

Department of Transportation

DOT57000

Position Summary

Account	Actual FY 13	Governor Estimated FY 14	Original Appropriation FY 15	Governor Revised FY 15	Legislative FY 15	Difference Leg-Gov FY 15
Permanent Full-Time - TF	2,976	3,085	3,085	3,188	3,188	0

Budget Summary

Account	Actual FY 13	Governor Estimated FY 14	Original Appropriation FY 15	Governor Revised FY 15	Legislative FY 15	Difference Leg-Gov FY 15
Personal Services	146,219,753	158,016,528	166,723,924	167,778,934	165,908,804	(1,870,130)
Other Expenses	56,347,478	51,831,318	51,642,318	53,494,517	53,569,517	75,000
Equipment	1,876,250	1,416,949	1,389,819	1,336,113	1,336,113	0
Minor Capital Projects	421,686	439,639	449,639	449,639	449,639	0
Highway and Bridge Renewal-Equipment	15,171,863	5,376,942	5,376,942	0	0	0
Other Current Expenses						
Highway Planning And Research	3,567,107	3,155,986	3,246,823	3,246,823	3,246,823	0
Rail Operations	137,917,549	143,419,140	147,720,554	149,979,937	152,279,937	2,300,000
Bus Operations	140,594,871	143,424,847	146,972,169	146,972,169	146,972,169	0
Highway and Bridge Renewal	4,015,510	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	0
ADA Para-transit Program	28,820,833	30,252,234	32,935,449	32,935,449	32,935,449	0
Non-ADA Dial-A-Ride Program	576,361	576,361	576,361	576,361	576,361	0
Pay-As-You-Go Transportation Projects	16,763,191	9,700,000	19,700,000	19,700,000	19,700,000	0
CAA Related Funds	0	0	0	3,272,322	3,272,322	0
Nonfunctional - Change to Accruals	0	950,775	1,817,139	2,105,046	2,015,215	(89,831)
Agency Total - Special Transportation Fund	553,792,452	550,060,719	580,051,137	583,347,310	583,762,349	415,039
Additional Funds Available						
Carry Forward Transportation Fund	0	0	0	0	10,274,978	10,274,978
Agency Grand Total	553,792,452	550,060,719	580,051,137	583,347,310	594,037,327	10,690,017

Account	Governor Revised FY 15		Legislative FY 15		Difference from Governor	
	Pos.	\$	Pos.	\$	Pos.	\$

Current Services

Provide Funding for a Safety and Maintenance Program

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

Background

The Department of Transportation (DOT) and Metro-North have contracted with the Transportation Technology Center, Inc. (TTCI) to implement a Safety and Maintenance Program due to the New Haven Rail Line derailment in May 2013 and other incidents on the Metro North Rail Line. Funding will be used for DOT's portion of a proposed ongoing program based on the assessment of the track maintenance program by TTCI, further information from the National Transportation Strategy Board investigation and public hearings held by Metro North in October 2013.

Governor

Provide funding of \$1.5 million to reflect a Safety and Maintenance Program due to the derailment on the New Haven Rail Line in May 2013 and other incidents on the Metro North Rail Line.

Legislative

Same as Governor

Account	Governor Revised FY 15		Legislative FY 15		Difference from Governor	
	Pos.	\$	Pos.	\$	Pos.	\$

Adjust Funding for Revised Estimated GAAP Requirements

Nonfunctional - Change to Accruals	0	287,907	0	287,907	0	0
Total - Special Transportation Fund	0	287,907	0	287,907	0	0

Background

Each agency's budget includes a line item account called "Nonfunctional - Change to Accruals." This line item represents the estimate of the difference between an agency's cash-basis budget amount and the accrual-basis amounts that will be reflected under Generally Accepted Accounting Principles (GAAP). These funds will not be available for spending; in the aggregate they will prevent the state's GAAP deficit from growing.

Governor

Provide funding of \$287,907 to reflect updated estimates of accruals to comply with GAAP. Across all appropriated funds, there is a net GAAP reduction of \$33.8 million.

Legislative

Same as Governor

Provide Funding for New Maintenance Facilities

Other Expenses	0	72,880	0	72,880	0	0
Total - Special Transportation Fund	0	72,880	0	72,880	0	0

Governor

Provide funding of \$72,880 to reflect utilities costs for new maintenance facilities in Old Saybrook and Colchester.

Legislative

Same as Governor

Provide Funding for IT Infrastructure

Other Expenses	0	475,055	0	475,055	0	0
Total - Special Transportation Fund	0	475,055	0	475,055	0	0

Background

The Department of Transportation's (DOT) information technology infrastructure includes the storage area network provider and the data communications network provider, which stores all DOT data and provides the main network connection across the department.

Governor

Provide funding of \$475,055 to reflect maintenance and support for DOT's information technology infrastructure that is no longer covered by the initial purchase warranty.

Legislative

Same as Governor

Provide Funding for Security Contract Costs

Other Expenses	0	150,840	0	150,840	0	0
Total - Special Transportation Fund	0	150,840	0	150,840	0	0

Background

The State of Connecticut's Standard Wage Laws became effective July 1, 2013, and has required the Department of Administrative Services contracts for security personnel services to be increased by an hourly rate of \$9.00. The Department of Transportation currently contracts a total of 16,760 hours of security services at its facilities per year.

Governor

Provide funding of \$150,840 to reflect increased security contractual costs due to the Standard Wage Law.

Legislative

Same as Governor

Account	Governor Revised FY 15		Legislative FY 15		Difference from Governor	
	Pos.	\$	Pos.	\$	Pos.	\$

Provide Funding for Federal Mandates

Other Expenses	0	1,356,500	0	1,356,500	0	0
Total - Special Transportation Fund	0	1,356,500	0	1,356,500	0	0

Background

The Federal highway legislation, Moving Ahead for Progress in the 21st Century (MAP 21), requires the Department of Transportation (DOT) to implement a Comprehensive Asset Management Plan which supports infrastructure preservation, operation and improvement. MAP 21 also contains new reporting and monitoring requirements for entities receiving federal funding. In order to meet these requirements, DOT needs to implement the Disadvantaged Business Enterprise tracking software to track prompt payment to subcontractors, goal achievement, submission of certified payroll, and wage payment.

Governor

Provide funding of \$925,000 for a Comprehensive Asset Management Plan and \$431,500 for Disadvantage Business Enterprise tracking software to comply with federal mandates.

Legislative

Same as Governor

Restore Funding for Highway Supplies

Other Expenses	0	250,000	0	250,000	0	0
Total - Special Transportation Fund	0	250,000	0	250,000	0	0

Background

PA 13-184, the FY 14 and FY 15 Budget Act, reduced funding in the Other Expenses account to achieve savings. The reduction was targeted at highway supplies.

Governor

Provide funding of \$250,000 in the Other Expenses account for highway supplies.

Legislative

Same as Governor

Establish OSHA Mandated Hearing Conservation Program

Personal Services	1	84,400	1	84,400	0	0
Other Expenses	0	85,000	0	85,000	0	0
Equipment	0	130,000	0	130,000	0	0
Total - Special Transportation Fund	1	299,400	1	299,400	0	0

Background

The Federal Occupational Safety and Health Administration's (OSHA) Hearing Conservation Program focuses on recognition, evaluation and control of noise within the work environment. Recent inspections conducted by the OSHA Division of the Department of Labor have indicated that the Department of Transportation (DOT) is not compliant with federal regulation. The Hearing Conservation Program requires DOT to conduct noise exposure monitoring, perform audiometric testing on workers that are exposed, provide hearing protection to workers, conduct employee training and retain records of all related activities.

Governor

Provide funding of \$299,400 for one full-time occupational hygienist position, equipment, staff training and medical support services from the UConn Health Center.

Legislative

Same as Governor

Provide Funding for New Positions for Design Build

Personal Services	16	301,550	16	225,938	0	(75,612)
Total - Special Transportation Fund	16	301,550	16	225,938	0	(75,612)

Background

PA 12-70, "AAC Department of Transportation Project Delivery and Project Labor Agreements for Certain Public Work Projects," authorized the Department of Transportation (DOT) to designate that highway construction projects be built using either a; (1) construction-manager-at-risk contract with a guaranteed maximum price; or (2) design-build contract, as alternatives to the

Account	Governor Revised FY 15		Legislative FY 15		Difference from Governor	
	Pos.	\$	Pos.	\$	Pos.	\$

department's traditional "design-bid-build" process. The Act requires the commissioner of DOT to use departmental employees when possible to conduct development and inspection work to reduce the need for consultants.

Governor

Provide funding of \$301,550 and 16 positions to reflect the reduction in the use of consultants for DOT's project delivery.

Legislative

Provide funding of 225,938 to reflect hiring 8 new positions for design build on July 1, 2014 and 8 new positions on January 1, 2015.

Provide Funding for CT Fastrak

Personal Services	4	161,600	4	80,800	0	(80,800)
Total - Special Transportation Fund	4	161,600	4	80,800	0	(80,800)

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 is expected to begin operation in February 2015. Four full time positions will be used to maintain the roadway infrastructure including bridges, pavement, signals, drainage systems, signs, pavement markings, retaining walls, fencing, guide rails and vegetation.

Governor

Provide funding of \$161,600 for four new positions for CT Fastrak maintenance.

Legislative

Provide funding of \$80,800 to reflect hiring 4 new positions for CT Fastrak on January 1, 2015 due to the CT Fastrak starting operations in February 2015.

Policy Revisions**Provide Funding for Rail Car Storage**

Rail Operations	0	759,383	0	759,383	0	0
Total - Special Transportation Fund	0	759,383	0	759,383	0	0

Background

As of January 31, 2014, there are 318 M-8 rail cars in service on the Metro North Rail Line. Due to operation of the new M-8 rail cars there are 40 M-2 and 33 M-4 rails cars that are being removed from daily service and placed in storage facilities. The storage of these 73 rail cars is estimated to cost \$38 per day for each rail car.

Governor

Provide funding of \$759,383 for the storage of M-2 and M-4 rail cars.

Legislative

Same as Governor

Transfer the Highway and Bridge Equipment Account to Bonding

Highway and Bridge Renewal-Equipment	0	(5,376,942)	0	(5,376,942)	0	0
Total - Special Transportation Fund	0	(5,376,942)	0	(5,376,942)	0	0

Background

The Highway and Bridge Renewal Equipment account is used for the purchase of snow and ice removal equipment, highway and bridge maintenance equipment such as bucket trucks, utility platform trucks, tractor mowers and chippers as well as various equipment used in maintenance, bridge, lab and engineering work.

Governor

Reduce funding by \$5,376,942 to reflect the transfer of the Highway and Bridge Renewal Equipment account to the Capital Budget. Section 7(b) of PA 14-98, the FY 15 Bond bill, authorizes \$5.4 million for the Department of Transportation to purchase highway and bridge renewal equipment.

Legislative

Bond funds were provided per section 7(b) of PA 14-98, the FY 15 Bond bill, in the amount of \$5.4 million for the Department of Transportation to purchase highway and bridge renewal equipment.

Account	Governor Revised FY 15		Legislative FY 15		Difference from Governor	
	Pos.	\$	Pos.	\$	Pos.	\$

Consolidate General Aviation Funding

Personal Services	0	(2,250,540)	0	(2,250,540)	0	0
Other Expenses	0	(838,076)	0	(838,076)	0	0
Equipment	0	(183,706)	0	(183,706)	0	0
CAA Related Funds	0	3,272,322	0	3,272,322	0	0
Total - Special Transportation Fund	0	0	0	0	0	0

Background

PA 11-84, "AAC the Connecticut Airport Authority," created the Connecticut Airport Authority (CAA) and requires the Department of Transportation to transfer any funds appropriated for general aviation to the CAA.

Governor

Consolidate funding of \$3,272,322 to reflect a new CAA Related Funds account from the following: (1) Personal Services account (\$2,250,540); (2) Other Expenses account (\$838,076); and (3) Equipment account (\$183,706).

Legislative

Same as Governor

Implement a Project Management System

Other Expenses	0	300,000	0	300,000	0	0
Total - Special Transportation Fund	0	300,000	0	300,000	0	0

Background

The Federal highway legislation, Moving Ahead for Progress in the 21st Century (MAP-21), requires the Department of Transportation to monitor and report to the Federal Highway Administration on specific performance measures. The Comprehensive Project Management System will replace the current DOT system to track project delivery from the beginning of a project to the end of construction.

Governor

Provide funding of \$300,000 to reflect the implementation of a Comprehensive Project Management System.

Legislative

Same as Governor

Provide Funding for Transit Oriented Development

Personal Services	7	658,000	7	470,000	0	(188,000)
Total - Special Transportation Fund	7	658,000	7	470,000	0	(188,000)

Background

Transit Oriented Development (TOD), is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood located within close proximity to public transportation. The Department of Transportation has proposed TOD initiatives along the New Haven-Hartford Springfield Rail Line, CT Fastrak stations, and the New London Pier.

Governor

Provide funding of \$658,000 to reflect seven new positions and the expansion of statewide Transit Oriented Development initiatives along the New Haven-Hartford Springfield Rail Line, CT Fastrak stations, and the New London Pier.

Legislative

Provide funding of \$470,000 to reflect hiring 3 new TOD positions on July 1, 2014 and 4 TOD positions January 1, 2015.

Provide Funding for 75 New Positions for Capital Plan

Personal Services	75	2,100,000	75	1,574,282	0	(525,718)
Total - Special Transportation Fund	75	2,100,000	75	1,574,282	0	(525,718)

Background

The 75 new positions consist of 66 engineers, 5 property agents, 2 clerical and 2 financial positions to implement the Department of Transportation's (DOT) Long Term Expanded Capital Program.

Governor

Provide funding of \$2.1 million to reflect 75 new positions for delivery of DOT's Long Term Expanded Capital Program.

Account	Governor Revised FY 15		Legislative FY 15		Difference from Governor	
	Pos.	\$	Pos.	\$	Pos.	\$

Legislative

Provide funding of \$1,574,282 to reflect hiring 38 new positions for the Long Term Expanded Capital Program on July 1, 2014 and 37 positions on January 1, 2015.

Adjust Funding to Reflect Expenditure Trends

Personal Services	0	0	0	(1,000,000)	0	(1,000,000)
Total - Special Transportation Fund	0	0	0	(1,000,000)	0	(1,000,000)

Legislative

Reduce funding by \$1.0 million in the Personal Services account to reflect FY 14 expenditure trends due to delays in hiring.

Provide Funding for Road Diet Study in West Hartford

Other Expenses	0	0	0	75,000	0	75,000
Total - Special Transportation Fund	0	0	0	75,000	0	75,000

Background

A road diet involves converting an undivided four lane roadway into three lanes made up of two through lanes and a center two-way left turn lane. The reduction of lanes allows the roadway to be reallocated for other uses such as bike lanes, pedestrian crossing islands, and/or parking.

Legislative

Provide funding of \$75,000 for the Department of Transportation to conduct a road diet study in West Hartford.

Provide Funding for Rail Safety

Rail Operations	0	0	0	2,300,000	0	2,300,000
Total - Special Transportation Fund	0	0	0	2,300,000	0	2,300,000

Background

Metro North's 100 Day Action Plan is a response to the incidents that have occurred on the Metro North Rail Line in 2013. The 100 day plan is intended to incorporate improvements to the rail line that will (1) Promote a culture of safety, (2) Adopt concrete safety enhancements, (3) Restore reliable service and (4) Improve communication.

Legislative

Provide \$2.3 million for safety improvements on the New Haven Rail Line outlined in Metro North's 100 Day Action Plan.

Adjust Funding for Revised Estimated GAAP Requirements

Nonfunctional - Change to Accruals	0	0	0	(89,831)	0	(89,831)
Total - Special Transportation Fund	0	0	0	(89,831)	0	(89,831)

Background

Each agency's budget includes a line item account called "Nonfunctional - Change to Accruals." This line item represents the estimate of the difference between an agency's cash-basis budget amount and the accrual-basis amounts that will be reflected under Generally Accepted Accounting Principles (GAAP). These funds will not be available for spending; in the aggregate they will prevent the state's GAAP deficit from growing.

Legislative

Adjust funding by \$89,831 to reflect updated estimates of accruals to comply with GAAP. Across all appropriated funds, there is a net GAAP reduction of \$33.8 million.

Account	Governor Revised FY 15		Legislative FY 15		Difference from Governor	
	Pos.	\$	Pos.	\$	Pos.	\$

Carry Forward

Statutory Carry Forward Funding

Equipment	0	0	0	57,358	0	57,358
Minor Capital Projects	0	0	0	41,027	0	41,027
Highway and Bridge Renewal- Equipment	0	0	0	1,480	0	1,480
Highway Planning And Research	0	0	0	1,393,743	0	1,393,743
Pay-As-You-Go Transportation Projects	0	0	0	7,909,578	0	7,909,578
Emergency Relief - Town Repairs	0	0	0	871,792	0	871,792
Total - Carry Forward Transportation Fund	0	0	0	10,274,978	0	10,274,978

Legislative

Pursuant to CGS 4-89(b) and (e) and 13a-175j funding of \$10,274,978 is carried forward from FY 14 into FY 15 for ongoing Department of Transportation (DOT) operations. Section 41 of PA 14-47, the FY 15 Budget, reduced the Pay As You Go Transportation Projects carry forward by \$4,000,000 to offset DOT's deficiency related to higher than budgeted storm related costs for snow and ice removal.

Carry Forward Funding for Airport Authority

Legislative

Funding of \$139,987 is carried forward from FY 14 into FY 15 within the Airport Authority as Insurance Recovery funds for ongoing repairs to the Groton-New London Airport from damage sustained from Storm Sandy. In FY 14 the Airport Authority received \$3.5 million in insurance recoveries for damages to the Engineer Material Assist System (EMAS) located at the end of the runway which protects aircraft that overrun the runway. In FY 15 the Airport Authority is expected to receive an additional \$1.7 million to complete the reconstruction of the EMAS at the Groton-New London Airport.

Insurance Recovery funds are treated as appropriations for the purpose of determining carry forwards and lapses. Unless otherwise requested, Insurance Recovery funds automatically carry forward into subsequent years until the funds are exhausted.

Totals

Budget Components	Governor Revised FY 15		Legislative FY 15		Difference from Governor	
	Pos.	\$	Pos.	\$	Pos.	\$
Original Appropriation - TF	3,085	580,051,137	3,085	580,051,137	0	0
Current Services	21	4,855,732	21	4,699,320	0	(156,412)
Policy Revisions	82	(1,559,559)	82	(988,108)	0	571,451
Total Recommended - TF	3,188	583,347,310	3,188	583,762,349	0	415,039