

Optimizing the State of Connecticut
Transportation Capital Infrastructure Program
December 2014
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Introduction

The mission of the Connecticut Department of Transportation (DOT) 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 the Department's stakeholders about the past 2014 Capital Infrastructure Program and to outline the plan for 2015 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 2014. This included \$300 million for bus and rail assets and \$1.3 billion for highway and bridge infrastructure. There was also roughly \$5 million committed to the Maritime Capital Program.

In Federal Fiscal Year 2015, the Department anticipates the availability of approximately \$1.7 billion in the total Capital Program funding for all transportation modes. This amount includes approximately \$500 million for bus and rail assets and \$1.2 billion available for highway and bridge infrastructure. The Department anticipates about \$39 million in Maritime funding.

The Department will not spend all currently available capital funds in 2015. It is a common occurrence in funding cycles that available funding is intended for use on specific projects or work not yet ready for purchase or construction the year that it is made available. That is true for 2015. As a result, roughly \$90 million is expected to carry over to the next fiscal year cycle. (See Figure A) Further details regarding planned expenditures in 2015 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 new 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 all or most of the capital assets (trains, buses etc.) required to operate these various services. And the Department 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 non-federal matching funds required 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 investment in assets, 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 in assets, 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 local and express bus services. The service plan includes routes that will provide a one-seat ride between the southwest suburbs of Hartford as far west as Waterbury and Bristol and downtown Hartford. The last nine miles will feature a traffic-free ride on the *CTfastrak* guideway 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 help manage congestion and forecasted traffic growth on I-84 and to provide real transportation alternatives and benefits to the residents of the region. Substantial construction completion will be achieved in December 2014, with final details of station work and technology installations and training taking place through the winter in preparation for a beginning of service in late March 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. The baseline work on this Project is complete, providing two-way communication between each bus and the bus operations center that dispatches it. Over the next 12 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. Real-time bus location information improves the quality of bus service and allows customers to know when their busses will arrive.

The System-wide Fare Collection System for CTtransit and the CT*fastrak* service was awarded in November 2014. 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. The options ultimately will include to payment with smart phone and smart cards, making it easier and faster for customers to use the Department's bus services.

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-2016. 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).

The Department and Metro-North Railroad are completing the deployment of a new fleet of 405 M8 cars for the New Haven Line. The estimated cost of Connecticut's share of the cars is \$745 million

The Department is expanding and improving the New Haven Rail Yard (NHRV). The NHRV provides storage, dispatching, inspection, maintenance, and cleaning of rail cars. This \$706 million program consists of several projects that will transform the complex into a state-of-the-art facility. 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
- New Haven Supply Station at 1086
- Independent Wheel True Facility

Projects underway include:

- Component Change Out Shop
- Central Distribution Warehouse
- Maintenance of Way Facility
- Yard Power Upgrade - As a result of a competitive grant opportunity under the Hurricane Sandy Resiliency Program, the Department was awarded approximately \$9 million Sandy to upgrade the power system at the New Haven Rail Yard, where Connecticut’s rail car fleet is maintained.

The Department invests significantly 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. . Four sections have been completed. The final phase of construction for the remaining sections is underway with an estimated completion of 2017. This will complete the entire catenary replacement from the state line to New Haven.

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 272 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.

As a result of a competitive grant opportunity under the Hurricane Sandy Resiliency Program, the Department was awarded approximately \$161 million in federal emergency relief funding for the design and replacement of the New Haven Line’s Walk Railroad Bridge in Norwalk. Built in 1896, the Walk Bridge is the oldest movable bridge along the New Haven Line/Northeast Corridor in Connecticut. The bridge will be replaced with a more resilient “bascule” or vertical lift bridge that opens for marine traffic from one side with a counterweight system. This \$465 million project will significantly enhance the reliability of commuter and intercity passenger service along the Northeast corridor.

The Department has recently completed shorter term repairs to the bridge involving a separate drive system to open and close the movable pieces of rail that lock the bridge into place; electronic switches; repairs to rollers and rods in the center pier on which the bridge pivots; and readjustment of the gear and shaft system to properly align wedges at either end of the movable span that lock it into place.

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 a person would maintain personal property, such as a car or a home. This is known as “State of Good Repair.”

In 2014 the Department completed the design phase and solicited bids for the reconstruction of I-84 east of Waterbury. This \$350 million project will be in construction for at least the next 5 years and will demand an allocation of our financial resources during that period. The Department also progressed the planning and engineering required to replace the I-84 Hartford Viaduct. This likely will be the next big corridor improvement or “mega-project.” Current cost estimates are \$1-3 billion depending on the chosen alternative. Other major initiatives on the horizon include reconstruction and expansion of the I-84 corridor in Danbury, the Rte. 8 and I-84 interchange in Waterbury and modifications to the Charter Oak Bridge in Hartford. Route 11 also remains a potential future major construction initiative.

In 2014 the Department continued major construction 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 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 maintaining 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 walk-able. However, late 20th 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 modal choice 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 and 2014 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

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 2014 Fiscal Year budget provided \$5 million for such work. The vast majority of the funds were utilized for

maintenance dredging projects of Connecticut harbors. Examples included dredging of Wethersfield Cove and Norwalk harbors.

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.

In 2014, State and federal funds supported the design and construction of a new office building for the Rocky Hill-Glastonbury Ferry. Also in 2015, the DOT plans to begin design work to replace the Chester-Hadlyme Ferry office. A major hull plating replacement project was completed on the Chester-Hadlyme Ferry (SELDEN III). A \$100 million State Pier Facility infrastructure improvement project is progressing through design.

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. It does however include projects such as the catenary replacement program and rail station construction. 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. The formal Asset Management/Performance Management Program, currently under development, will assist in the decision making process for project selection going forward.

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 however; they put a strain on the Capital Program. Therefore, the Department must plan carefully to make the most of its financial resources.

One way the Department manages the financial commitment of larger projects is through the prudent application of the federal Advanced Construction (AC) tool. The Department also

strives to improve the efficiency of 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. Federal Highway Administration (FHWA) for highways and bridges is by far the largest federal funding 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.

The 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, DOT received and obligated \$74 million in additional federal funds that came from other states or unused obligations and federal holdbacks. In Federal Fiscal Year 2014, the Department received and obligated \$12 million over and above its original allocation of federal monies.

The USDOT requires the recipients of federal funds to develop 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 that essentially provides for a phased approach to project funding. 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.

AC is 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 in 2015, any significant reductions would have an impact on the State’s infrastructure program.

The AC mechanism was used aggressively in 2010 to progress 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 those higher levels of such “borrowing”. With the recent award of the \$350+ million I-84 reconstruction in Waterbury, DOT has placed another large commitment against future federal funding. Figure C shows the historical and planned levels of AC authorization. Note that the AC levels shown for future years reflect specific projects identified in the Capital Plan and therefore subject to significant change (i.e. additions) as larger projects which need phase financing are committed.

2014 Capital Construction Program

As noted in the Introduction, the Department committed approximately \$1.6 billion across all modes in the Capital Program in 2014. It included \$300 million for bus and rail assets, \$1.3 billion for highway and bridge infrastructure and smaller amounts for maritime activities. The vast majority of these monies supported the Capital *Construction* Program specifically.

A sizeable portion of the 2014 Capital Construction Program was 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. The Program also included investments in replacement catenary infrastructure on the New Haven Line and repair facilities in the New Haven Rail Yard.

In FFY 2014, the Department bid 106 new contracts. These contracts were estimated at roughly \$900 million in construction contract value and a \$1.2 billion total construction phase budget. The total construction phase budget includes inspection and other support services, as well as a contingency budget. The largest single contract involves the reconstruction of I-84 east of Waterbury valued at \$270 million, roughly \$350 million in total budget. This new initiative will require financial support for the next four to five years. As discussed earlier, the Department employs the federal AC mechanism to phase finance larger, multiyear projects. That is why the Department was able to commit to \$1.2 billion in new construction work this year while simultaneously carrying on the financial obligations of the large projects noted in the previous paragraph.

Figure E 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 in recent years, consistent with the increased transportation investment levels. Figure F shows the growth of the construction program over time.

Planned 2015 Capital Construction Program and Project Selection

The Capital Construction Program again will emphasize preservation of the DOT's multimodal assets. The vast majority of the 2015 program focuses on highway and bridge network, since most of the Department's federal funds come from FHWA. The financial summary page of the *2015-2019 Capital Plan* is presented as Figure A, but the full 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 Highway and Bridge Construction Program is always the largest component of the Capital Construction Program. Figure D provides an indication of historic funding levels for highway and bridge infrastructure from state and federal sources. As noted earlier in this report, Connecticut is heavily dependent on federal funding for all modes. It also is important to note that the federal transportation funding legislation expires in FFY 2015. For planning purposes,

federal funding for 2015 and beyond is assumed to remain constant with prior years' amounts. State funding is also assumed to be constant. Together this is likely an optimistic assumption but DOT wishes to remain aggressive in delivering capital investment projects.

Note: *Figure D indicates \$808 million in funding for highway and bridge infrastructure in FFY 2015. A \$1.2 billion figure is presented in the Introduction of this report (also shown in Figure A). The difference is the smaller figure represents “new” funding becoming available in the major core programs in the noted fiscal year. The larger figure includes a sizable 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 and minor programs planned for this and future years.*

The 2015 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 now 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 firms of various sizes and specialties.

For planning purposes roughly 25% of the Capital Construction Program funding is utilized for preliminary engineering and the purchase of property rights for projects. The rest is planned for use in the construction phase. During the 2015 Federal Fiscal Year, the Department anticipates bidding more than 90 projects at roughly \$525 million in contract value. That equates to nearly \$660 million in total construction costs (including inspection services, etc.) the Department will deliver this year. 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 develop its Capital Program consistent with sound fiscal planning. The federal component of the transportation Capital Program has been stable for many years, although there is great concern for funding in FFY 2015 and beyond. The state capital funding stream is anticipated to stay strong and reliable 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 (which equates to more jobs). The following are just some examples of the continuous improvement being implemented at DOT.

- Lean DOT/DEEP Permitting Process
- Accelerated Bridge Construction
- Alternative Project Delivery
 - Design Build
 - Construction Manager at Risk
 - Construction Manager/General Contractor
- Local Transportation Capital Improvement Program (LOTICIP)
- Master Municipal Contracts
- 3-D Engineering modeling
- e Construction

The Department recognizes a need to improve effectiveness continuously and to expand its capacity to deliver an even larger Capital Program. Part of this expanded Program is development of a manageable collection of “shovel ready” projects designed and ready to bid expeditiously 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 attempts to use all of the state funds appropriated to its use as soon as practical.
- 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 2015 - 2019 Capital Plan					
	FFY 2015	FFY 2016	FFY 2017	FFY 2018	FFY 2019
Highway and Bridge					
Total Federal Funding	\$ 576,396,680	\$ 600,558,802	\$ 560,340,601	\$ 551,796,407	\$ 556,196,328
State Funding	\$ 407,110,119	\$ 319,317,744	\$ 311,356,000	\$ 288,222,500	\$ 287,095,000
Carryover State Funding	\$ 191,340,000	\$ 65,833,289	\$ 42,703,539	\$ 19,269,726	\$ 18,575,811
Total State Funding	\$ 598,450,119	\$ 385,151,033	\$ 354,059,539	\$ 307,492,226	\$ 305,670,811
Total Funding	\$ 1,174,846,799	\$ 985,709,835	\$ 914,400,140	\$ 859,288,633	\$ 861,867,139
PE/ROW/MODS Set-aside	\$ 129,150,720	\$ 124,556,567	\$ 120,027,151	\$ 116,721,369	\$ 115,181,336
Programmed for Projects	\$ 979,862,790	\$ 818,449,729	\$ 775,103,263	\$ 723,991,453	\$ 724,391,244
Year-end Carryover	\$ 65,833,289	\$ 42,703,539	\$ 19,269,726	\$ 18,575,811	\$ 22,294,559
Transit					
Federal Funding	\$ 237,417,623	\$ 279,479,022	\$ 150,000,000	\$ 150,000,000	\$ 150,000,000
Carryover Federal Funding	\$ 57,000,000	\$ -	\$ -	\$ -	\$ -
Total Federal Funding	\$ 294,417,623	\$ 279,479,022	\$ 150,000,000	\$ 150,000,000	\$ 150,000,000
State Funding	\$ 202,950,000	\$ 248,459,674	\$ 263,100,000	\$ 233,000,000	\$ 220,000,000
Total Funding	\$ 497,367,623	\$ 527,938,696	\$ 413,100,000	\$ 383,000,000	\$ 370,000,000
Programmed for Projects	\$ 497,367,623	\$ 527,938,696	\$ 413,100,000	\$ 383,000,000	\$ 370,000,000
Year-end Carryover	\$ -	\$ -	\$ -	\$ -	\$ -
Maritime					
Federal Funding	\$ 6,122,111	\$ -	\$ -	\$ -	\$ -
State Funding	\$ 25,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Carryover State Funding	\$ 7,900,000	\$ 23,526,753	\$ 6,726,753	\$ -	\$ 3,000,000
Total State Funding	\$ 32,900,000	\$ 33,526,753	\$ 16,726,753	\$ 10,000,000	\$ 13,000,000
Total Funding	\$ 39,022,111	\$ 33,526,753	\$ 16,726,753	\$ 10,000,000	\$ 13,000,000
Programmed for Current Year Projects	\$ 15,495,358	\$ 26,800,000	\$ 16,726,753	\$ 7,000,000	\$ 13,000,000
Year-end Carryover	\$ 23,526,753	\$ 6,726,753	\$ -	\$ 3,000,000	\$ -
<p>Note: For the Highways and Transit Federal funding amounts, it is assumed funding will be level with the FY 2014 amounts. State funding levels are based on authorized SFY 2015 amounts, with the exception of the Rail and Bus Facilities account which includes minor increases, based on the Department's SFY 2016-2017 Capital Budget Request. No additional Federal funding, beyond previously authorized amounts are assumed for the Maritime program.</p> <p>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.</p>					

Figure B

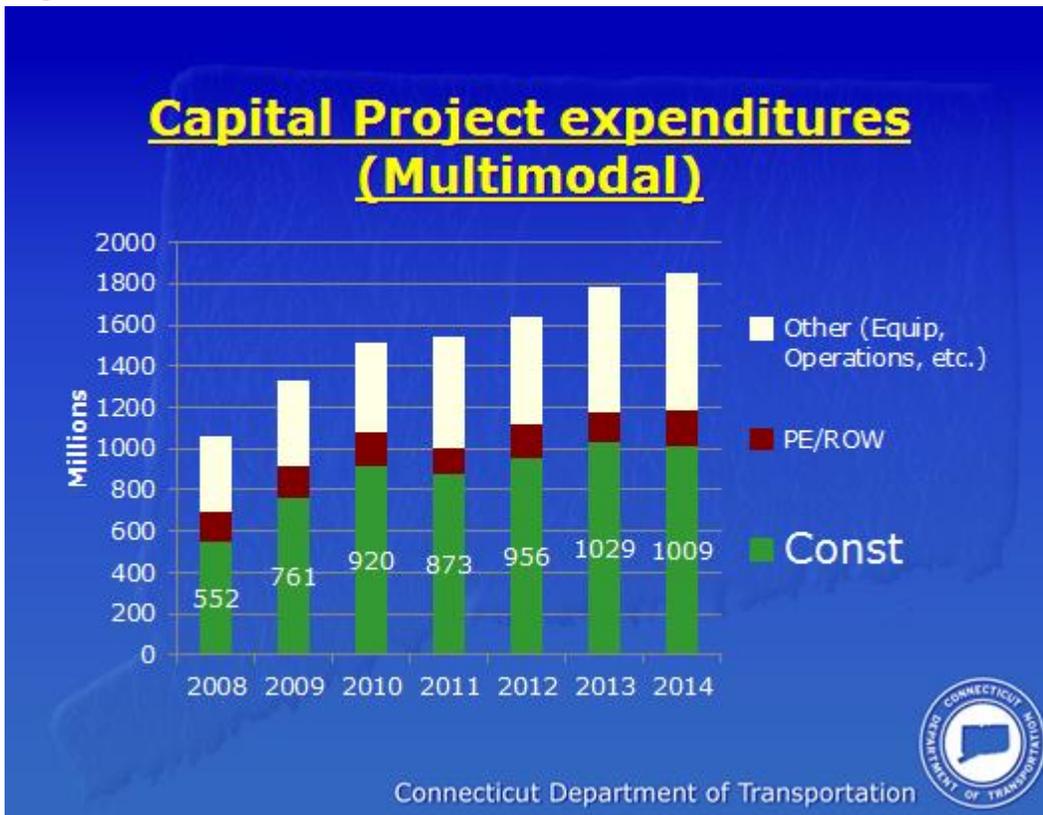


Figure C

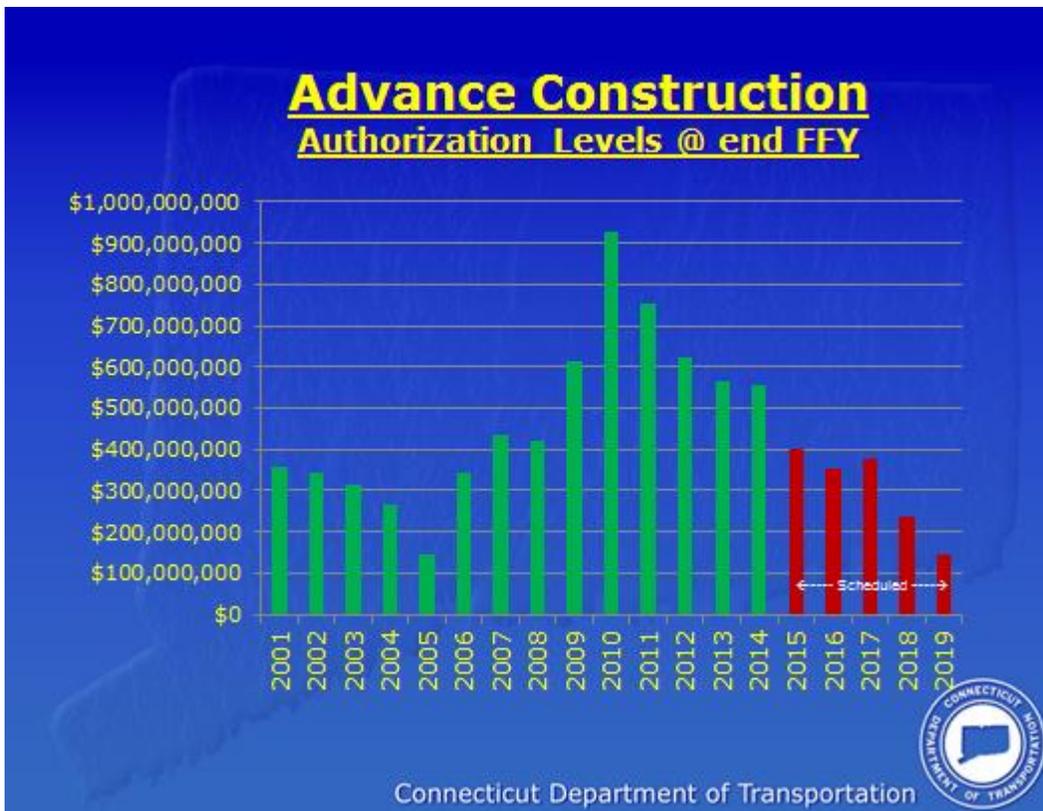


Figure D

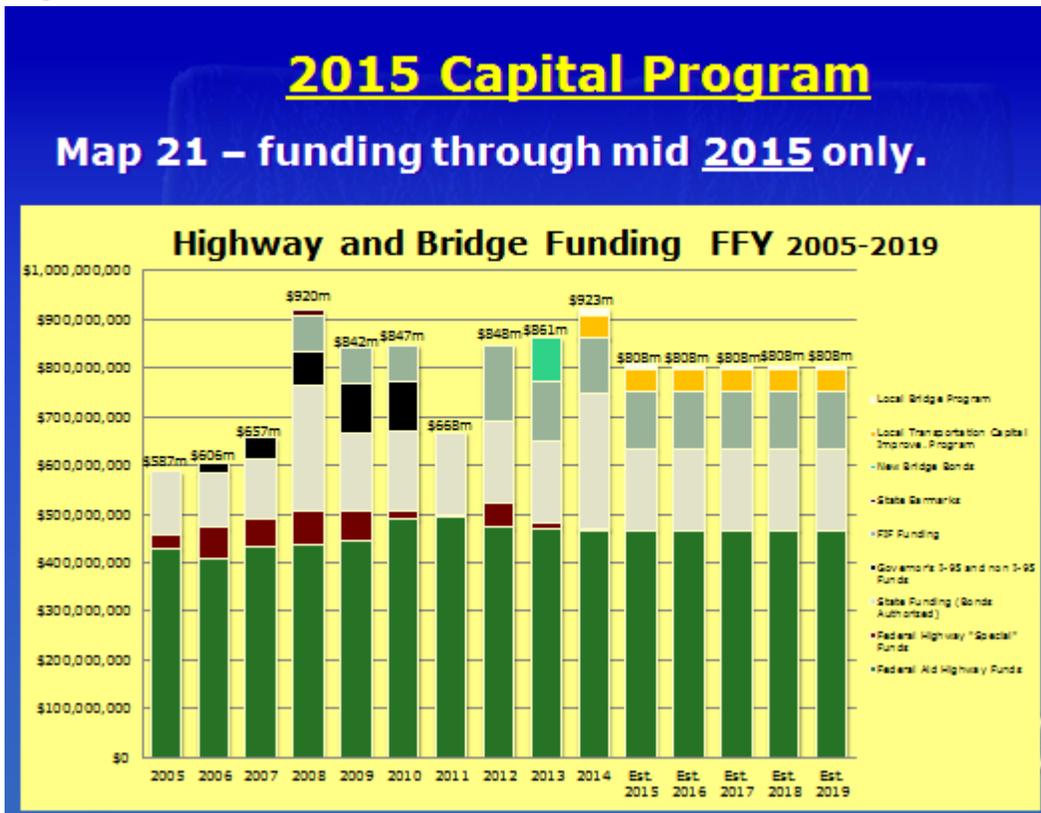


Figure E

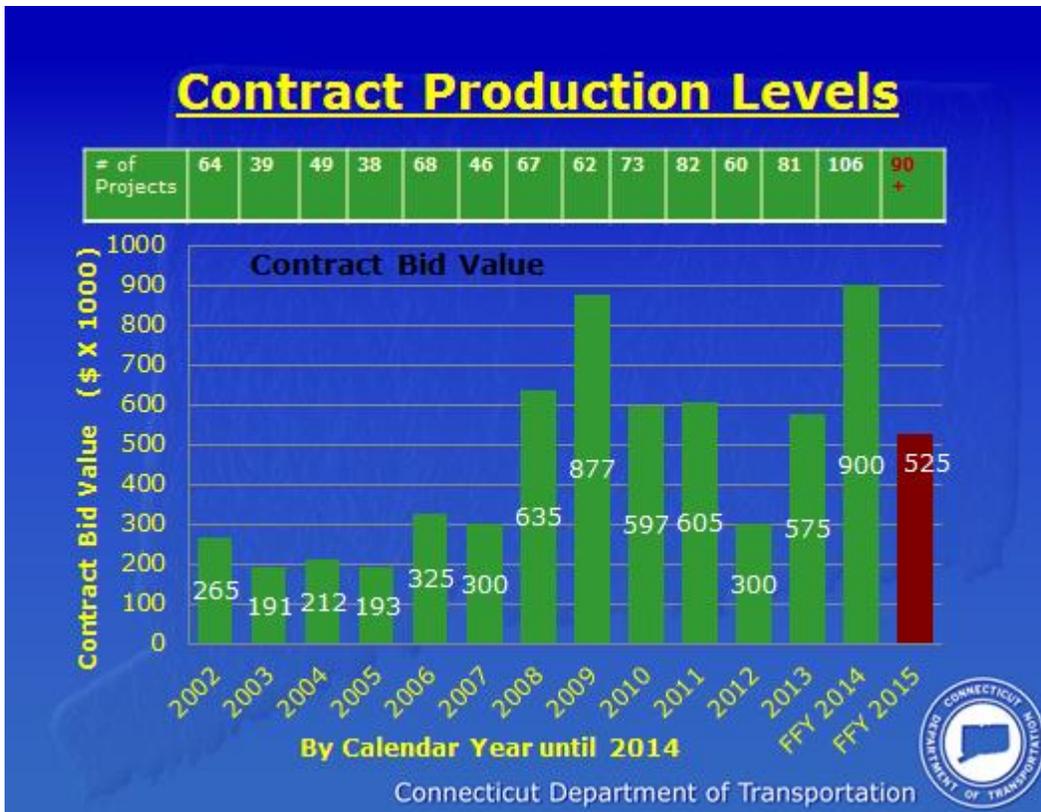


Figure F

