

Analysis for the Transportation Bonding Subcommittee Hearing

March 16, 2016



OFFICE OF FISCAL ANALYSIS

Room 5200, Legislative Office Building

Hartford, CT 06106 • (860) 240-0200

E-Mail: ofa@cga.ct.gov

www.cga.ct.gov/ofa

OFA STAFF

Neil Ayers, Director

Christine Ashburn, Section Chief

Sarah Bourne, Principal Analyst	Elementary Education, Office of Higher Education, Town Education Grants
Rachel Della Pietra, Principal Analyst	Children and Families, Public Health, Medical Examiner, Dept. of Veterans' Affairs
Christina Gellman, Principal Analyst	Banking, Dept. of Insurance, Dept. of Developmental Services, Teachers' Retirement, Dept. of Rehabilitation Services
Alan Shepard, Principal Analyst	Board of Regents for Higher Education, UConn, UConn Health Center, Consumer Protection,

Michael Murphy, Section Chief

Evelyn Arnold, Associate Analyst	Economic Development, Housing, Culture and Tourism
Anne Bordieri, Associate Analyst	Energy Funds, Consumer Counsel, Transportation Fund, Transportation Bonding, Motor Vehicles, Dept. of Transportation, Soldiers, Sailors & Marines'
Grant Gager, Associate Analyst	Attorney General, Treasurer, Debt Service, Bonding
William Lederman, Principal Analyst	Budget Information System, Income Tax Modeling
Chris Wetzel, Principal Analyst	Dept. of Labor, Tax Policy & Revenue Analysis, Dept. of Revenue Services, Spending Cap

Chris Perillo, Section Chief

Don Chaffee, Principal Analyst	Legislative Management, Emergency Services & Public Protection, Office of Governmental Accountability, Secretary of the State, State Personnel
Dan Dilworth, Associate Analyst	Office of Policy & Mgmt., Grants to Towns (PILOTS, Pequot), Municipal Funds, Federal Funds
Meghan Green, Analyst I	Dept. of Administrative Services, State Personnel, Statewide Issues
Marcy Ritsick, Principal Analyst	Environment, Agriculture, Agriculture Experiment Station, Council on Environmental Quality, Comm. on Human Rights & Opportunities

Rob Wysock, Section Chief

Jonathan Palmer, Associate Analyst	Military, Corrections, Budget Information System
Phoenix Ronan, Principal Analyst	Dept. of Insurance, Criminal Justice, Judicial, Public Defender, Probate
Emily Shepard, Principal Analyst	Dept. of Social Services, Mental Health and Addiction Services, Psychiatric Security Review Board, Office of Early Childhood
Holly Williams, Associate Analyst	State Comptroller, Dept. of Social Services, Office of Health Care Advocate, State Employee Fringe Benefits, Workers' Compensation

Administrative Staff

Laurie L. Wysock, Sr. Executive Secretary
Theresa Kelly, Senior Legislative Secretary
Lisa Kiro, Staff Assistant/Fiscal Note Coordinator

Legislative Office Building, Room 5200, Hartford, CT 06106

Phone: (860) 240-0200

E-Mail: ofa@cga.ct.gov; Web: www.cga.ct.gov/ofa

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 Wednesday March 16, 2016

Time	Agency	Analyst	Page
9:00 - 10:00	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 in FY 17.

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

Governor's Proposed Transportation Infrastructure Plan Adjustment Plan for FY 17

Description	FY 17 \$	Adjustment	Total
Resurfacing Program	75,000,000		75,000,000
Urban Systems	12,112,100		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	208,100,000	60,000,000	268,100,000
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	18,535,000		18,535,000
DOT Facilities Program	25,510,000		25,510,000
Improvements to State Pier, New London, and Ferry Slips	2,650,000		2,650,000
Let's Go CT!	520,200,000		520,200,000
Cost of issuance of Special Tax Obligation (STO) Bonds and debt service reserve	40,000,000		40,000,000
TOTAL	1,213,488,380	60,000,000	1,273,488,380

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 FY 17. The table includes both proposed state funding and federal funding.

Capital Resurfacing Program FY 17 Projects (in millions)

Description	State \$	Federal \$	Total \$
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
TOTAL	75.0	9.6	84.6

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 \$12.1 million of funding in FY 17. The table includes both proposed state funding and federal funding:

Urban Systems Program Scheduled FY 17 Projects (in millions)

Town	Description	State \$	Federal \$	Other \$	Total \$
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
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
TOTAL		12,112,100	54,000,000	1,982,900	68,095,000

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 17 table below lists 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 17 Projects (in millions)

Town	Description	State \$	Federal \$	Total \$
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
TOTAL		33,000,000	212,888,000	245,888,000

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 17 table below lists the Interstate Program projects that are scheduled to be completed with the support of \$13 million of funding proposed by the Governor in FY 17. The table on the following page includes proposed state funding, federal and other funding.

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 new Off-Ramp and 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
TOTAL		13,000,000	63,435,000	21,000,000	97,435,000

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 17 table below lists the Intrastate Program projects that are scheduled to be completed with the support of \$44 million of bond funding proposed by the Governor. The table includes proposed state funding, federal and other funding.

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
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
TOTAL		44,000,000	70,000,000	114,000,000

Fix-it-First Road Program - The FY 17 table below lists 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. The table on the following page includes proposed state funding, federal and other funding.

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

Town	Description	State \$
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
TOTAL		55,000,000

Fix-it-First Bridge Program – The FY 17 table below lists 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. The table includes proposed state funding, federal and other funding.

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

Town	Description	State \$
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
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
TOTAL		70,000,000

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 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 Bridget 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 17 table below lists 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.

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

Description	State \$
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	888000
TOTAL	74,000,000

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 17 table below lists the Bus and Rail Facilities Projects that are scheduled to be completed with the support of \$268.1 million. The table below includes proposed state funding and federal funding.

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
Statewide	Various	60,000,000		
	TOTAL	268,100,000	144,400,000	412,500,000

\$60 million Adjustment:

Various: These funds will provide needed support to the Department's statewide public transportation initiatives. As the design effort for the Walk Bridge progressed, anticipated track outages during the construction phase were identified that needed to be overcome. In order to address these issues, solutions were identified including the construction of a New Universal Interlocking at CP 243 on the New Haven Line. (An interlocking is a place on the railroad where multiple tracks cross each other which require coordinated signals (CP 243) and switches.) As these and other various operating efficiencies were identified and funded, the overall on-going program funding for bus and rail capital project was reduced. As a result, the additional funding proposed in the Governor's budget will be utilized, and is necessary, to fund the overall program to previously planned levels, and will provide the level of funding required to move the overall bus and rail capital program forward.

General aviation airport facilities including grants-in-aid to municipal airports, excluding Bradley International Airport – The Governor proposed providing \$2 million in 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 17 Projects (in millions)

Town	Description	CAA \$	Federal \$	Total \$
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
	Equipment			
Statewide	Various	100,000	-	100,000
	TOTAL	2,000,000	5,800,000	7,800,000

Hazardous Waste Program – The FY 17 table below lists the Hazardous Waste Program projects that are scheduled to be completed with the support of \$18.5 million.

Hazardous Waste Program Scheduled FY 17 Projects (in millions)

Town	Description	State \$
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
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/ 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
	TOTAL	18,535,000

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 17 table below lists the Facilities Program projects that are scheduled to be completed with the support of \$25.5 million of bond funding.

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
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
	TOTAL	25,510,000

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 17 table below lists the projects that are scheduled to be completed with the support of \$2.7 million of bond funding proposed by the Governor. The table below includes proposed state funding and federal funding.

Waterways Program Scheduled FY 17 Projects (in millions)

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

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)

The table below summarizes the projects associated with each transportation category.

Description	Type	FY 16	FY 17	FY 18	FY 19	FY 20
Rt 7/15 Interchange Reconfiguration	Highway		25.0		175.0	
I-84 West Hartford	Highway				46.5	
I-95 Baldwn Br. To Gold Star/NEPA-Design/ROW	Highway			40.0	25.0	
I-91 Relocation & Reconfiguration of Interchange 29	Highway			10.1	10.1	12.8
I-84 Exits 3-8	Highway	10.0		65.0		
I-91/I691/Rt 15	Highway		8.0			80.0
I-95 Stamford to Bridgeport design	Highway	20.0		80.0		
Route 9 - Middletown	Highway					5.0
I-84 Hartford Viaduct design	Bridge		20.0	80.0		
I-84/Route 8 - Mixmaster	Bridge	10.0				20.0
Rehab Br 02514 A/B - SB Gold Star	Bridge			21.3		
West Rock Tunnel Rehabilitation and Interchange 59	Bridge		5.0		45.0	
Innovative Bridge Program	Bridge	15.0	15.0	15.0	15.0	20.0
Cos Cob Bridge Interim Repairs	Rail	3.5		30.0		
SAGA Movable Bridge Interim Repairs	Rail	15.0				
Rail Fleet - Statewide	Rail	20.0	5.0		350.0	450.0
NHHS Line Expansion/NHHS Stations	Rail	70.0	380.0	30.0	30.0	30.0
Madison Rail Station and Garage	Rail			15.0		17.0
Study Niantic Station - Shoreline East	Rail	0.8				
New Haven Parking Deck and Bridge	Rail	50.0				
NHL stations(Orange, Barnum, Merritt 7)	Rail	10.0	10.0	20.0	30.0	30.0
Stamford Parking Deck Pedestrian Bridge	Rail	1.0		18.0		
NHL- New Danbury Branch Dock Yard	Rail	4.0		40.0		
NHL - New Canaan Branch Improvements	Rail			4.5		15.0
Plan to upgrade NHL capacity and speed	Rail	3.0				
Real time audio and video system NHL	Rail	10.0				
Waterbury Branch Signal System	Rail	3.0	35.0	35.0		
Bus service expansion - New Buses	Transit	0.5		22.0		
Study of centralized paratransit service coordination	Transit	0.5				
Ctfasttrak east to Manchester	Transit	7.0				
Real Time Location/Bus Information	Transit	7.0				
Route 1 CTfastrak BRT - Norwalk/Stamford	Transit	0.4		5.6		
Urban Network Bike/Ped Connectivity	Bike/Trails	3.0	6.0	9.0	12.0	15.0
Expanded Trail/Alternative Mobility Program	Bike/Trails	11.2	11.2	11.2	11.2	11.2
Total		274.9	520.2	551.7	749.8	706.0

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)

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
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

Maximizing Federal Funds - DOT's testimony indicates that the STO bonds in the Governor's recommended budget will be receive Federal matching funds of \$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 is from Federal funds and \$112 million are state funds.

Questions:

1. 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?
2. 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 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-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:

1. 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."