

**Optimizing the State of Connecticut**  
**Transportation Capital Infrastructure Program**  
**December 2013**  
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**Introduction**

The mission of the Connecticut Department of Transportation is to provide a safe, efficient and cost effective transportation system that meets the mobility needs of Connecticut and its citizens. In order to perform its mission, the Department gathers and spends every available dollar of capital funding to rebuild, replace or improve the State's transportation infrastructure. Each year, the Department develops a plan to design road, bridge, public transportation and other transportation facilities, to acquire the necessary property interests and to construct those projects in a way that uses or leverages all of the available State and Federal funding.

The purpose of this report is to inform key stakeholders about the 2013 Capital Infrastructure Program and to outline the plan for 2014 and beyond. The report includes historical achievements, trends, major issues and the Department's plans to increase its production of critical transportation projects. This document is intended to supplement the project and funding information that is provided in the forward-looking *5 Year Capital Plan*.

The Department committed approximately \$1.6 billion for all transportation modes – road and bridge, railroad and bus and other public transit - in the Capital Program in 2013. This included \$575 million for bus and rail assets and \$1 billion for highway and bridge infrastructure. There was also roughly \$25 million committed to the Maritime Capital Program.

The Department anticipates the availability of approximately \$1.8 billion in the total Capital Program funding in Federal Fiscal Year 2014 for all transportation modes. This amount includes approximately \$345 million for bus and rail assets and \$1.4 billion available for highway and bridge infrastructure. The Department anticipates about \$17 million in Maritime funding.

The Department will not spend all currently available capital funds in 2014. As is typical of funding cycles, some of that available funding is appropriated or otherwise dedicated to specific projects or intended for work not yet ready for purchases or construction in 2014. As a result, roughly \$120 million is expected to carry over to the next fiscal year cycle. (See figure A) Further details regarding planned expenditures in 2014 follow in the Capital *Construction* Program discussion.

## **Role of Federal Funds**

The Department's Capital Program is largely dependent on federal funding. Historically, federal monies accounted for 70-80% of the Program. Sources of federal transportation funds include the Federal Transit, Highway, Railroad and Highway Safety Administrations. More recently, the state has significantly increased its investment levels for all transportation modes. In the public transportation arena, state funding has exceeded available federal transportation dollars. State funding has enabled the purchase of M8 rail cars and bus fleet replacements and the construction of the New Haven-Hartford-Springfield Rail Project and *CTfastrak*.

In the highway and bridge infrastructure program, the state-federal ratio is close to 50% with continued State funding for the Fix it First Highway and Bridge Program. Also, state funds were used to initiate the new Local Transportation Capital Improvement Program (LOTICIP). This increased investment level is improving our transportation infrastructure and supporting the economy and business of Connecticut. Figure B charts the Department's increasing capital outlays that support jobs in the region. These initiatives represent significant investment in Connecticut's infrastructure.

Federal legislation requires the development of a formal Asset Management Program for highways and bridges and for public transportation assets. This is a systematic evaluation of the age and condition of all assets that will be used in setting capital program priorities. DOT staff is actively engaged in development of its program along with a related set of performance measures. The Department has used certain aspects of the Asset Management Program, including performance metrics, for a number of years. However, the expanded federal requirement is intended to provide a different objective basis for Capital Program development.

Much of the data presented in this report is based on the Federal Fiscal Year cycle (October 1 – September 30) rather than the Calendar Year or the State Fiscal Year because of the major role the federal funds play.

Federal earmarks and discretionary program funding have played a significant role in Connecticut's Capital Program in the past. Examples include: highway funding for the Q Bridge, Intercity and High Speed Rail funding for NHHS, and Federal Transit now start funding for *CTfastrak*. However, such Funding is not expected be a significant source of future federal aid.

## **Mode specific accomplishments and plans for the future**

### **Bus and Rail**

The Connecticut Department of Transportation provides both bus and rail public transportation services to the citizens of Connecticut. The State provides these services through contracts with numerous operators, including private management firms, transit districts, private bus operators, and railroads. The Department supplies the capital assets (trains, buses etc.) required to operate these services. And the DOT funds most or all of the difference between the cost of the service and the fares paid by customers.

Federal Transit Administration (FTA) transit capital funding is apportioned to Connecticut's large urban areas, and to small urban and rural areas. For capital planning purposes, federal capital funds are pooled and managed by the state in cooperation with all transit operators in the state. The DOT also provides the vast majority of the local matching funds for the FTA capital funds.

While developing its projects, the Department ensures its capital funds are used in a non-discriminatory manner. The priorities of this Capital Program are to:

- Ensure public transportation system safety
- Maintain the existing transportation infrastructure
- Increase the productivity of the transportation system
- Promote economic development
- Provide necessary capacity improvements
- Spend all federal and state funds effectively

Commuter rail and bus customers directly benefit from much of the DOT transit capital projects, such as new stations, parking and trains and busses. Other projects may not be visible to the riding public, but are just as important: bus and train storage and maintenance facilities, technology and infrastructure replacements and repairs, such as track and bridges.

### **Bus Capital Program**

The **Bus** Capital Program includes all capital projects necessary to support CTtransit operations in eight urban areas and transit and para-transit operations in 13 transit districts.

Major accomplishments include the construction of **CTfastrak**, a dedicated Bus Rapid Transit service. The current construction includes the guide-way, which is a 9.4-mile corridor between downtown New Britain and downtown Hartford that will be used exclusively by CTtransit bus

services. The service plan includes routes that will provide a one-seat ride between the southwest suburbs of Hartford and downtown Hartford. The last nine miles will feature a traffic-free ride on the *CTfastrak* into downtown Hartford.

Between New Britain and Hartford, the high frequency shuttles will resemble a subway service and make stops at nine intermediate stations. This Project is designed to reduce congestion on I-84 and to provide real transportation benefits to the residents of the area. Construction is approximately 50% complete. It is scheduled for completion in late 2014, and service will begin in early 2015.

The Statewide Bus Communications Project is largely complete. In collaboration with the Department of Emergency Services and Public Protection, the DOT is developing a communication system that shares the backbone of the State Police radio system. When completed, this Project will provide two-way communication between each bus and the bus operations center that dispatches it. Over the next 15 months, the DOT will add more enhancements to the system to provide real-time bus location information to the customer and to the bus operations centers.

The System-wide Fare Collection System for CTtransit and the *CTfastrak* service is out to bid. The procurement of up to 600 new fare-boxes, ticket vending machines and related equipment will offer a wide array of customer service improvements. This new technology will increase payment options including smart cards, and make it easier and faster for customers to use the system.

Construction of the new CTtransit bus maintenance and storage facility for the Waterbury area is expected to begin next year. The facility will accommodate the storage and maintenance of a mixed fleet of 40 buses and 39 smaller vehicles.

The DOT is advancing the planning and design of the Northwestern Connecticut Transit District Bus Maintenance Facility in Torrington. The Department hopes to begin construction in mid-2015. This project will benefit the region by providing centralized dispatch and maintenance of the fleet for this rural transit district.

### **Rail Capital Program**

The *Rail* Capital Program includes all capital projects necessary to support two commuter railroads, The New Haven Line (NHL) and Shore Line East (SLE) Commuter Railroads

The Connecticut DOT and Metro-North Railroad are completing the deployment of a new fleet of New Haven Line cars. The total order is for 405 M8 rail cars. The Department and the Railroad have conditionally accepted 266 M-8 cars for revenue service. The estimated cost of Connecticut's cars is \$745 million

The Department is expanding and improving the New Haven Rail Yard (NHR Y). This \$706 million program consists of several projects that will transform the complex into a state-of-the-art facility. The NHR Y provides storage, dispatching, inspection, maintenance, and cleaning of rail cars. As each project is completed, customers should experience better service because of more efficient and effective “behind the scenes” maintenance and support.

Completed projects include:

- M8 Acceptance Facility
- EMU/Critical System Repair Shop Improvements
- Diesel Storage Yard

Projects under construction include:

- New Haven Supply Station at 1086
- Independent Wheel True Facility
- Component Change Out Shop

The nation’s busiest commuter rail line needs additional tracks for train storage and servicing over and above the New Haven Rail Yard. The DOT decided to expand and improve East Bridgeport Rail Yard. This project was completed this year.

The Department invests heavily in the rail infrastructure required for safe and on-time train service. The DOT is replacing the overhead wire or catenary system that supplies power to the New Haven Line’s electric trains. The new “constant tension” system is more reliable and allows trains to take advantage of the maximum speeds on the Line. The Catenary Project is divided into sections in order to run train service while making a full overhead wire replacement. Three sections have been completed. One segment is currently in the final phase of construction with the remaining two segments to begin in early 2014.

The Department opened the West Haven Train Station in 2013 with parking for 658 cars. An upgraded Westbrook Station should open in the first quarter of 2014. The DOT also expanded parking at Branford station. Future plans include a pedestrian “up and over” at Branford and at Guilford.

The New Haven-Hartford-Springfield (NHHS) Rail Program is well underway. This \$470 million project will improve top speeds from 80 mph to 110 mph, and increase rail service to 17 round trips per day starting in late 2016. The DOT secured funding from the federal High-Speed Intercity Rail Program and the state legislature to increase Connecticut’s rail and intermodal options.

Transit Oriented Development (TOD) is the DOT's newest tool for leveraging transportation improvements and expanding system ridership. In Stamford, the private developer of the TOD project will build 1,000 rail commuter parking spaces adjacent to the Stamford Transportation Center. These spaces will replace the 727 existing spaces in the older garage, while providing an additional 300 spaces for rail commuters. The TOD itself will provide a mix of residential, hotel, commercial and office space to make the STC a seven-day "live-work-play" environment. Other TOD projects are in various stages of study and implementation in Meriden, Newington (CTfastrak) and New Haven.

### **Highways and Bridges**

In developing the Capital Program, the DOT strives to create a mix of projects that address the transportation mobility and safety needs of the entire state. We balance priorities using a variety of criteria: safety, system preservation, mobility enhancements, congestion relief, criticality, urban, rural, etc. The Department's overriding focus remains on the preservation of the existing infrastructure. This means maintaining the state's road, bridge and transit facilities in a manner that ensures they last a long time, as person would maintain personal property, such as a car or a home. This is known as "State of Good Repair."

The Department conducts a broad effort to design a Capital Program that utilizes a mix of firms of various sizes and specialties so the construction industry remains healthy. This year, in particular, many bridge projects have been scheduled in the Capital Program, as that is a critically important element of the highway network.

This year, the Department began the planning and engineering required to replace the I-84 Hartford Viaduct. This likely will be the next big corridor improvement or "mega-project", like the Q Bridge Program. Current cost estimates are \$1-3 billion depending on the chosen alternative. Other major initiatives on the horizon include reconstruction and expansion in the I-84 corridor in Waterbury and points west. Route 11 also remains a potential future major construction initiative.

In 2013 the Department continued major initiatives such as the replacement of the Q Bridge (I-95 New Haven), replacement of the Moses Wheeler Bridge (I-95 Stratford), the Putnam Bridge rehabilitation (Route 3 Glastonbury), rehabilitation of the Merritt Parkway in Stamford and operational improvements on I-95 in Norwalk.

Historically, vehicles and highway and bridge maintenance facilities have not been included in the formal Capital Program. However, the Department does consider these investments critical to its mission. The DOT formulates and funds vehicle and facility programs and projects to

ensure that the staff and equipment required to maintain the state's roads and bridges are properly housed and supported.

### **Bicycle, Pedestrian and Related Transportation Modes**

Every trip includes a movement without a motor vehicle – perhaps walking, biking or using a wheelchair. The Department's policy is to enable safe, convenient and comfortable travel for all citizens whether they are on foot, bicycle or other mobility device.

Connecticut's transportation network prior to the 1950's was largely walkable. However, late 20<sup>th</sup> century development mainly focused on the automobile. CTDOT is committed to providing the balance of modes that Connecticut's citizens and economy require. The Department will enhance walkability through design, construction and maintenance to better serve constituents' travel needs. This concept of serving all transportation modes in an integrated manner is called "Complete Streets."

Connecticut law requires a comprehensive Complete Streets approach to the planning, design, construction and operation of public roads. Also, the law specifically requires CTDOT expend at least 1% of the total annual budget for projects that provide facilities for cyclists and pedestrians. The Department has routinely exceeded this spending mandate; typically, 1.5-5% of the program is used to create walkways, bikeways, and various associated amenities.

One of the largest initiatives in 2013 was the pedestrian path on the Putnam Bridge. Planning for the extensive connections required at both ends is underway. This will be a significant new enhancement to the pedestrian/bicycle network.

The Department also has assumed responsibility for completion of major bike and pedestrian trail corridors, such as the Farmington Canal Heritage Greenway. Projects are underway to complete existing gaps in the corridor. In addition, the Department is conducting a feasibility study for a multi-use trail along the entire length of the Merritt Parkway, from the New York State Line in Greenwich to the Housatonic River in Stratford.

### **Maritime**

The Maritime Office operates the two Connecticut River ferries as well as the State Pier in New London. The Office also oversees the maritime portion of the Capital Program, encompassing capital improvements needed for the ferry fleet and support buildings and equipment, and maintenance and improvement of the State Pier.



Capital funds for the Maritime Program fall into two general categories: Port Infrastructure Projects and DOT-owned facility projects.

The state budget provides the DOT with funds for port infrastructure improvements, including dredging and navigational direction (channel markers, tide indicators, etc.). The 2013 Fiscal Year budget provided \$25 million for such work.

The funding paid for a Study of a Strategy for the Economic Development of the New Haven, New London and Bridgeport Ports. However, the vast majority of the funds will be utilized to dredge New Haven Harbor, Norwalk Harbor and key navigable waterways, and capital improvements to state owned port infrastructure. Examples include dredging of Guilford and Clinton harbors and Wethersfield Cove, as well as the Patchogue, Mystic, and Mianus Rivers.

The state funds were used in Fiscal Years 2012 and 2013 as matching funds for Federal grants to replace the older 1950 vintage diesel engines of both Connecticut River ferries. Both vessels were equipped with newer environmentally compliant diesel engines. In 2014, State and federal funds will support a new office building for the Rocky Hill-Glastonbury Ferry. Also in 2014, the DOT plans to begin design work to replace the Chester-Hadlyme Ferry office.

The \$100 million State Pier Facility infrastructure improvement project is progressing through design. Once the engineering is complete, additional bond funds will be pursued to advance these projects into construction.

## **Capital Construction Program**

This section addresses the Department's substantial Capital Construction Program, including the Department's efforts to improve project selection and project delivery. Note: the Capital **Construction** Program is a subset of the overall capital funding program; therefore, some of the figures in this section will differ from those earlier in the report.

The Capital Construction Program is multimodal, but highway and bridge construction constitutes the majority of the Program. It does not include equipment procurement such as the new M8 rail cars or replacement buses. Nor does it include operating expenses or the costs of railroad support of projects. This is the Department's competitively bid construction program.

Connecticut's many infrastructure needs far exceed the financial resources to address them all. As a result, the first priority of the Capital **Construction** Program is preservation of multimodal assets, maintaining them in a state of good repair. As mentioned above, the formal Asset Management/Performance Management Program currently under development will improve project selection choices.

As noted above, the DOT balances the priorities for the Capital Program using a variety of criteria. A significant portion of the Capital Program funding supports mega-projects which can cost many hundreds of millions of dollars and last many years. These large investments can be critical to the state's economic survival. These large financial commitments can put a strain on the Capital Program; however, the prudent application of the federal Advanced Construction (AC) tool minimizes that problem.

The Department makes the most of its financial resources. The AC tool is one example. The Department also strives to improve efficiencies in the development and construction of its projects, called "Project Delivery." Improving Project Delivery requires the Department to appropriately size its staffing for the effort and to expand the revenue sources when possible. Project Delivery improvement also includes innovative construction techniques and a variety of process improvement tools.

### **Federal Funding and Advanced Construction**

As noted earlier, U. S. Department of Transportation (USDOT) funds constitute a majority of available capital construction funds. Further, funding for highways and bridges through the Federal Highway Administration (FHWA) is by far the largest fund source. FHWA regulations require that the DOT "obligate" or commit, all funds authorized for use in any given Federal Fiscal Year (FFY) in that year.

DOT has consistently obligated all of its available federal funding. This makes the Department eligible to ask for more. In fact, over the last five years, CTDOT received and obligated \$77 million in additional federal funds that came from other states or unused obligations and federal holdbacks. In Federal Fiscal Year 2013, the Department received and obligated \$10 million over and above its original allocation of federal monies.

The USDOT requires the recipients of federal funds to have a finance plan to complete a project. To achieve this, the Department uses a federal financial tool called Advance Construction (AC), particularly for large multi-year programs. This mechanism allows the state to request and receive approval to construct a Federal-aid project in advance of the availability of authorized federal funds.

Advance Construction a cash flow tool that amounts to borrowing against future federal transportation funding. It should be noted that these funds are only guaranteed to the extent of the available future federal budgets in any given year. On that point, there is a significant risk looming with the end of the current federal transportation funding legislation and no Highway Trust revenues to support continuation. While it is unlikely the program will be fully de-funded come October 2014, any significant reductions would have an impact on the state program.

## **Advanced Construction and Managing Risk**

The CTDOT capital budgeting process analyzes potential AC requirements not just in the current year, but also for at least four years into the future. This strategic use of the AC tool enables the Department to balance the need to get critical projects underway while maintaining a manageable level of risk for the future.

Over the years, the level of this AC use (“borrowing”) against future funds has fluctuated. Figure C provides a historical record on the AC levels at federal fiscal year end. At this time, the DOT has used AC to leverage over \$550 million. In 2010, the DOT had committed in excess of twice the normal yearly allotment of federal funds, a far more risky position.

The AC mechanism was used to continue work on the important I-95 New Haven Q Bridge Program without affecting funding for the rest of the construction program. The DOT has since been able to move back from that level. However, it is likely that the AC “credit card balance,” or borrowing, will go up in future years as the Department awards large jobs, such as the \$400+ million I-84 reconstruction in Waterbury. Figure D provides insight into the makeup of the planned 2014 AC level (\$642 million) and planned full funding in future fiscal years.

## **2013 Capital Construction Program**

As noted earlier, the Department committed approximately 1.6 billion across all modes in the Capital Program in 2013. It included \$575 million for bus and rail assets, \$1 billion for highway and bridge infrastructure and smaller amounts for maritime activities. Over \$1 billion supported the Capital **Construction** Program specifically.

The Highway and Bridge Construction Program is always the largest component of the Capital Construction Program. Figure E provides an indication of historic funding levels for highway and bridge infrastructure from state and federal sources. As noted previously, Connecticut is heavily dependent on federal funding for all modes. For that reason, it is important to note that the federal transportation funding legislation expires after 2014. Federal funding for 2015 and beyond are assumed to remain constant with prior years’ amounts. However, this is likely an optimistic assumption.

**Note:** *Figure E indicates \$925 million in funding for highway and bridge infrastructure in FFY 2014. A \$1.4 billion figure is presented earlier in this report (also shown in Figure A). The difference is the smaller figure represents “new” funding becoming available in the noted fiscal year. The larger figure includes an estimate of additional monies to be released from old projects that become available for re-use. It also includes state and federal monies that are in some way “earmarked” for specific projects planned for this and future years.*

Roughly 25% of the Capital Construction Program is utilized for preliminary engineering and the purchase of property rights for the network. Then a sizeable portion of the Capital Construction Program is used to continue major initiatives such as the replacement of the Q Bridge (I-95 New Haven), the Moses Wheeler Bridge (I-95 Stratford), the Putnam Bridge (Route 3 Glastonbury) the rehabilitation of the Merritt Parkway in Stamford and operational improvements on I-95 in Norwalk. It also included investments in replacement catenary infrastructure on the New Haven Line and repair facilities in the New Haven Rail Yard.

In FFY 2013, the Department bid more than 80 new contracts. These contracts were estimated at roughly \$425 in contract value, \$525 in total construction phase value. The largest single contract involves the replacement of the I-95 bridge over West River in West Haven valued at \$130 million, roughly \$175 million in total budget. (The total budget includes significant inspection services and a contingency budget.) This new initiative will require ongoing financial support for the next four to five years. Figure F presents the historical project production levels, as well as the contract value of the construction work produced.

The Department's Capital Construction Program has been expanding for the past several years, consistent with the increased transportation investment levels. Figure G provides a clear indication of the expanding construction program in terms of financial outlays to contractors and vendors in successive years.

### **Planned 2014 Capital Construction Program and Project Selection**

The Capital Construction Program will focus again on preservation of our multimodal assets. Once again, the vast majority of the 2014 program focuses on our highway and bridge network since most of our federal funds come from FHWA. The financial summary page of the **2014-2018 Capital Plan** is presented as Figure A, but the document is a useful reference for this discussion and presents specific projects and or initiatives and the funding planned for those activities over the five-year period.

The current 2014 Capital Construction Program includes a variety of types of projects, from small local bridges and intersection improvements to major projects such as the I-95 New Haven Harbor Crossing Corridor Program ("Q" Program); the I-95 Moses Wheeler Bridge replacement and the I-84 Waterbury widening. The DOT works to develop a mix of projects that address the transportation mobility and safety needs of the entire state. This also produces a program that can be designed and constructed by a mix of firms of various sizes and specialties.

During the 2014 Federal Fiscal Year, the Department anticipates bidding more than 80 projects at roughly \$800 million in contract value (Figure G). That equates to nearly \$1 billion in total construction costs (includes inspection services, etc.) the Department will commit to this year.

More than \$400 million of the FFY 2014 Capital Construction Program is budgeted for the reconstruction of I-84 in Waterbury, a five-year project. The vast majority of the I-84 project financing will come in future fiscal years using the AC mechanism discussed earlier. Roughly \$450 million in bid value, \$550 in total budget is planned for other, “normal” sized contracts in FFY 2014. The Five Year Capital Plan contains information on specific projects, as does the document, *Advertising Schedule of Projects* found on the Department’s website. <http://www.ct.gov/dot/cwp/view.asp?a=1383&Q=454340>. Figure E indicates the anticipated project production levels for FFY 2014 noted above.

The Department continues to expand its Capital Program consistent with sound fiscal planning. The federal component of the transportation Capital Program has been consistent for many years, although there is great concern for funding beyond FFY 2014, 11 months from now. The state capital funding stream is expanding as the Governor and legislature make infrastructure spending a priority for economic growth and job creation.

### **Improving Project Delivery**

Delivery of completed projects on or before schedule, on or under budget and of the highest quality is the top priority of the DOT. And, as noted above, improving project delivery is an important element of expanding the capacity of the DOT Capital Program. Every improvement in project delivery increases the Department’s capacity for more projects (more jobs). The following are just some examples of the continuous improvement being implemented at DOT.

- Lean DOT/DEEP Permitting Process
- Project Labor Agreement under consideration for I-84 Waterbury
- Design Build
- Accelerated Bridge Construction
- Construction Manager at Risk
- Local Transportation Capital Improvement Program
- Master Municipal Contracts

The Department recognizes a need to improve efficiencies further and to expand its capacity to deliver an even larger Capital Program. Part of this expanded Program is development of a manageable “shovel ready” backlog of projects to expeditiously react when new revenue sources become available or if other project schedules slip.

## **Conclusion**

The goal of the Department of Transportation is to optimize the capital funding for all its transportation modes and to improve continuously its ability to deliver maximum infrastructure improvements for each dollar expended. The Department achieves this in several ways:

- The Department obtains and uses all of the federal funds allocated to the state.
- FHWA has awarded Connecticut tens of millions of dollars of funds other states could not obligate on schedule.
- The DOT uses all of the state funds appropriated to its use.
- The Department works with the Governor's Office, the Legislature and other State and federal agencies to identify and/or create additional sources of funding.
- Advance Construction is used to advance major projects while managing financial risk and deploying a mixture of projects to meet the many needs of the state.
- The DOT manages the Capital Program by managing its resources in a manner that optimizes output. At the same time, the Program creates a variety of jobs and economic benefits: engineering, legal, public safety, materials production and sale, etc.
- Continuously improving Project Delivery increases the DOT's capacity to provide the state with higher quality transportation improvements that maximize the state's return on its investment.

## Figures

**Figure A**

### Department of Transportation FFY 2014-2018 Capital Plan

	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018
<b>Highway and Bridge</b>					
Total Federal Funding	\$ 647,897,886	\$ 565,163,226	\$ 555,419,910	\$ 558,379,682	\$ 551,347,922
State Funding	\$ 517,668,997	\$ 354,891,062	\$ 158,245,262	\$ 181,451,987	\$ 173,122,501
Carryover State Funding	\$ 307,368,256	\$ 119,679,446	\$ 124,619,864	\$ 5,179,523	\$ 4,109,317
Total State Funding	\$ 825,037,253	\$ 474,570,508	\$ 282,865,126	\$ 186,631,510	\$ 177,231,818
Total Funding	\$ 1,472,935,139	\$ 1,039,733,734	\$ 838,285,036	\$ 745,011,192	\$ 728,579,740
PE/ROW/MODS Set-aside	\$ 181,255,629	\$ 143,019,483	\$ 135,177,434	\$ 126,687,526	\$ 127,624,521
Programmed for Committed Projects	\$ 245,491,599	\$ 213,681,090	\$ 71,324,598	\$ 63,640,970	\$ 47,929,813
Programmed for Current Year Projects	\$ 926,508,465	\$ 558,413,297	\$ 626,603,481	\$ 550,573,379	\$ 549,943,479
Year-end Carryover	\$ 119,679,446	\$ 124,619,864	\$ 5,179,523	\$ 4,109,317	\$ 3,081,927
<b>Transit</b>					
Federal Funding	\$ 185,780,029	\$ 185,780,029	\$ 131,104,106	\$ 137,504,106	\$ 137,904,106
State Funding	\$ 159,620,000	\$ 159,620,000	\$ 154,390,000	\$ 157,290,000	\$ 157,390,000
Carryover Funding	\$ -	\$ -	\$ -	\$ -	\$ -
Total Funding	\$ 345,400,029	\$ 345,400,029	\$ 285,494,106	\$ 294,794,106	\$ 295,294,106
Programmed for Projects	\$ 345,400,029	\$ 345,400,029	\$ 285,494,106	\$ 294,794,106	\$ 295,294,106
Year-end Carryover	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Maritime</b>					
Federal Funding	\$ -	\$ -	\$ -	\$ -	\$ -
State Funding	\$ 16,750,000	\$ 5,000,000	\$ -	\$ -	\$ -
Total Funding	\$ 16,750,000	\$ 5,000,000	\$ -	\$ -	\$ -
Programmed for Current Year Projects	\$ 16,750,000	\$ 5,000,000	\$ -	\$ -	\$ -
Year-end Carryover	\$ -	\$ -	\$ -	\$ -	\$ -

Note: For the Highways and Transit Federal funding amounts, it is assumed funding will be level with the FY 2013 amounts.

For Transit - Federal funding levels decline in 2016 as a result of the final FFGA commitments associated with Ctfastrak occurring in 2015

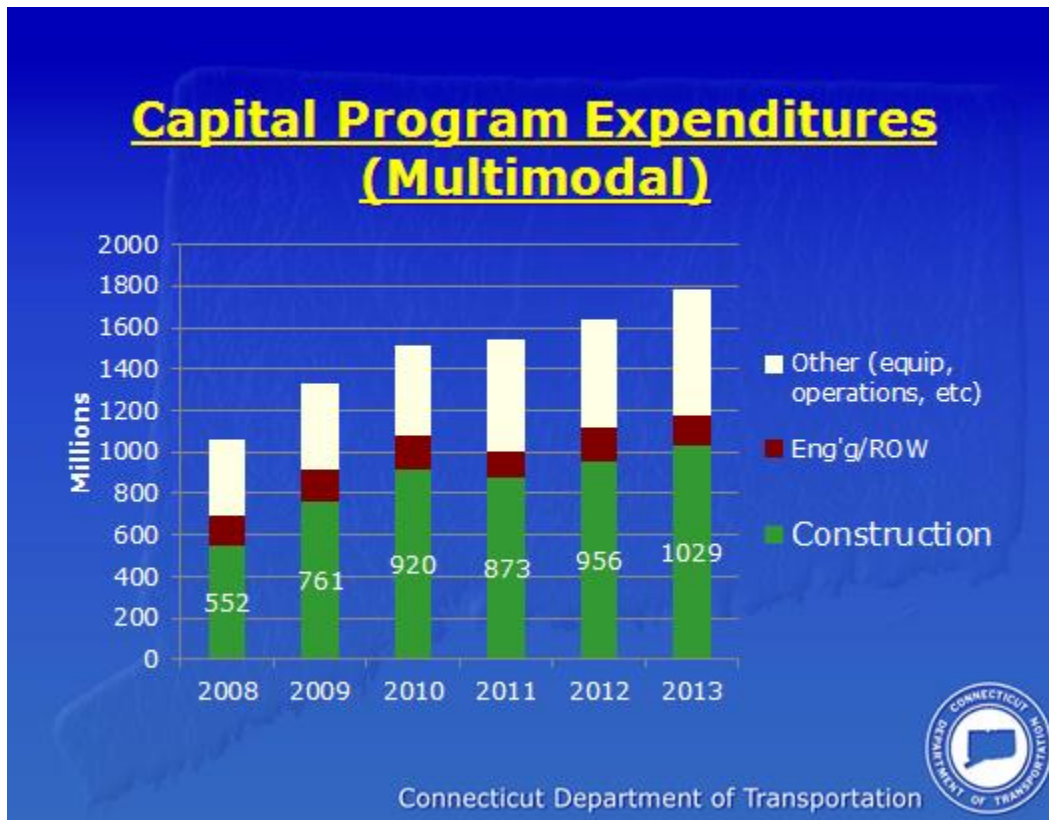
State funding levels are based on actual SFY 2014 amounts; however we do not assume the continuation of Fix-it-First Roadway and Bridge funds past 2015.

No additional Federal or State funding, beyond previously authorized amounts are assumed for the Maritime program.

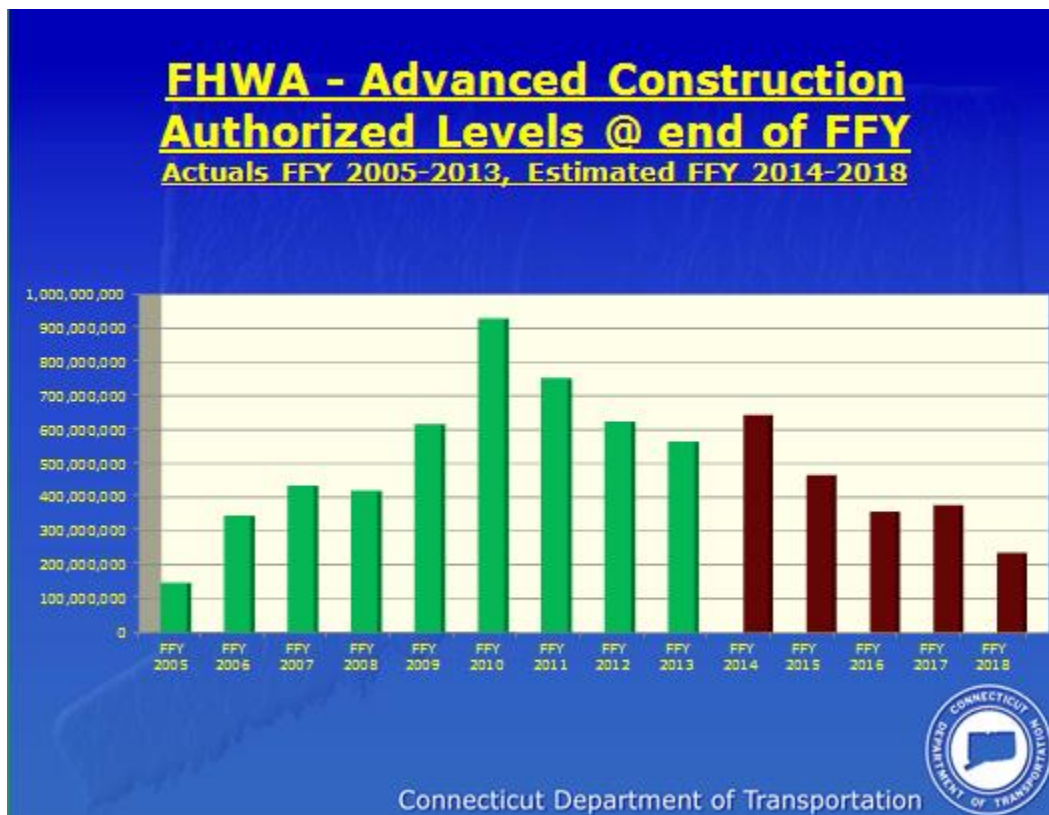
Note: Any funding not fully utilized in a year is carried forward into the next fiscal year for programming. This carry forward of funds is why funding appears greater in some years than others, although level federal and state funding is assumed. Also of note is that while no additional federal earmark funds are assumed, those previously authorized are included in the year in which the project is anticipated to commence. This causes the Highway Federal Funding to fluctuate between years.

Note: A designation of "committed" is meant to identify those projects for which the Department proposes that funding is non-discretionary in nature. Examples of such projects are projects specifically identified in federal legislation (earmarks), State legislated projects, projects for which previous phases of work have already begun, projects obligated in the Federal Highway Administration's federal aid system or under awarded Federal Transit Administration grants, or State or federally mandated programs.

**Figure B**



**Figure C**





**Figure D**

**AC Financing – Major Ongoing Projects**

Shows AC Balance at end of FFY 2013 and 2014& planned conversion financing in 2015-2018)

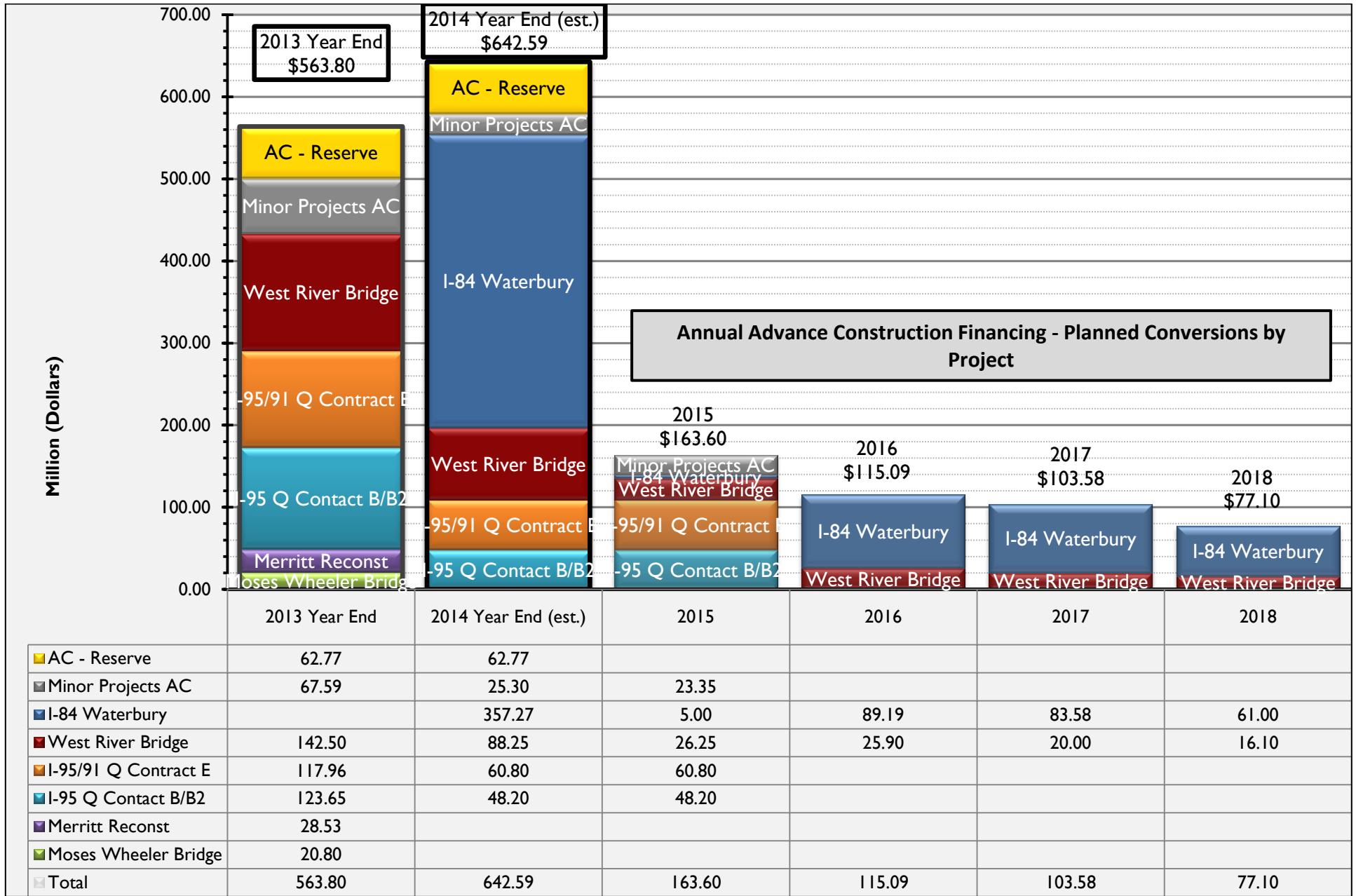


Figure E

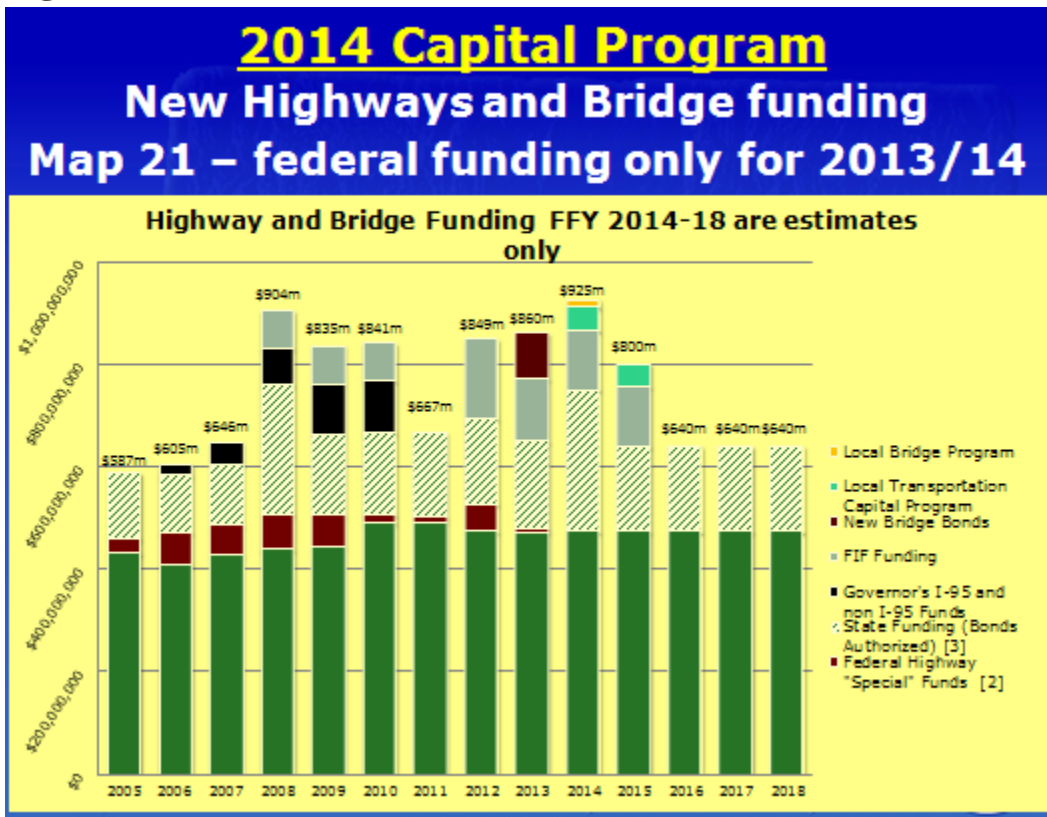


Figure F

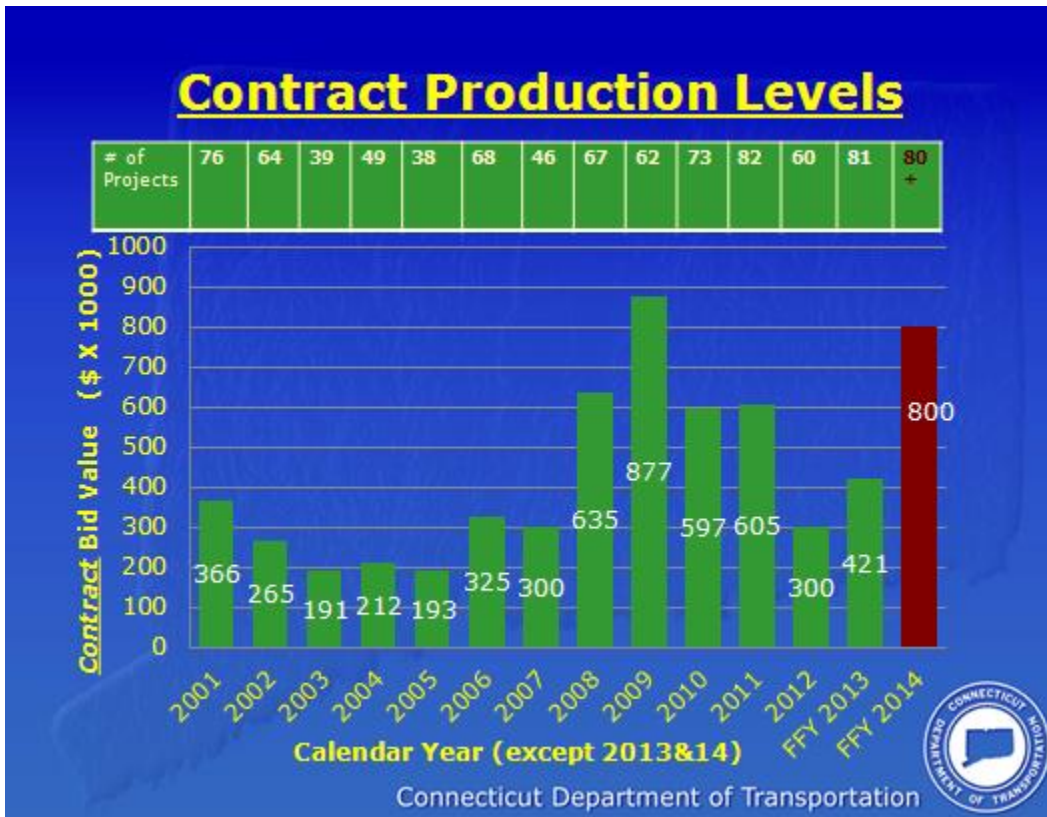


Figure G

