

Analysis for the Transportation
Bonding Subcommittee
Hearing

March 14, 2014



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 Tax Obligation Bonding Subcommittee Hearing On Friday March 14, 2014

Time	Agency	Analyst	Page
10:30 - 12:00	Transportation	Anne Bordieri	2

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 in FY 15.

The table below summarizes the scheduled transportation programs and their associated FY 15 adjustments of bond funding proposed by the Governor.

Governor's Proposed Transportation Infrastructure Plan Adjustment Plan for FY 15

Description	FY 15 \$	Adjustment \$	Total \$
Resurfacing Program	68,900,000		68,900,000
Urban Systems	8,500,000		8,500,000
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	60,440,000		60,440,000
Local Bridge Program		10,000,000	10,000,000
Local Transportation Capital Program	45,000,000		45,000,000
Town Aid Road	60,000,000	(60,000,000)	-
Bus and Rail Facilities, Equipment and Related Projects	143,000,000	17,650,000	160,650,000
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	13,990,000	6,700,000	20,690,000
DOT Facilities Program	16,000,000		16,000,000
Comprehensive asset management plan		10,000,000	10,000,000
Highway and bridge renewal equipment		5,400,000	5,400,000
Cost of issuance of Special Tax Obligation (STO) Bonds and debt service reserve	26,000,000		26,000,000
TOTAL	588,830,000	(10,250,000)	578,580,000

Resurfacing Program – The table below lists the two Resurfacing Program projects that are scheduled to be completed with the support of \$68.9 million of bond funding in FY 15. The table includes both proposed state funding and federal funding:

Capital Resurfacing Program Scheduled FY 15 Projects (in millions)

Description	State \$	Federal \$	TOTAL \$
Vendor-In-Place Resurfacing	57.0	-	57.0
Pavement Preservation Projects ¹	11.9	8.1	20.0
TOTAL	68.9	8.1	77.0

¹May include mix of federally participating (80/20) and 100% state projects.

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.

Urban Systems Program – The table below lists the Urban Systems Program projects that are scheduled to be completed with the support of \$8.5 million of bond funds in FY 15. The table includes both proposed state funding and federal funding:

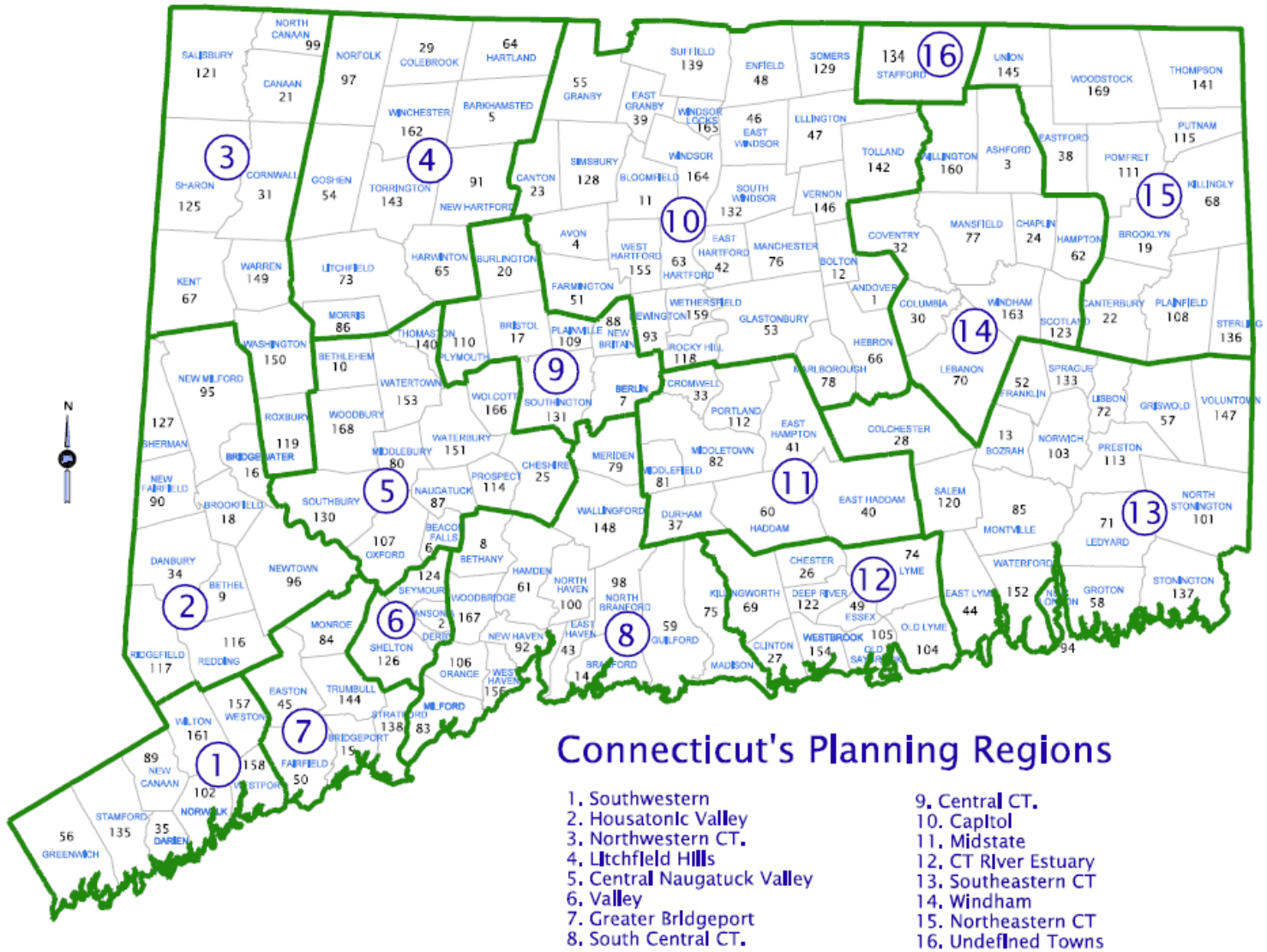
Urban Systems Program Scheduled FY 15 Projects (in millions)

Region	Region Description	State \$ ¹	Federal \$	TOTAL \$
1	South Western Regional Planning Agency	1.0	4.5	5.4
2	Housatonic Valley Council of Elected Officials	0.6	2.6	3.2
5	Council of Governments of the Central Naugatuck Valley	0.8	3.5	4.3
6	Valley Council of Governments	0.2	1.1	1.3
7	Greater Bridgeport Regional Planning Agency	0.8	3.9	4.7
8	South Central Regional Council of Governments	1.5	6.8	8.2
9	Central Connecticut Regional Planning Agency	0.6	2.7	3.3
10	Capitol Region Council of Governments	1.9	8.6	10.5
11	Midstate Regional Planning Agency	0.2	0.8	1.0
12	Connecticut River Estuary Regional Planning Agency	0.1	0.5	0.6
13	Southeastern Connecticut Council of Governments	0.6	2.7	3.3
4, 14, 15	Rural Regions with Urbanized Areas: Litchfield Hills Council of Elected Officials, Windham Region Council of Governments, Northeastern Connecticut Council of Governments	0.4	1.7	2.0

Region	Region Description	State \$ ¹	Federal \$	TOTAL \$
TOTAL		8.7	39.4	48.1

¹State match to Federal funds can vary from 0% to 20% of the total project cost and is dependent upon eligibility requirements.

A map of the Connecticut's planning regions is provided below.



Question: Each organization receives the same amount of funding from the Urban Systems Program each year. How is this amount determined?

State Bridge Program – The table below lists the State Bridge Program projects that are scheduled to be completed with the support of \$33 million of bond funding in FY 15. The table includes both proposed state funding and federal funding:

State Bridge Program Scheduled FY 15 Projects (in millions)

Project #	Town	Description	State \$	Federal \$	TOTAL \$
0056-0305	Greenwich	Rte 1; Replace bridge 01872 over Greenwich Creek	2.8	-	2.8
0056-0306	Greenwich	CT 15; Rehabilitate bridge 02135 over Converse Pond Brook	0.1	0.5	0.6
0056-0307	Greenwich	CT 15; Rehabilitate bridge 02138 over Horseneck Brook (culvert)	0.1	0.3	0.4
0106-0121	Orange	CT 114; Replace bridge 02637 over Race Brook (U-20)	0.2	1.0	1.2
0135-0307	Stamford	US 1; Rehabilitate bridge 00315 over Noroton River	3.5	-	3.5
0152-0149	Waterford	US 1; Replace Bridge 01904 over Jordan Brook	0.6	2.4	3.0
0167-0107	Woodbridge	CT 15; Rehabilitate Bridge 02151 over Race Brook	0.8	-	0.8
0170-3083	Statewide	LBP Fed. Ineligible CLE Services, 6-year project	1.5	-	1.5
0170-3169	Statewide	HBP Eligible CLE Services, Bridges	0.1	0.4	0.5
0170-3170	Statewide	Non-HBP CLE Services, Bridges	0.5	-	0.5
xxxx-xxxx	Statewide	Bridge Preservation Projects	15.0	60.0	75.0
xxxx-xxxx	Various	Project Design and Acquisition of Right Of Way	5.0	19.8	24.8
xxxx-xxxx	Various	Change Orders and Other Unforeseen Project Expenditures	2.8	11.2	14.1
TOTAL			33.0	95.6	128.6

Questions:

1. The Governor's proposal provides a total of \$75 million in state and federal funds for "Bridge Preservation Projects". What is a bridge preservation project? Please provide examples of the type of bridges qualify for this funding.
2. What are CLE Services?
3. Does DOT use subcontractors for any of these projects?
4. Some of these bridges are going to be replaced. What are the standard bridge replacement procedures and what is the typical time frame for completion?

Interstate Program - The table below lists the Interstate Program projects that are scheduled to be completed with the support of \$13.1 million of bond funding in FY 15. The table on the following page includes proposed state funding, federal and other funding

Interstate Program Scheduled FY 15 Projects (in millions)

Project #	Town	Description	State \$	Federal \$	Other \$	TOTAL \$
0034-0313 ¹	Danbury	I-84; Reconstruction at Exits 5 & 6 and CT 37	9.8	0.0	11.8	21.6
xxxx-xxxx	Various	Project Design and Acquisition of Right Of Way	2.0	17.6	0.0	19.6
xxxx-xxxx	Various	Change Orders and Other Unforeseen Project Expenditures	1.3	5.2	0.0	6.5
TOTAL			13.1	22.8	11.8	47.7

¹Project 92-505 is active and Open. This request is for additional funds that will be needed for continuing program management of the Q Bridge by PB Americas Inc.

Questions:

1. What does the I-84 reconstruction of Exit 5 & 6 consist of?

Intrastate Program - The table below lists the Intrastate Program projects that are scheduled to be completed with \$44 million of bond funding in FY 15. The table on the following page includes proposed state funding, federal and other funding.

Intrastate Program Scheduled FY 15 Projects (in millions)

Project #	Town	Description	State \$	Federal \$	Other \$	TOTAL \$
0034-0313 ¹	Danbury	I-84; Reconstruction at Exits 5 & 6 and CT 37	11.8	-	9.8	21.5
0063-0633 ²	Hartford	Safety and Streetscape Improvements on Rte 44 (Albany Ave) between Homestead Ave and Garden St	2.7	12.7	0.5	15.9
0171-xxxx	District 1	Install STC Traffic Signals	2.1	-	-	2.1
0172-xxxx	District 2	Install STC Traffic Signals	2.1	-	-	2.1
0173-xxxx	District 3	Install STC Traffic Signals	2.1	-	-	2.1
0174-xxxx	District 4	Install STC Traffic Signals	2.1	-	-	2.1
STPT-xxxx	Statewide	TBD Enhancement Requirements	2.0	8.0	-	10.0
xxxx-xxxx	Statewide	Pavement Preservation	8.0	-	-	8.0
xxxx-xxxx	Various	Project Design and Acquisition of Right Of Way	6.6	26.4	-	33.0
xxxx-xxxx	Various	Change Orders and Other Unforeseen Project Expenditures	4.5	18.0	-	22.5
TOTAL			44.0	65.1	10.3	119.3

¹Other funding to come from Interstate Bonds included in this budget request for FY 15.

²Other funding to come from previously allocated Urban bonds as a match to STP Hartford federal funds.

Questions:

1. The recommended budget provides \$18 million in Federal funding for change orders and unforeseen project expenditures. Does the state lose these federal funds if they are not used? Are these federal funds specifically for bridge repairs?

Fix-it-First Road Program – The table below list the Fix-it-First Road Program projects that are scheduled to be completed with the support of \$55 million of bond funding in FY 15.

Fix-it-First Road Program Scheduled FY 15 Projects (in millions)

Project #	Town	Description	State \$
0042-xxxx	East Hartford	Resurfacing and Median Replacement on CT 2	40.0
0130-0173	Southbury	Improvements on I-84 Interchanges 14-16	7.5
TBD	Statewide	Retaining Wall Repairs	3.5
xxxx-xxxx	Various	Change Orders and Other Unforeseen Project Expenditures	4.0
TOTAL			55.0

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

Fix-it-First Bridge Program – The table below list the Fix-it-First Bridge Program projects that are scheduled to be completed with the support of \$60.4 million of bond funding in FY 15.

Fix-it-First Bridge Program Scheduled FY 15 Projects (in millions)

Project #	Town	Description	State \$
0083-0261	Milford	I-95; Rehabilitate bridge 00145 over Wepawaug River	1.0
0092-0665	New Haven	Rte 34; Rehabilitate bridge 05593 over West River	0.5
0026-0122	Chester	CT 9; Rehabilitate bridge 06639 over Great Brook	1.2
0042-0304	East Hartford	SR 500; Replace bridge 02374, over I-84 ramp 833 & 831	5.5
0042-0316	East Hartford	Rehabilitate bridge 02376 I-84 TR831/I-84 East Bound	3.3
0042-0305	East Hartford	Rehabilitate bridge 02375, over I-84 East Bound & ramp 833	3.5
0063-0654	Hartford	Rehabilitate bridge 01686B over US 44 & Columbus Boulevard	2.4
0073-0182	Litchfield	CT 8 NB; Rehabilitate bridge 00608 over Naugatuck River	10.0
0073-0177	Litchfield	US 202; Replace bridge 00908 over Bantam River	4.0

Project #	Town	Description	State \$
0126-0159	Shelton	Rehabilitate of bridge 00571, CT 8 over Rte 110 & Housatonic River	7.0
0138-XXX	Stratford	Superstructure replacement of bridge 00326 over M-N Railroad	10.9
0152-XXX	Waterford	Rehabilitate bridge 00352A over Oil Mill Road	0.6
0152-XXX	Waterford	Rehabilitate bridge 00352B over Oil Mill Road	0.5
0170-XXXX	Statewide	BRU Bridge Preservation Repairs	10.0
Total			60.4

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?
3. What are BRU bridge preservation repairs?

Local Bridge Program - The Governor proposed providing an additional \$10 million in FY 15 for the Local Bridge Program, which is a statutory program (CGS Sec. 13a-175p). PA 12-329, "AA Authorizing and Adjusting Bonds of the State for Capital Improvements, Transportation, Elimination of the Accumulated GAAP Deficit and Other Purposes" amends the program.

OFA does not have a list of projects associated with this proposed bond authorization because the projects will not be identified until a solicitation of municipalities is done, which does not happen until the bond funds are authorized.

Questions:

1. Please provide a list of projects associated with these funds.
2. 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 table below lists the Local Capital Transportation Program projects that are scheduled to be completed with the support of \$45 million of bond funding in FY 15.

This program involves projects on the state and local system otherwise eligible for federal program funding ranging from roadway reconstruction to intersection improvements to signalization. This proposed bond authorization is associated with a program established in PA 12-329, "AA Authorizing and Adjusting Bonds of the State for Capital Improvements, Transportation, Elimination of the Accumulated GAAP Deficit and Other Purposes."

Local Capital Transportation Program Scheduled FY 15 Projects

Town	Description	State \$	Other \$¹	TOTAL \$
Cromwell	Minor Widening of Willowbrook Road	1,764,000	196,000	1,960,000
Danbury	Improvements on SR 806 from Old Newtown to Plumtrees and Eagle to Industrial Plaza Roads	7,500,000	-	7,500,000
Monroe	Pepper St - Minor Widening & Operational Improvements	3,281,400	364,600	3,646,000
Norwalk	Reconstruction of East Ave @ Metro North Bridge No. 42.14	3,888,000	432,000	4,320,000
Ridgefield	Intersection improvement on CT 35 (Main St.) between Bailey Ave & Governor St	3,150,000	-	3,150,000
Seymour	Reclamation & Drainage Improvements on Rimmon Street	1,827,000	203,000	2,030,000
Stratford	Intersection & Drainage Improvements on West Broad St at Linden Ave & California St	4,551,900	505,767	5,057,667
Vernon	Reconstruction & Minor Widening on South St	2,567,700	285,300	2,853,000
Various	Projects not yet identified	5,220,000	580,000	5,800,000
Various	Project design and acquisition of Right Of Way	6,750,000	750,000	7,500,000
Various	Change Orders and other unforeseen project expenditures	4,500,000	500,000	5,000,000
TOTAL		45,000,000	3,816,667	48,816,667

¹Other funding source is local funds.

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?

Town Aid Road Program – The Governor proposed providing \$60 million for the Town Aid Road (TAR) Program in FY 15, but the authorization was switched to General Obligation Bonds. Please see Appendix A for a list of municipal TAR grants.

TAR is a statutory grant-in-aid program established in CGS Sec. 13a-175a that provides funding to towns for construction, reconstruction, improvement or maintenance of highways and bridges, plowing snow, trimming and tree removal, installation, replacement and maintenance of traffic signs, traffic and parking planning and administration, and other purposes and programs related to highways, traffic and parking to assist town in providing essential public transportation services.

Changing the funding source for the TAR program addresses a problem initially encountered by the Office of the State Treasurer in the process of issuing Special Tax Obligation (STO) bonds in November 2013 for the Town Aid Road (TAR) Grant Program.

Municipalities are permitted to use TAR grants for a number of purposes including maintenance and current operating expenses, which are essential for public transportation services. These types of expenditures are considered to be working capital expenditures under the IRS rules that govern tax-exempt bond issuance. The IRS limit on the amount of working capital that can be financed with tax-exempt bonds is five percent of total bond proceeds. Since the state does not have any information regarding how TAR funds are ultimately used by municipalities, the entire TAR grant amount must be considered potential working capital.

The TAR bond authorization for FY 15 is \$60 million and the anticipated total STO bond issuance for FY 15 is approximately \$600 million. Since the TAR funding exceeds the five percent limit, the entire issuance would not qualify for tax-exempt status. Instead, the bonds would be sold at a higher taxable interest rate, which would increase debt service cost over the 20-year term of issuance. Changing the funding source to General Obligation (GO) bonds remedies the problem because total annual GO bond issuance is much larger than total annual STO issuance and could thus absorb the \$60 million TAR authorization and still maintain the tax-exempt status of the GO bonds.

Question:

1. TAR has historically been funded at the level of \$30 million per fiscal year. Why has there been an increase in the level of funding to \$60 million per year?

Bus and Rail Facilities, Equipment and Related Projects – The table below lists the Bus and Rail Facilities, Equipment and Related Projects that are scheduled to be completed with the support of an additional \$17.7 million of bond funding proposed by the Governor in FY 15. The table below includes the total \$160.7 million of proposed state funding and federal funding.

Bus and Rail Facilities and Equipment Scheduled FY 15 Projects (in millions)

Line/Town	Description	State \$	Federal \$	TOTAL \$
NHL-ML	S program/Timber Program	8.0	-	8.0
NHL-ML	Bridge Design	8.0	-	8.0
NHL-ML	Bridge Culvert Replacement Program	14.6	-	14.6
NHL-ML	NHL Track Program	16.0	-	16.0
NHL-ML	Interlocking & Drainage	8.0		8.0
NHL-ML	Code Compliance Upgrades of Rail Maintenance Facilities	5.0	-	5.0
NHL-ML	NHL - Positive Train Control	5.6	22.4	28.0
NHL-ML	NHL - Signal System Replacement Phase 2	7.0	28.0	35.0
NHL-ML	NHL Station Improvement/Parking Program	25.0	-	25.0
Madison	Madison Station N. Platform Bridge/Parking Expansion	33.0	-	33.0
Statewide	CT Transit Bus Replacements	6.4	25.6	32.0
Statewide	Transit District Bus Replacements	6.0	24.0	30.0
Statewide	Transit District Facility Improvements	2.0	8.0	10.0
Watertown	Waterbury Bus Maintenance Facility	8.0	32.0	40.0
NHHS	NHHS Stations-Enfield, West Hartford, Newington, North Haven	4.9	-	4.9
Ctfastrak	Ctfastrak - Snow and Ice Removal Equipment	3.2	-	3.2
Total		160.7	140.0	300.7

Questions:

1. The Governor proposes funding for snow and ice removal equipment for the CT Fastrak. What type of equipment will be purchased? Why was this not included in the Highway and Bridge Renewal Equipment bond funding?
2. The Governor proposes \$16 million of funding for the New Haven Line Track Program. Please describe this program. Is this program intended to improve safety and reliability on the New Haven Line?
3. Due to the recent incidents on the New Haven Line and with Metro North the National Transportation Strategy Board is conducting investigations on the New

Haven Line. How does DOT intend to deal with the recommendations from these studies?

4. The Governor proposes \$6.4 million of bond funding and \$25.6 million in federal funding for Transit District Bus Replacements. How many buses will DOT replace and what type of buses will be purchased?
5. The Governor proposes providing funding of \$5.6 million and \$22.4 million in Federal Funding for positive train control on the New Haven Line. What kind of control systems are currently on the New Haven Line? What safety improvements will positive train control provide to our rail line?

General aviation airport facilities including grants-in-aid to municipal airports, excluding Bradley International Airport – The table below lists the General Aviation projects that are scheduled to be completed with the support of \$2 million of bond funding in FY 15.

General Aviation Airport Facilities Scheduled FY 15 Projects

Town	Description	State \$	Federal \$	Total \$
Oxford	Property Purchase	140,000	1,260,000	1,400,000
Danielson	Airfield Improvements	400,000		400,000
Hartford	EA Runway Safety Improvements	17,000	150,000	167,000
Windham	Rehab RW 9-27 Des	300,000		300,000
Windham	EA Airport Development	100,000		100,000
Statewide	Obstruction Removal & Lighting	500,000	2,400,000	2,900,000
Statewide	Security Improvements	343,000		343,000
Municipal	Grant In Aid	200,000		200,000
Total		2,000,000	3,810,000	5,810,000

Question:

1. What type of security improvements will be made and at what airports?
2. What municipal airport is receiving the \$200,000 grant-in-aid and what will the funding be used for?

Hazardous Waste Program – The table below list the Hazardous Waste Program projects that are scheduled to be completed with the support of \$14 million of bond funding in FY 15.

Hazardous Waste Program Scheduled FY 15 Projects (in millions)

Town	Description	State \$
Marlborough	Maintenance Facility & Groundwater Remediation	0.5
Various	Service Plaza Remediation	1.2
West Willington	Maintenance Facility & Groundwater Remediation	0.5
New Milford	Maintenance Facility & Groundwater Remediation	0.5
New Haven	Pond Lilly-SVE Remediation System	0.5

Town	Description	State \$
East Hartford	Maintenance Facility	0.3
North Canaan/ Thomaston	Salt Shed Roof Replacements	0.7
Various	Storm water monitoring	0.1
Various	Facility Environmental Compliance	1.3
Various	Salt Shed Design	0.8
Various	UST Replacement Design	0.2
Mansfield/Norwich	UST Replacement	1.8
Simsbury/Waterbury/ Farmington	UST Replacement	3.0
East Windsor	UST Replacement	1.0
Various	Calcium Chloride Tank	4.0
Various	Lead & Asbestos Abatement at Maintenance Facilities	0.5
Hartford	Salt Shed Replacement	1.8
Wethersfield	Waste Site Remediation, Goff Rd.	3.2
Darien/Wilton/Trumbull	Salt Shed Roof Replacements	0.9
Lisbon/Higganum	PE for potential remediation at Lisbon and Higganum Facilities	0.3
Various	Tank Removal at various sites (including Lisbon/Higganum)	0.3
Total		20.7

Questions:

1. How extensive is the DOT's hazardous waste problem?
2. What steps is DOT taking to minimize future hazardous waste issues?
3. How old are the Salt Sheds that DOT is replacing?
4. The Governor is proposing funding for tank removal at various sites. What type of tanks are being removed and why?

DOT Facilities Program - The table below lists the Facilities Program projects that are scheduled to be completed with the support of \$16 million of bond funding in FY 15.

DOT Facilities Program Scheduled FY 15 Projects (in millions)

Town	Description	State \$
Occum	Replacement of existing maintenance facility.	9.5
Newington	Replacement of existing drainage and pavement at the DOT Headquarters	0.7
Rocky Hill	Construction of a new repair facility	1.2
Willington	Rest Area-Repair septic fields	4.2
Pomfret	Maintenance Facility Renovation design	0.5
TOTAL		16.1

Occum: Existing facility does not provide for proper ADA accessibility nor meet code requirements in a number of areas of concern. Additionally the existing facility is in a flood plain.

Newington: There are presently numerous potholes and significant cracking with large gaps, such that there are serious safety concerns for trips and falls of employees and the general public. The Department had originally requested \$8,000,000 for this project but has since reassessed the scope and through use of State forces and Vendor in Place (VIP) contractors, has managed to reduce the estimated cost of the project to \$1,500,000. This \$667,817 will complete the funding.

Rocky Hill: The current total project cost is estimated at \$29,069,742. An allocation of \$27,917,251 is being requested for this project at the March 28, 2014 Bond Commission Meeting. This \$1,152,491 will complete the funding.

Willington: The purpose of this project is to rehabilitate the septic systems at the eastbound and westbound rest areas on I-84 in Willington. Completion of this project will permit the rest areas to continue to serve the traveling public. Each new septic system will include nitrogen pre-treatment system, an equalization tank and a replacement leaching field. The project will also include improvements to the rest area facilities, including plumbing and fixture replacement, retiled restrooms, standby generators and electrical upgrades. The new septic systems will be permitted by the Connecticut Department of Energy and Environmental Protection (DEEP).

Pomfret: The purpose of this project is to construct an ADA/code compliant office addition with office space, bathrooms, and locker rooms and to fully renovate the existing building for ADA/code compliance. The steam heating system will be replaced and a generator will be installed. Site improvements such as fencing are anticipated.

Highway and Bridge Renewal Equipment- The FY 15 Bond Authorization of \$5,400,000 is provided, in lieu of appropriated funds, for DOT's highway and bridge renewal equipment to fund the purchase of dump/plow trucks, pay loaders and also other essential highway and bridge maintenance equipment (such as aerial bucket trucks, graders, tractor/mowers, pot hole patchers, sweepers, etc.) At the end of each fiscal year, the Department will finalize a specific prioritized list of equipment to be replaced with the funds provided in the next year, based on its ongoing/updated analysis of the condition of its fleet. The \$5.4 million is expected to fund the replacement of 20 plow/dump trucks, 2 loaders, and other essential heavy equipment.

Questions:

1. What is the total number of trucks in DOT's fleet?
2. Does DOT contract out for any of this equipment? If so, will there be a savings due to the purchase of this equipment?

Transportation Asset Management Plan (TAM) - The Governor's midterm budget adjustments include an additional \$10,000,000 in Capital Funding for the development of a comprehensive Department-wide Transportation Asset Management (TAM) System. This funding will provide the Department with the resources to initiate development of the system. The requested funds would be allocated between professional services and hardware/software.

The initial goals of this initiative would include the following: evaluate current organizational capabilities relative to Asset Management; analyze existing individual asset systems and develop a comprehensive inventory of critical infrastructure assets and their condition; develop an implementation plan for the Moving Ahead for Progress in the 21st Century Act (MAP-21) compliant TAM system based on best practices; determine the information technology required to support this initiative and purchase systems; document policies and procedures.

The next section outlines the goals and requirements for asset management in *MAP-21*, and provides a more detailed description of the essential aspects of an asset management system.

TAM requirements included in the Moving Ahead for Progress in the 21st Century Act (MAP-21)

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. Under MAP-21, performance management will transform Federal highway programs and provide a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs, and improving transportation investment decision-making through performance-based planning and programming.

The cornerstone of MAP-21's highway program transformation is the transition to a performance and outcome-based program. One of the performance goals for Federal highway programs is to maintain the highway infrastructure asset system in a state of good repair. To meet this goal states are required to develop a risk- and performance-based transportation asset management (TAM) plan for the NHS to improve or preserve asset condition and system performance. The plan development process must be reviewed and recertified at least every four years. The penalty for failure to implement this requirement is a reduced Federal share for NHPP projects in that year (65 percent instead of the usual 80 percent).

Cost of Issuance – The table below shows STO bond authorizations for the cost of issuance between FY 97 and FY 15 funds.

STO Authorizations for the Cost of Issuance (FY 97 – FY 15)

Fiscal Year	Amount \$
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

* 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

Maximizing Federal Funds – DOT’s testimony indicates that the STO bonds in the Governor’s recommended budget will receive Federal matching funds of \$374.6 million in FY 15.

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?

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 Federal fund and \$112 million would be from state bond 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. What is the current status of the project? What is the timeline for the project completion date?
3. Are further bond funds needed for the project?
4. Are there plans for transit oriented development along the busway?

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 was 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 that was completed in July. 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: 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-build¹ 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: Does DOT use the design-build method of construction for some of its projects? If not, why?

¹Design-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.”

Appendix A

Town Aid Road Grants-in-Aid

Town	FY 13 \$	FY 14 \$	FY 15 \$
Andover	95,236.44	190,472.87	190,472.87
Ansonia	160,177.40	320,354.79	320,354.79
Ashford	145,250.54	290,501.08	290,501.08
Avon	155,559.18	311,118.36	311,118.36
Barkhamsted	98,303.13	196,606.27	196,606.27
Beacon Falls	93,547.30	187,094.61	187,094.61
Berlin	164,102.68	328,205.36	328,205.36
Bethany	105,762.43	211,524.85	211,524.85
Bethel	157,312.62	314,625.23	314,625.23
Bethlehem	107,330.07	214,660.14	214,660.14
Bloomfield	168,487.18	336,974.36	336,974.36
Bolton	100,358.27	200,716.55	200,716.55
Bozrah	90,983.25	181,966.51	181,966.51
Branford	199,933.36	399,866.72	399,866.72
Bridgeport	685,120.90	1,370,241.80	1,370,241.80
Bridgewater	89,508.38	179,016.75	179,016.75
Bristol	333,100.08	666,200.16	666,200.16
Brookfield	150,827.80	301,655.61	301,655.61
Brooklyn	120,970.04	241,940.08	241,940.08
Burlington	129,339.49	258,678.97	258,678.97
Canaan	84,655.41	169,310.82	169,310.82
Canterbury	112,902.03	225,804.06	225,804.06
Canton	130,591.12	261,182.24	261,182.24
Chaplin	95,438.68	190,877.35	190,877.35
Cheshire	202,303.99	404,607.98	404,607.98
Chester	93,108.42	186,216.84	186,216.84
Clinton	135,013.35	270,026.70	270,026.70
Colchester	173,921.00	347,842.01	347,842.01
Colebrook	100,380.21	200,760.41	200,760.41
Columbia	102,996.03	205,992.05	205,992.05
Cornwall	111,508.42	223,016.85	223,016.85
Coventry	146,783.28	293,566.55	293,566.55
Cromwell	138,363.77	276,727.53	276,727.53
Danbury	421,665.56	843,331.12	843,331.12
Darien	166,330.59	332,661.17	332,661.17
Deep River	99,501.91	199,003.82	199,003.82

Town	FY 13 \$	FY 14 \$	FY 15 \$
Derby	133,473.27	266,946.54	266,946.54
Durham	111,631.60	223,263.20	223,263.20
Eastford	87,571.21	175,142.42	175,142.42
East Granby	100,918.86	201,837.72	201,837.72
East Haddam	166,902.11	333,804.22	333,804.22
East Hampton	161,598.78	323,197.57	323,197.57
East Hartford	294,545.12	589,090.24	589,090.24
East Haven	202,209.34	404,418.68	404,418.68
East Lyme	160,692.25	321,384.50	321,384.50
Easton	113,477.93	226,955.86	226,955.86
East Windsor	133,005.96	266,011.91	266,011.91
Ellington	169,491.42	338,982.84	338,982.84
Enfield	270,451.35	540,902.70	540,902.70
Essex	107,828.16	215,656.31	215,656.31
Fairfield	353,759.26	707,518.51	707,518.51
Farmington	186,196.40	372,392.79	372,392.79
Franklin	62,107.31	124,214.61	124,214.61
Glastonbury	232,019.11	464,038.22	464,038.22
Goshen	137,689.41	275,378.82	275,378.82
Granby	129,853.26	259,706.52	259,706.52
Greenwich	371,815.04	743,630.08	743,630.08
Griswold	96,086.73	192,173.46	192,173.46
Groton	248,000.20	496,000.40	496,000.40
Guilford	180,707.30	361,414.59	361,414.59
Haddam	122,241.88	244,483.77	244,483.77
Hamden	335,877.89	671,755.78	671,755.78
Hampton	93,966.82	187,933.64	187,933.64
Hartford	602,523.41	1,205,046.82	1,205,046.82
Hartland	71,427.39	142,854.78	142,854.78
Harwinton	114,005.48	228,010.96	228,010.96
Hebron	121,239.34	242,478.67	242,478.67
Kent	140,498.13	280,996.27	280,996.27
Killingly	181,654.66	363,309.32	363,309.32
Killingworth	126,408.50	252,817.01	252,817.01
Lebanon	158,813.28	317,626.56	317,626.56
Ledyard	148,117.07	296,234.15	296,234.15
Lisbon	88,228.81	176,457.62	176,457.62
Litchfield	190,761.94	381,523.89	381,523.89
Lyme	90,145.11	180,290.21	180,290.21
Madison	156,996.80	313,993.61	313,993.61

Town	FY 13 \$	FY 14 \$	FY 15 \$
Manchester	324,335.98	648,671.95	648,671.95
Mansfield	212,151.65	424,303.30	424,303.30
Marlborough	106,166.06	212,332.12	212,332.12
Meriden	336,747.10	673,494.20	673,494.20
Middlebury	111,695.40	223,390.79	223,390.79
Middlefield	98,777.01	197,554.03	197,554.03
Middletown	300,873.52	601,747.05	601,747.05
Milford	292,725.52	585,451.04	585,451.04
Monroe	174,648.46	349,296.92	349,296.92
Montville	163,621.09	327,242.17	327,242.17
Morris	88,656.34	177,312.68	177,312.68
Naugatuck	213,014.30	426,028.60	426,028.60
New Britain	386,549.37	773,098.73	773,098.73
New Canaan	164,755.82	329,511.64	329,511.64
New Fairfield	137,756.31	275,512.62	275,512.62
New Hartford	135,109.25	270,218.50	270,218.50
New Haven	624,342.70	1,248,685.40	1,248,685.40
Newington	208,137.32	416,274.64	416,274.64
New London	195,242.61	390,485.22	390,485.22
New Milford	280,158.21	560,316.42	560,316.42
Newtown	234,746.46	469,492.92	469,492.92
Norfolk	125,227.55	250,455.10	250,455.10
North Branford	140,994.07	281,988.14	281,988.14
North Canaan	94,462.26	188,924.52	188,924.52
North Haven	180,748.04	361,496.08	361,496.08
North Stonington	119,934.66	239,869.32	239,869.32
Norwalk	438,714.99	877,429.98	877,429.98
Norwich	251,563.68	503,127.37	503,127.37
Old Lyme	115,070.57	230,141.14	230,141.14
Old Saybrook	123,611.42	247,222.85	247,222.85
Orange	137,915.14	275,830.28	275,830.28
Oxford	136,770.60	273,541.19	273,541.19
Plainfield	145,930.18	291,860.36	291,860.36
Plainville	153,638.32	307,276.64	307,276.64
Plymouth	131,932.51	263,865.03	263,865.03
Pomfret	121,306.46	242,612.93	242,612.93
Portland	120,382.94	240,765.89	240,765.89
Preston	99,890.35	199,780.70	199,780.70
Prospect	119,283.07	238,566.15	238,566.15
Putnam	119,850.40	239,700.80	239,700.80

Town	FY 13 \$	FY 14 \$	FY 15 \$
Redding	133,866.92	267,733.84	267,733.84
Ridgefield	188,755.30	377,510.61	377,510.61
Rocky Hill	170,957.92	341,915.83	341,915.83
Roxbury	168,475.70	336,951.40	336,951.40
Salem	96,716.07	193,432.13	193,432.13
Salisbury	145,684.32	291,368.65	291,368.65
Scotland	77,070.59	154,141.18	154,141.18
Seymour	148,739.26	297,478.51	297,478.51
Sharon	176,842.33	353,684.66	353,684.66
Shelton	245,528.23	491,056.46	491,056.46
Sherman	102,100.36	204,200.71	204,200.71
Simsbury	180,467.84	360,935.67	360,935.67
Somers	135,184.17	270,368.34	270,368.34
Southbury	189,918.64	379,837.27	379,837.27
Southington	260,945.42	521,890.85	521,890.85
South Windsor	190,345.13	380,690.26	380,690.26
Sprague	75,684.69	151,369.38	151,369.38
Stafford	197,499.75	394,999.50	394,999.50
Stamford	594,650.52	1,189,301.03	1,189,301.03
Sterling	98,165.07	196,330.14	196,330.14
Stonington	149,556.75	299,113.50	299,113.50
Stratford	296,873.45	593,746.91	593,746.91
Suffield	145,553.15	291,106.30	291,106.30
Thomaston	112,398.94	224,797.88	224,797.88
Thompson	126,762.67	253,525.34	253,525.34
Tolland	169,856.45	339,712.90	339,712.90
Torrington	236,875.91	473,751.82	473,751.82
Trumbull	230,710.31	461,420.63	461,420.63
Union	62,371.12	124,742.24	124,742.24
Vernon	201,949.29	403,898.57	403,898.57
Voluntown	86,456.86	172,913.71	172,913.71
Wallingford	271,784.58	543,569.16	543,569.16
Warren	90,852.87	181,705.75	181,705.75
Washington	164,002.42	328,004.84	328,004.84
Waterbury	543,162.60	1,086,325.19	1,086,325.19
Waterford	161,255.36	322,510.71	322,510.71
Watertown	177,903.30	355,806.59	355,806.59
Westbrook	108,722.65	217,445.30	217,445.30
West Hartford	345,062.52	690,125.04	690,125.04
West Haven	312,765.61	625,531.22	625,531.22

Town	FY 13 \$	FY 14 \$	FY 15 \$
Weston	125,153.89	250,307.77	250,307.77
Westport	189,999.61	379,999.21	379,999.21
Wethersfield	201,745.46	403,490.91	403,490.91
Willington	128,885.57	257,771.15	257,771.15
Wilton	155,824.37	311,648.73	311,648.73
Winchester	151,334.23	302,668.46	302,668.46
Windham	185,534.21	371,068.42	371,068.42
Windsor	202,209.19	404,418.38	404,418.38
Windsor Locks	131,735.14	263,470.29	263,470.29
Wolcott	151,200.90	302,401.80	302,401.80
Woodbridge	120,689.60	241,379.21	241,379.21
Woodbury	148,378.73	296,757.46	296,757.46
Woodstock	189,578.37	379,156.84	379,156.84
Fenwick (Bor.)	522.08	1,044.16	1,044.16
Jewett City (Bor.)	39,336.99	78,673.98	78,673.98
Stonington (Bor.)	7,862.93	15,725.85	15,725.85
Woodmont (Bor.)	8,483.80	16,967.61	16,967.61
TOTAL	30,000,000	60,000,000	60,000,000