through on-track testing to correct flaws in preparation for Kawasaki producing the rest of the rail cars in Kobe, Japan and Lincoln, Nebraska. To date, the State Bond Commission has allocated about \$745.9 million for the purchase of the cars.

Question:

1. Please update the Subcommittee on the rail cars. Was there a delay with the rail delivery and if so, what is the new schedule for delivery of the rail cars?

**Design-Build Construction** - The state often uses the design-build<sup>1</sup> method for large-scale construction projects such as buildings because it minimizes risk and reduces the amount of time needed to complete the project.

Question:

1. Does DOT use the design-build method of construction for some of its projects?  
If not, why

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<sup>1</sup>Design-build is a method to deliver a project in which the design and construction services are contracted by a single entity known as the “design-builder” or “design-build contractor.” In contrast to “design-bid-build” (or “design-tender”), design-build relies on a single point of responsibility contract and is used to minimize risks for the project owner and to reduce the delivery schedule by overlapping the design phase and construction phase of a project. “DB with its single point responsibility carries the clearest contractual remedies for the clients because the DB contractor will be responsible for all of the work on the project, regardless of the nature of the fault.”