Bipartisan Infrastructure Bill Implementation: Consultant Overview

September 2021

Housekeeping Notes:

• This meeting will be recorded.
• Attendee microphones will be disabled during the presentation and will be reactivated for the Q&A portion.
• During the Q&A, please raise your hand. When called on, you will need to unmute your microphone to speak.
• When asking a question, please state your name and the name of your firm. Once you have asked your question, please mute your microphone and lower your hand.
• Questions can also be submitted through the meeting chat and will be read by the moderator.
• For anyone calling in on the audio only phone line, you can raise and lower your hand by pressing *5 and you can mute and unmute your line by pressing *6.
Today’s Agenda

• Opening Remarks – Commissioner Giulietti
• Overview of Anticipated Federal Funding
• What Must be Delivered
• Anticipated Resource Needs
• CTDOT's Plan for Expanded Infrastructure Program
• How the Program Will be Delivered
• Timing for Upcoming Consultant Solicitations
• Consultant Selection Revisions
• Questions & Answers
# Overview of Anticipated Federal Formula Funding

<table>
<thead>
<tr>
<th>Year</th>
<th>FHWA Yearly Total</th>
<th>Program Size Relative to 2021 Program</th>
<th>Increase over 2021 Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>$549,841,415</td>
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<tr>
<td>2022</td>
<td>$788,243,862</td>
<td>143%</td>
<td>$238,402,447</td>
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<tr>
<td>2023</td>
<td>$801,552,715</td>
<td>146%</td>
<td>$251,711,300</td>
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<tr>
<td>2024</td>
<td>$815,127,746</td>
<td>148%</td>
<td>$265,286,331</td>
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<tr>
<td>2025</td>
<td>$828,974,277</td>
<td>151%</td>
<td>$279,132,862</td>
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<tr>
<td>2026</td>
<td>$843,097,737</td>
<td>153%</td>
<td>$293,256,322</td>
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</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>FTA Yearly Total</th>
<th>Program Size Relative to 2021 Program</th>
<th>Increase over 2021 Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>$200,684,201</td>
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<tr>
<td>2022</td>
<td>$249,586,741</td>
<td>124%</td>
<td>$48,902,540</td>
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<td>2023</td>
<td>$254,675,083</td>
<td>127%</td>
<td>$53,990,882</td>
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<tr>
<td>2024</td>
<td>$261,505,210</td>
<td>130%</td>
<td>$60,821,009</td>
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<td>2025</td>
<td>$267,029,567</td>
<td>133%</td>
<td>$66,345,366</td>
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<td>2026</td>
<td>$273,990,153</td>
<td>137%</td>
<td>$73,305,952</td>
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</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>FHWA + FTA Formula Funding Grand Total by Year</th>
<th>Program Size Relative to 2021 Program</th>
<th>Increase over 2021 Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>$750,525,616</td>
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</tr>
<tr>
<td>2022</td>
<td>$1,037,830,603</td>
<td>138%</td>
<td>$287,304,987</td>
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<tr>
<td>2023</td>
<td>$1,056,227,798</td>
<td>141%</td>
<td>$305,702,182</td>
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<td>2024</td>
<td>$1,076,632,956</td>
<td>143%</td>
<td>$326,107,340</td>
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<td>2025</td>
<td>$1,096,003,844</td>
<td>146%</td>
<td>$345,478,228</td>
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<tr>
<td>2026</td>
<td>$1,117,087,890</td>
<td>149%</td>
<td>$366,562,274</td>
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Note: These values do not include matching State funds.
### Overview of Anticipated Federal Grant Funding

#### NEC Competitive Grants
- **$30 B**
  - Make Time for CT and Northeast Corridor’s C35 a reality
  - Northeast Corridor grants to procure & address deferred maintenance backlog on Amtrak’s Northeast Corridor ($6 B)
  - Intercity Passenger Rail Fed-State Partnership grants to repair/replace/rehabilitate qualified railroad assets to improve state of good & performance ($24 B)

#### National Competitive Grants
- **$6 B**
  - *NEW* Safe Streets for All grants for local governments to reduce crashes and fatalities in communities, especially for cyclists and pedestrians ($5 B)
  - *NEW* SMART grants for innovative transportation technologies (like drones) or use of data to improve transportation efficiency & safety ($500 M)
  - *NEW* Reconnecting Communities grants for planning, design, demolition, and reconstruction of street grids/parks divided by transportation infrastructure ($500 M)

- **$9.24 B**
  - *NEW* Bridge grants to repair, replace and rehab bridges (grants to supplement CT’s $561 M in formula funding)

- **$15.7 B**
  - RAISE grants for projects of local or regional significance ($7.5 B)
  - *NEW* Megaproject grants for multi-modal, multi-jurisdictional projects of national or regional significance ($5 B)
  - INFRA grants for highway/rail projects of regional & national economic significance ($3.2 B)

- **$8 B**
  - Capital Investment grants for new and expanded high-capacity rail and bus service

- **$9.75 B**
  - CRISI Grants to improve safety, efficiency, and reliability of intercity passenger rail ($5 B) (ex: New Haven Line/Time for CT likely a good candidate for this program)
  - Railroad Crossing Elimination grants to eliminate railway-highway crossing hazards ($3 B)
  - ADA Upgrades to Rail Transit grants to eliminate access barriers ($1.75 B)

- **$5.25 B**
  - Low-No Emissions Bus grants for low and no emissions buses and the facilities that support them (grants to supplement formula funding for the conversion of CT bus transit fleet)

- **$1 B**
  - *NEW* Culvert grants to remove/replace/restore culverts & address the flow of water through roads, bridges, railroads, tracks and trails (related to flooding, many of CT’s culverts are +50 years old & at the end of their service life)

- **$100 B**
  - Competitive transportation grants over the next 5 years for CTDOT to pursue (above outlines a targeted list of competitive grants not all grant programs in bill)
What We Must Deliver

Anticipated Funding beyond our current program

• An additional $400,000,000 **PER YEAR** for projects
  • Federal Formula Funds and matching State Funds Starting in FFY 2022
• Potentially another $1,000,000,000 **OVER 5 YEARS**
  • Federal Competitive Grants for transportation projects
  • Northeast Corridor Competitive Grants for rail projects and programs
Approximate Resource Needs to Deliver Additional Funds

• 225 Additional Full Time Equivalents (FTEs) to deliver the additional formula funds
• Plus, another 110 FTEs to deliver the potential grant programs
• Plus, additional FTEs to administer & inspect the new work during construction
• This need will be met with a combination of new CTDOT staff and Consultants
Categories and Potential New Funding

- **Bridge Projects and Programs**: $1,100
- **Highway Projects and Programs**: $750
- **Major Highway Program Development**: $540
- **Facilities/Clean Energy Projects & Programs**: $140
- **Traffic Control/Safety Projects & Programs**: $245
- **Transit Projects and Programs**: $185
- **Rail Projects and Programs**: $185

Note: Values shown in Millions
Planned Projects to Deliver

**Bridge Projects & Programs:**
- Major Bridge Program
- Expanded Bridge Preservation Program
- Aesthetic Bridge Lighting Program
- Retaining Wall Replacement Program
- Heroes Tunnel**

**Major Highway Projects & Programs:**
- I-84 Improvements, Exits 1-8
- Greater Hartford Mobility Study
- I-84 and Route 8 Mixmaster
- I-95 Improvements, New Haven to Rhode Island
- I-95 Improvements, Exits 7-9 & Bridge 00032
- I-95 Improvements, Exits 19-27A

**Highway Projects & Programs:**
- Interchange Improvements I-95 West of New Haven Hot Spots
- Drainage Improvement Program
- Virtual Weigh Station Technology
- Sidewalk Gap Closure Program
- Trail Gap Closure Program
- Truck Parking Areas Program
- Roundabout Program
- Road Diet Program
- Stevenson Dam Crossing**

**Denotes a project or program where a consultant has previously been selected and this bill will likely enable the continued funding of that work.**
Planned Projects to Deliver

Facilities and Clean Energy Projects & Programs:
- Light Fleet Charging Stations
- Advance Public DC Fast Charging Program
- Solar Panel Program

Traffic Control and Safety Projects & Programs:
- Upgrade of Existing Computerized Traffic Signal System
- Installation of Advanced Traffic Controllers and Communications
- Pedestrian Signal Upgrades
- Upgrade Overhead Signs & Sign Supports
- Upgrade Signs on Secondary State Roads

Rail and Transit Projects & Programs:
- High Level Platform Replacement Program
- Fleet Electrification Program
- New Bus Rapid Transit Program

Northeast Corridor (NEC) Competitive Grants:
- TIME Project: Greenwich CP228 Turnouts
- Undergrade Bridge Program
- Devon Moveable Bridge Replacement**
- Saugatuck Moveable Bridge Replacement**
- Hartford Line Double Tracking**
- Hartford Line Stations**

** Denotes a project or program where a consultant has previously been selected and this bill will likely enable the continued funding of that work.
How We Will Deliver These Projects and Programs

• Solicit Consultant Liaison Engineering Consultants (CLE) for each Project Delivery Division to supplement staff with Task Based Design Consultants assigned to the CLE (CLE & Task Based program expansion)

• Assign Additional Work to Existing Task Based Consultant Agreements

• Solicit Project Specific Consulting Engineers for Large Projects

• Hire and Train Additional CTDOT Staff
Immediate Solicitations for work in the next 6-9 months:

• Solicit 4-5 New CLE Consultant Firms ASAP (Facilities, Traffic, Bridge, & Highways)
• Solicit 8-10 Task Design Consultants ASAP (To work with CLE's)
• Solicit On-Call Consultants for Support Groups
  • Estimating, Project Concepts, Archaeological & Historic, Sustainability & Resiliency
• Assign Work to On-Calls with Existing Agreements
• Solicit Design Consultants for High Level Platform Replacement Program

Over the next 9 months to one year:

• Solicit Final Design Consultants for Large Breakout Projects from Major Programs out of the PEL Studies
  • Waterbury Stacks, Hartford Mobility, I-95 Widening, New I-95 Interchange in Stamford
Consultant Selection – Volume Calculation

• **Current Process**
  
  • Volume is computed based upon *fee letters* written for the trailing 3-year period.

• **Effective October 1**
  
  • Volume will be computed based upon *actual payments* made to firm for the trailing 3-year period.

• **Future Changes**
  
  • Advisory panel formed to consider additional changes to the Volume Rule. Target date for implementation is January 1, 2022.
Consultant Selection Changes

- **Legal Notice Solicitations**
  - Recent selection criteria will not apply (no change).
  - The 5% volume limit will not be applied at shortlisting.
  - A firm’s volume of work will be *considered* during the final phase of the selection process.
Questions & Answers