Department of Transportation

At a Glance

JAMES REDEKER, *Commissioner*
***Established* - October 1, 1969**
***Statutory authority* - P.A. 69-768**
***Central office* - 2800 Berlin Turnpike, Newington, CT 06131-7546**
***Authorized number of full-time employees* - 3,188**
***Recurring operating expenditures* - $583.7 million**
***Capitol Budget 2014-2015* -- $1.56 billion**
***Organization structure* – Office of Commissioner, Bureau of Finance and Administration, Bureau of Engineering and Highway Operations, Bureau of Policy and Planning, Bureau of Public Transportation, State Traffic Commission**

Mission

The mission of the Connecticut Department of Transportation (Department) is to provide a safe and efficient inter-modal transportation network that improves the quality of life and promotes economic vitality for the State and region.

Statutory Responsibility

The agency shall be responsible for all aspects of the planning, development, maintenance and improvement of transportation in the state (Section 13b-3 C.G.S.). The agency serves its customers by providing safe and efficient systems for the movement of people and goods within, to or from the State, whether by highway, air, water, rail or other means (Section 13b-2[I]).

Information Reported as Required by State Statute

The agency shall develop and revise, biennially, a comprehensive long-range transportation plan designed to fulfill the present and future needs of the state and to assure the development

and maintenance of an adequate, safe and efficient transportation system (Section 13b-15 C.G.S). The purpose of the Master Transportation Plan is to provide its customers, the Administration, the General Assembly, local elected officials, and the general public with a comprehensive understanding of the transportation projects and programs that the agency will be pursuing over the next 10 years. The strategic goals of the agency are to ensure safety, maintain the existing system, increase system productivity, promote economic development and provide required capacity.

Affirmative Action Policy

The Department of Transportation is an Affirmative Action/Equal Opportunity Employer. It is the established policy of the Department to assure equal opportunity and to implement affirmative action programs. All services and programs of the Department are administered in a fair and impartial manner, pursuant to the State Code of Fair Practices and all other relevant state and federal laws and regulations including, but not limited to, C.G.S. 46a-60, Title VI and VII of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA). The Department continues to work cooperatively with the Connecticut Commission on Human Rights and Opportunities and other state and federal compliance agencies in conducting various reviews and providing requested information

The Bureau of Policy and Planning conducts planning studies and associated activities for the movement of people and goods for all modes of transportation including highway, rail, bus, maritime, and bicycle/pedestrian. Documentation of proposed alternatives with environmental analyses is developed for all proposed projects through a public process. The Bureau interacts with Legislative and Congressional members and staff, as well as nationally recognized transportation organizations, on various transportation bills including major authorizations and appropriation bills for surface transportation, and intercity passenger rail. The Bureau formed working groups to address the rule making guidelines that are the outcome of the new federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21). The Bureau maintains a database for Transportation Planning related State Legislation. All proposed Bills that pertain to the Bureau of Policy and Planning are reviewed and input is provided to the Department's Legislative Office when necessary.

The Bureau of Policy and Planning is developing the state's Strategic Transportation Plan, aka TransformCT, and Let's GO CT! The strategic plan received almost immediate support from the Governor's Office and the State Legislature and we are continuing to support the implementation of the vision established through the Department's planning effort. This plan is aimed at coordinating investment of State resources and to leveraging the investment of other state agencies. For example, are we investing our transportation dollars in the same areas where the Department of Community Development (DECD), Office of Policy and Management (OPM), Department of Health (DOH) and the Department of Energy and Environmental Protection (DEEP) are investing to create a more sustainable and economically competitive State. Emphasis is on public engagement. The types of support for implementation include conducting economic modeling on the scenarios identified in the planning process and identifying sustainable revenue options. Additionally, the Department is continuing to provide technical support to the Governors Transportation Finance Panel who is tasked with identifying funding sources and methods for constructing the vision.

The Bureau is implementing the Complete Streets Policy Department-wide through training, design guidance, funding, data collection and will be monitoring the output through performance measures. Complete Streets is a means to provide safe access for all users (pedestrians, bicyclists, transit users and vehicle operators) by providing a comprehensive, integrated, connected multi-modal network of transportation options. It is the policy of the Department to consider the needs of all users, of all abilities and ages ,in the planning, programming, design, construction, retrofit and maintenance activities related to all roads and streets as a means of providing a safe and efficient transportation network that enhances the quality of life and economic vitality.

The Bureau of Policy and Planning continues to work on two FHWA Grants to perform Value Pricing Pilot Program (VPPP) studies for Interstate 84 in Hartford and Interstate 95 from New York to New Haven. The program's intent is to demonstrate and evaluate road pricing concepts that achieve significant and lasting reductions in highway congestion. The studies final reports will be complete by the end of 2015. The Bureau also participated in a categorical exclusion for the reconstruction of I-95 over West River in New Haven that included an in-house Phase 1A archeological assessment.

The Bureau is continuing compliance with the Programmatic Agreement among the FHWA, FTA, the Connecticut State Historic Preservation Office, the Massachusetts State Historic Preservation Office, and the Department regarding compliance with Section 106 of the National Historic Preservation Act as it pertains to the New Haven-Hartford-Springfield High Speed Intercity Passenger Rail Project. This programmatic agreement will be in force until construction of the entire 62-mile corridor is complete.

The Bureau is also involved in the efforts being undertaken to move forward with the completion of Route 11. The Department is undertaking concurrent financial, environmental and engineering studies, which are needed to complete the Environmental Impact Statement. The finance study includes a tolling study to determine the potential revenue that could be generated by tolling operations. In addition, the Bureau is assisting with the reconstruction of multiple bridge decks on I-84 and Route 8 located at the Route 8 and I-84 interchange in Waterbury. The Bureau is also involved in the I-84 Hartford Project, which is looking at various alternatives to address the aging Hartford Viaduct, as well as, operational and safety improvements along I-84 in Hartford. This involves a Needs and Deficiency Study, Alternatives Analysis, and eventually a NEPA document.

Continuing major studies include the Danbury Branch Improvement Program Study; an Environmental Assessment/Environmental Impact Evaluation for the Orange Railroad Station, as well as, assisting with the Re-evaluation of Interchange 33 along Interstate 95 in Stratford and the Merritt Parkway Multi-Use Trail Feasibility Study.

The Bureau is implementing the procedures outlined in the Programmatic Agreement among the Federal Highway Administration, the Department, the Connecticut State Historic Preservation Office, and the Advisory Council on Historic Preservation regarding implementation of minor transportation projects (transportation projects classified as categorical

exclusions). This Programmatic Agreement has facilitated more efficient methods by which FHWA and the Department review individual undertakings that may affect historic properties and will continue to streamline the process for minor projects that are limited in scope and for which no historic properties will be adversely affected.

Through the use of two task-order consultants, the Bureau is also conducting archaeological investigations and historic documentation studies for transportation projects in accordance with State and Federal regulations.

The Bureau administered programs during the 2015-2016 fiscal year for commuter parking facilities, pedestrian access, bicycling, and the federal Safe Routes to School Program (SRTS). SRTS provides eligible schools free support services for bicycle and pedestrian facility planning, as well as educational training for bicycle and pedestrian safety. The SRTS program's ongoing aggressive public outreach efforts for participation resulted in 36 schools participating in International Walk to School Day on October 7, 2015. The program is targeting 35 schools to provide site assessments, (called walk audits). A walk audit is an independent safety performance review conducted by an experienced team of safety specialists, with significant participation from the local community. The safety improvements range from short-term low cost measures to long-range high cost projects. Sixteen walk audits have already been completed since 2014.

The Bureau joined the Federal Highway Administration, University of Connecticut's Technology Transfer Center (UCONN T2Center) and other bureaus in our agency to participate on efforts under the Local Technical Assistance Program. As part of this initiative, the Bureau continues to develop various articles of interest to Local Public Agencies (LPAs) and continues to expand the series with additional topics for LPA assistance. These articles, referred to as the Reference Series: Locally Administered Transportation Projects in Connecticut, are posted on the Department's website.

As part of the Department's ongoing performance management initiative, the Bureau continues to publish performance measures and targets for bridge and road conditions, project delivery, highway safety, bicycle and pedestrian accessibility, and rail and bus transit programs. These measures are updated quarterly and placed on the Department's performance-measures web page for public access. In addition, performance management is prominently featured in MAP-21 (Moving Ahead for Progress in the 21st Century) surface-transportation federal legislation, so that the Department's performance management initiative is being related to the reporting requirements of MAP-21.

The Bureau of Policy and Planning updated various transportation planning-related documents and documentation required by the Federal Highway Administration.

Bureau staff continues to represent the Department at meetings held by the Office of Policy and Management on the implementation of the State's Plan of Conservation and Development (C & D Plan).

With the introduction of two new transit services, CTfastrak and the Hartford Line, planning for Transit-Oriented Development (TOD) is a Bureau priority. In 2011, State Transit-Oriented Development Pilot Program grants were awarded to eleven municipalities for planning and/or facilitation of their transit-oriented development projects. Bureau staff assumed responsibility for administering these TOD Pilot Program projects in 2012 and continues to administer the final projects remaining from this round of awards. As of 2015, 6 have been completed and 5 are still underway. In addition, Bureau staff assists the Office of Policy and Management (OPM) with administering the recently awarded 2015 round of TOD Pilot Planning grants.

Bureau staff also participates in the Governor's Interagency TOD Working Group, as well as the Interagency TOD Policy Sub-Committee. These groups meet monthly to facilitate interagency collaboration on TOD projects and policies.

Bureau staff engaged in several TOD initiatives through the Department's on-call consultant team, including the completion of the North Haven Station Walkability and Livability Plan. Assisted by the consultant team, Bureau staff are in the process of a comprehensive CTfastrak TOD Capacity Study, which will include an in-depth assessment of development potential around the CTfastrak stations. In addition, the Bureau applied for and received an FTA TOD Pilot Planning grant in 2015 for TOD planning along the Hartford Line corridor. Bureau staff will be conducting a corridor-wide TOD capacity study along the Hartford Line, focusing on the 4 new stations and 2 relocated stations.

The Bureau of Policy and Planning has begun its first multi-modal Statewide Freight Plan, in accordance with federal transportation legislation. This planning effort will create a public-private Statewide Freight Advisory Committee to assist with development of freight transportation goals and projects. The Statewide Freight Plan will focus on economic competiveness, efficiency, safety, and environmental factors. Connecticut is home to seven of the top 100 freight bottlenecks in the nation and those seven are part of only ten bottlenecks in New England, showing that CT must work diligently to repair and upgrade its infrastructure and traffic management systems. Without such an effort, CT stands to lose out on economic growth opportunities and hamper the efficiency of the entire New England corridor. To this end, the Bureau coordinates quarterly discussion with the other New England freight offices, works regularly with RPOs, State and Federal agencies, and the private sector.

The Bureau completed the federal climate change pilot project and has presented the findings to multiple federal agencies and stakeholders. The Bureau is also continuing to work with the Climate Change Pilot Project team, which includes the Office of Engineering, to move forward with actionable items and implement the recommendations.

The Bureau undertook two LEAN events to explore ways to improve Transportation data dissemination in the Traffic Monitoring Section. The LEAN events looked at both internal and interagency improvements to the transportation data gathering and reporting process. The Bureau continues on implementing the recommendations of the LEAN team.

The Bureau participated in a LEAN event lead by the Office of Rights of Way to explore ways to improve the Concurrence Process. This process investigates the need for surplus state

properties and solicits input from various offices in the Department as to whether the land should be retained for future use, leased, or sold. An in-depth review of the method the concurrence package is delivered, the timeliness of the response, and a focus on what information is essential, was completed. The Bureau also continues to work on the implementation of previous LEAN events.

The Bureau coordinated with the State and federal regulatory agencies regarding natural resources and listed species issues and also obtains the required water resource permits required for projects. In addition, the Bureau performed inspections of active construction sites to ensure compliance with permit conditions. The Bureau is currently working with the Department's Bureau of Engineering and Construction with submitting General Stormwater Permit for Construction Activities via DEEP's EZ Filing digital portal system. The Bureau is educating Department staff regarding the requirements of the permit.

The U.S. Fish & Wildlife Service (USFWS) in May 0f 2015 listed the Northern Long Eared Bat as an Endangered Species. The Bureau is undertaking all coordination for federally funded projects and projects that require federal permits from the Army Corps of Engineers. The Bureau in cooperation with Federal Highway Administration, Federal Railroad Administration, and Federal Transit Administration is working with the Bureau of Engineering and Construction and the Bureau of Public Transportation to ensure that all applicable projects receive the adequate level of project consultation that is being submitted to the USFWS.

The Bureau continues to make changes to the STIP process based on the STIP LEAN held in 2013. The Bureau is currently exploring options to develop an E-STIP (electronic STIP) with the cooperation of FHWA/FTA and the MPOs throughout the state.

The Bureau assisted the Office of Contract Compliance in updating the Title VI Accomplishment Report and the Title VI program review. The Bureau is continuing its efforts to assure that all MPOs are in compliance with Title VI and EJ requirements. The Bureau requested, received and reviewed the MPOs' quarterly reports to verify the Title VI and EJ practices. The Bureau had developed the 2015-2018 STIP and held public meetings on this. The Bureau has developed the federally required listing of the 2014 federal fiscal year Obligated and Granted projects for the Public and Regions use.

The Bureau initiated the COG CMAQ application process for FFY 2015. Bureau staff is currently reviewing the 13 applications for air quality emission benefit analysis. The Bureau has also developed a draft COG/MPO handbook to be used by COG/MPO staff as well as internal DOT staff. This document should be finalized within the next few months.

The Bureau had worked with the Regional Planning Organizations as they consolidated into Council of Governments. They also worked with various MPOs that requested to consolidate as well. This included the development of agreements, assignment letters and coordination with OPM and FHWA/FTA.

The Bureau has begun the update of the 1997 procedure manual for payments to consultant and Council of Governments. This should be completed by the spring of 2016.

The Bureau is currently working with the Department of Energy and Environmental Protection to develop new Motor Vehicle Emission Budgets for Ozone as part of the State Implementation Plan. New Ozone budgets are required by the Environmental Protection Agency as a result of the State's failure to conform to the 2015 Ozone budgets. The new State Ozone attainment date will be 2017. Air quality conformity model runs were also completed in 2015 for various transportation projects included in the regions' Long Range Transportation Plans The Bureau is also reviewing the newly released Environmental Protection Agency Air Quality emission software MOVES2014a to be prepared and fully trained in the software in order to conduct the next conformity analysis anticipated this winter. The Bureau, working with a consultant, has continued to work on the development of a new state-of-the-practice Travel Demand Forecasting Model in order to meet the increasing demand for more complex and finer detailed travel demand, air quality, and economic forecasts. As part of this effort, the Department is currently working with the University of Connecticut Engineering Department to develop and conduct a statewide household travel study which will survey and collect various demographic and travel patterns of the state's households.

The Bureau provided Geographic Information System software and application development support for the Department including:Mapping and analysis of demographic data and of public transportation rail and bus service areas in support of Title Six Federal reporting, and preparation of the Department's Call-Before-You-Dig 2015 submission.

The Bureau continues its development of a new comprehensive digitized road network which will include all levels of roadway totaling roughly 27,000 miles. This network and associated new Linear Reference System (LRS) will support many high level initiatives such as federal reporting, crash location, and capacity planning.

In parallel with this effort the Bureau has been working with the Department's new Asset Management Section to begin developing a digital representation of the Department's assets which will coordinate with the new LRS. Through this effort data stewards are being identified and centralization of data access is being developed.

In addition, the Bureau maintains the State's traffic counting program, crash data system and an inventory of the highway system. This data, as well as future land use and employment projections, is used to estimate future travel demand, identify current and future capacity deficiencies, analyze alternate highway and transit improvement, and is used in environmental studies.

The Bureau has acquired and implemented the latest in 3D Photolog technology with the upgrade and purchase of its Photolog ARAN Van fleet. This new technology will support more efficient data collection and reporting of pavement geometry and condition to the Federal Highway Performance Monitoring System (HMPS) Report.

The Division of Research was fully transferred to the Bureau with intent of maximizing use Federal research dollars towards improved support of Bureau and Department needs and initiatives. Recent new projects include: Comparison of Photolog data collected from the older ARAN 4900 series and newer ARAN 9000 3D Vans to insure that the best quality data is being

collected; Studying the use and benefit of alternative energies; Studying the implementation of Resilient Coastal Communities; Studying Dual Purpose Bridge Health Monitoring and Weigh-in-motion (BWIM); Studying a range of winter maintenance areas based on the issues raised in Public Act 14-199 Section 6, as well as other areas for use in framing expectations and outcomes of the state's winter highway maintenance operations and practices; and Studying Strategies for Improving Transportation Project Delivery Performance. Each of these projects are being conducted under contract with UCONN.

Following the Crash Data Improvement Program (CDIP), the Bureau initiated an E-Crash Development Program based on the following goals:

- To stand up a MMUCC 4.0 crash reporting system by January, 2015 with the support and involvement of the law enforcement community
- To make significant progress towards 100 percent electronic crash reporting from law enforcement agencies
- To create broad based access to timely, complete, and accurate crash data both within DOT and to all highway safety stakeholders

This has been completed with a partnership with the University of Connecticut. It included the development of a specification package and coordination of electronic filing with various vendors and the development a training component for the new PR1. This new PR1 went into effect January 1, 2015. The Bureau has since developed a list of edit and validation rules for the new PR1 to ensure data received is accurate and complete. The Bureau continues to work with vendors and police agencies to enact these edit and validation rules and provide continuous training if requested. The Department received a national Best Practices Award for this project.

The Highway Safety Office has continued to provide leadership in the field of distracted driving prevention and mitigation. A combination of education and enforcement initiatives has been executed during the past year. These education initiatives include partnering with state and corporate partners as well as funding educational programs for high school students.

In an ongoing effort to prevent roadway fatalities and injuries as it relates to distracted driving amongst teens, the Highway Safety Office in partnership with AT&T Connecticut is once again bringing the highly acclaimed "Save a Life Tour" Distracted Driving Program to 60 Connecticut high schools for the 2015-2016 school year.

The Department's "Save a Life Tour" is a high impact distracted driving program geared specifically for teens. This multimedia event features the AT&T documentary, "From One Second to the Next," directed by acclaimed filmmaker Werner Herzog. The documentary highlights real stories of those who have had to face the devastating consequences that are caused by distracted driving. Following the documentary, the students are then given the opportunity to engage in unsafe driving behaviors in a controlled environment via two distracted driving simulators. They are also allowed the opportunity to sign a pledge banner to commit to not driving distracted which is then hung up at their school for future students to see.

The goal of the Connecticut Department of Transportation Highway Safety Office continues to be to bring this program to every Connecticut high school, as well as to schools that have already hosted the program and have requested to bring it back for their new students. The "Save a Life Tour" is funded through the Department's HSO, as part of the Governor's Highway Safety Program, and will approach its 160th presentation in Connecticut high schools by the end of the current school year.

Additionally, a relationship has been formed with the Governor's Prevention Partnership in an effort to develop a youth peer to peer program to encourage high school students to resist pressure to engage in risky behavior such as driving impaired. Based on information gathered by the Governor's Prevention Partnership from their pilot sites around Connecticut, youths have noted that they have many friends that participate in extreme behavior such as driving while under the influence but they do not know how to effectively speak to them about this behavior. Most of these students stated they do not have a place to turn when these situations arise. Teens also continue to report they are not aware of and do not have access to tools and resources for identifying high-risk situations and making appropriate decisions while they are in a potential high-risk position. Some of the high-risk situations that teens report are driving impaired, binge drinking, and other impaired and distracted driving practices which are on the rise among the teen population.

The objective of the 3E program (Encourage, Empower, Engage, the new name for The Partnership's youth led, peer-to-peer prevention approach) is to continue to increase the connections with youth groups across the state of Connecticut to promote positive decision making, education on alcohol and other substances and education on impaired driving. With the partnering of the Highway Safety Office, this group will continue to develop the youth web portal, create more collaboration among youth groups and empower teens from across the state with different backgrounds to motivate peers to become leaders and encourage others to make healthy decisions. Peer leaders will be selected and trained on best practices to further their abilities to impact their peers. This approach will continue to include engaging SADD chapters as well as a large variety of youth groups to gain further exposure throughout the state. The reach of this program will be expanded and monitored through the 2015-2016 academic year in the various areas of Connecticut. Additional activities will include the creation of new tools, materials and resources base on input received from youths which will then be stationed on the web portal.

Also, a new partnership has developed this year with WGBH television and PBS kids to educate children about the dangers of distracted driving with the goal of having them influence their parent's driving behavior. This is derived from the model that has worked for seatbelts and smoking cessation but, until now has never been applied to reducing distracted driving behavior.

The Highway Safety Office continues to work in partnership with Central Connecticut State University (CCSU) and the Institute for Municipal and Regional Policy (IMRP) to analyze the current racial profiling law and make recommendations to the Connecticut General Assembly to better align the statute to legislative intent and current best practices. This initiative includes collecting, maintaining, and providing public access to traffic stop data and evaluation of the results of such data. Currently, data collection by all law enforcement agencies in the State with

the ability to make traffic stops is mandated by law. Agencies are collecting data and submissions to the Office of Policy and Management via the Criminal Justice Information System are made on a monthly basis. Multiple training sessions have been held for law enforcement agencies to educate them about the law and options for data collection and submission. Training sessions on fair and impartial policing have also been given at multiple law enforcement agencies. Similarly, a public awareness campaign is underway to educate the public about the project and their rights during a traffic stop. IMRP has released a full report on traffic stop data analysis and most recently released another six months of data on the CT Data collaborative website. For more information about this project, visit www.ctrp3.org

In March 2016, the Highway Safety Office will be hosting the 1st National Highway Traffic Safety Administration (NHTSA) Region 1 and 2 Safety Belt summit. This event will include NHTSA and other traffic safety partners from all of the nine contiguous states, Virgin Islands, and Puerto Rico. The purpose of the Safety Belt Summit is to learn innovative strategies on how to increase the seat belt usage rate in our states and in our regions. The areas of concentration will be focused on providing public information and enforcement efforts to reduce crash related injuries and fatalities.

Also, the Highway Safety Office will be partnering with the Federal Highway Administration to address speed related fatalities and serious injuries in Connecticut. High visibility enforcement efforts integrated with a targeted media campaign will be conducted to create change in driver behavior. This project will be available to law enforcement agencies statewide beginning in spring of 2016.

The Bureau of Engineering and Construction continued to manage all programs and projects to maximize federal funds allocated to Connecticut for improvements to all transportation modes. The importance of a State "Fix-it-First" Program grows with each year as our infrastructure assets age and the federal funding levels waiver.

Major bridge replacement/rehabilitation projects active during 2014-2015 include the replacement of the Moses Wheeler Bridge, that carries I-95 over the Housatonic River in Stratford and Milford; the reconstruction of I-95 over the West River located in West Haven and New Haven; and the replacement of the Pearl Harbor Memorial (Q) Bridge over the New Haven Harbor in New Haven, which is part of the I-95 New Haven Harbor Crossing Corridor Improvement Program. Major bridge projects in design include a significant rehabilitation of the Northbound Gold Star Memorial Bridge in New London and Groton, an accelerated bridge replacement of Route 1 over I-95 in Stamford, a rehabilitation of the Route 8 and I-84 Interchange in Waterbury, replacement of the Railroad Bridge over Atlantic Street in Stamford and reconstruction of the Heroes Tunnel in Woodbury and New Haven. Additional details about some of our major initiatives are noted below.

The Moses Wheeler Bridge that carries I-95 over the Housatonic River is one of the longest and most heavily traveled bridges in the state of Connecticut. The replacement of the bridge and associated improvements on this section of the I-95 corridor began in August 2011 and is expected to cost approximately $300 million with completion scheduled for 2016.

The West River Bridge carries I-95 over the West River in the towns of West Haven and New Haven. The $134 million construction project began in December 2013 and is expected to be completed in late 2018 and includes the reconstruction of approximately 1 mile of I-95. The project removes the southbound loop ramp to Kimberly Ave. With removal of the loop ramp, exit 45 is eliminated. A single diamond interchange will increase safety and improve traffic flow by eliminating the weave condition on the interstate.

The largest and most comprehensive transportation program ever undertaken by the Department is the I-95 New Haven Harbor Crossing Corridor Improvement Program. The centerpiece of the Program is the recently completed Pearl Harbor Memorial (Q) Bridge, an extra-dosed cable-stayed bridge, the first of its kind in the U.S. The new bridge has a 100-year life span through the use of innovative and high performance materials (roadway wearing surface, high strength concrete, high performance structural steel). The designs are sensitive to traditions and urban characteristics of the area and create a sense of continuity throughout the corridor. The $1.93 billion Program is in its 15th year of construction. It is approximately 88% complete and is currently under budget and will be completed on schedule in 2016. A total of 18 program contracts have been completed as of September 1, 2015 with total expenditures to date of $1.60 billion. The innovative processes CTDOT and CTDEEP developed and implemented during construction have streamlined reviews and issue resolution, and mitigated cost and schedule impacts, while complying with environmental permit requirements.

A project for major bridge rehabilitation of the I-95 Northbound Bridge No. 03819, the Gold Star Memorial Bridge in Groton and New London is currently in the preliminary design phase. The anticipated work on this bridge includes replacement of the existing bridge deck, structural steel repairs, spot painting, replacement of the existing frozen rocker bearings, and replacement of existing structure-mounted sign supports. The current cost estimate for this project is $200 million, with an anticipated construction start date of spring 2018.

The superstructure replacement project for Bridge No. 00037, a two-span structure carrying U.S. Route 1 over I-95 in Stamford will use accelerated bridge construction (ABC) techniques to demolish and replace both spans during one weekend in the fall of 2018 with Self Propelled Modular Transports (SPMTs) very similar to the Department's successful I-84 bridge superstructure replacements in Southington that was completed in June of 2014. The project's construction cost is estimated at $20 million with construction anticipated to start in the spring 2017 and be complete in the spring 2019.

The I-84/Route 8 Interchange in Waterbury will be rehabilitated to provide additional service life in anticipation of a future interchange replacement. The project will address the mainline I-84 and Route 8 structures and the turning roadways connecting them. The designs are currently being completed under Project Nos. 151-312, 151-313 and 151-326. It is anticipated that the three design projects will be advertised for construction together in the fall of 2017. The total estimated construction cost is $190 million.

A project to replace the existing railroad bridge in Stamford over Atlantic Street using an accelerated construction strategy is currently in the final design phase. The work is broken down into two phases with Phase 1 relocating the buried utilities and the I-95 NB exit ramp,

and reconstructing South State Street (SR 740). Phase 2 will replace the railroad bridge using jump spans and Self-Propelled Motorized Transport (SPMT) units. At the track level a new station platform will be constructed on the north side of the rail yard in anticipation of a new Track 7 to service the New Canaan line. The Phase 1 construction contract will be awarded in the fall of 2015 with work beginning in spring 2016. Phase 2 is anticipated to be advertised in the fall of 2016. The overall construction completion will be in late 2018. The total construction cost for Phase 1 and Phase 2 is estimated to be approximately $82 million.

The proposed rehabilitation of the Heroes Tunnel, carrying Route 15 through West Rock Ridge in Woodbury and New Haven is entering preliminary design. This project is anticipated to involve construction of a new wider northbound tunnel adjacent to the existing portals in addition to enlarging and rehabilitating the southbound tunnel. The existing northbound tunnel will be rehabilitated for use as a service tunnel. Construction is currently anticipated to begin in spring 2019 and be complete by fall 2024 with an estimated construction cost of $200 million.

The rehabilitation of the Putnam Bridge, which carries Route 3 over the Connecticut River between Glastonbury and Wethersfield, will complete a two-phase effort to bring the structure to a good state of repair until its likely replacement in the not too distant future. This second phase includes structural steel repair, partial concrete deck replacement, parapet replacement, and replacement of the bridge deck expansion joints. It also includes construction of a 6-foot wide cantilevered pedestrian walkway, which will eventually offer a non-motorized connection across the river. The project was substantially completed in August 2015.

The New Haven Rail Yard (NHRY) Facilities Improvement Program is a comprehensive plan to transform and provide state of the art storage, servicing and maintenance facilities for the New Haven Line fleet, as well as CT Commuter Rail service (Shoreline East and Hartford line). The $1.178 billion dollar multi-project program is approximately one-third complete. Completed projects at the NHRY include the M8 Acceptance Facility, Diesel Storage Yard, Traction Power Supply Substation, and the recently opened independent Wheel Truing Facility. Active projects at the NHRY include the Component Change-Out Shop, Central Distribution Warehouse and Yard Power Upgrade, as well as the Maintenance of Way Facility. The Component Change-Out Shop is partially open for basic M8 car maintenance; the balance of the facility will be completed by the end of 2015. Projects currently in design include the East End Connector, Pedestrian Walk Bridge Overpass, and West End Yard. The Pedestrian Bridge project will connect all four Union Station platforms to each other and the proposed 1,000 space public parking garage to be built adjacent to the existing garage. Design for the new garage and the connecting pedestrian bridges will start in the near future.

The New Haven-Hartford-Springfield (NHHS) Rail Program will take center stage at the Department providing significant new regional passenger rail service options as a key component of a robust and vibrant multi-modal regional transportation system. The NHHS Rail Program will provide the infrastructure and trains to operate some of the nation’s best passenger rail services. Over the past year, Amtrak has completed an advance project to relocate and upgrade Amtrak signal and fiber optic cables along the corridor. On May 15, 2015, Amtrak awarded to

Middlesex Corporation the civil construction contract to provide new track bedding, ballast, and improvements to drainage as well as retaining walls and bridge replacements. This work will allow Amtrak to upgrade the majority of the line to a double track configuration which will provide robust service options, with up to 17 round trip-passenger trains per day, as well as increased freight capacity. With funding from the new federal High-Speed Intercity Rail Program and state bond funds, the NHHS Rail Program will provide the infrastructure and trains to operate some of the nation's best passenger rail services. As the gateway to New England, the NHHS Rail Program will also facilitate improved service to Massachusetts, Vermont and, in the future, Montreal. New train service will connect communities, generate sustainable economic growth, help build energy independence, and provide links to travel corridors and markets within and beyond the region. The launch of the enhanced rail service that will result from this program is scheduled for 2016. Additionally, Hartford's Union Station is receiving upgrades to both the track platform and within the station's terminal. In association with the NHHS initiative, a Wetlands Creation project is being performed in Windsor. Completion is expected in the fall of 2016.

A new Bus Maintenance Facility serving the Waterbury Area began construction in February 2015 and is scheduled to be completed in 2017. This 276,000 SF building is a multi-story facility accommodating bus storage, maintenance and administration. Additionally, a trailhead and a multi-use trail are being constructed within the project limits to support the Naugatuck River Greenway Trail. This facility is located on a parcel of property in the town of Watertown, adjacent to Frost Bridge Road (SR 262) and the Naugatuck River and will replace the current storage and maintenance facility, located in leased space in a former foundry in the Waterville area of Waterbury. The total project cost is approximately $93 million dollars.

Two significant Metro-North Railroad (MNRR) movable bridges that are each over 110 years old have been identified for replacement. These bridges are key pieces of infrastructure that carry the Northeast Corridor railroads "Amtrak and MNRR" over two rivers and are vital to the operation of these railroads. The Department has started the designs for the replacement of the MNRR Movable Bridge over the Norwalk River, the "Walk Bridge", and the MNRR Movable Bridge over the Housatonic River, the "Devon Bridge". The Walk Bridge replacement is a fast track project; construction for this project will start in 2017 with an estimated cost of approximately $650 million. The Devon Bridge replacement is scheduled to be completed by 2024 with an estimated cost of $1 billion.

Shore Line East railroad expansion continued during 2015. Upgrades to the stations at Branford and Guilford are continuing in construction along with a supplemental parking lot in Old Saybrook.. Branford and Guilford will complete in December of 2015 and Old Saybrook will be substantially complete by the end of 2015. The Clinton construction project will be advertised in mid-2016.

The project to construct P&W Railroad spur tracks to terminal properties on Waterfront Street in the New Haven Port Area is now complete.

Construction of the new Boathouse will get underway during the 2016 construction season now that the Boathouse Platform Project is complete. This is a City of New Haven project that will satisfy the Program Commitment for the State's acquisition of the old Yale Boathouse.

Widening of I-95 between Exit 14 and 15, which includes the widening and replacement of three (3) bridges over I-95; Fairfield Avenue, Cedar Street, and Taylor Avenue, have been widened and replaced in Norwalk and are open to traffic. The widening and improvements to Route 1 continue. The project is scheduled for completion in December 2015.

A major initiative which started construction in 2015 involves widening and safety improvements on Interstate-84 in Waterbury. The final design and bid letting took place last year. The project includes complete reconstruction of the highway for 2.7 miles of I-84, replacement/construction of 8 bridges, 1 pedestrian crossing, 7 culverts and 20 retaining walls. The project includes the realignment of the Interstate roadway in the vicinity of Harpers Ferry Road to eliminate the existing substandard "S" curve alignment; interchange ramp reconfiguration; State and local road construction; and the relocation of the Mad River and Beaver Pond Brook. The widening includes the addition of a 3rd lane to I-84 in each direction. As a result of the realignment of I-84 and the reconfiguration of the ramps, portions of Hamilton Ave, Harpers Ferry Road, Scott Road, Plank Road, Reidville Drive, Plank Road East, and East Main Street will be reconstructed. This is a significant and important project because this two-lane section of I-84 cannot accommodate existing peak-period demands and sustained periods of congestion are routine. This section of I-84 carries an ADT of 121,800 vehicles that include a significant number of trucks that provide for goods movement, journey-to-work and personal travel. This is an important project to the State and the Community to improve the traffic flow through this heavily traveled portion of our State. The anticipated project completion date is 2020.

A new repair and stores facility is under construction in Rocky Hill and will consolidate the existing repair and stores operations in Wethersfield and the outdated machine shop in Portland. The project involves the construction of an approximately 82,000 SF building, including administrative offices, vehicle repair bays, machine shop, material storage parts room, and employee support and utility spaces. The project also includes the demolition of an existing obsolete building and the construction of a separate 2,450 SF unheated cold storage building for material storage, a new motor fuel island, and site improvements, plus utilities to support the new and existing buildings that are to remain. The construction of this facility started in May 2015 and is scheduled to be completed in May 2017. The construction cost is estimated at $38.6 million.

CT*fastrak* combines the fast, traffic-free advantages of a train with the frequent, direct-to-your-destination flexibility of a bus. Currently, 12 of the 14 contracts to build CT*fastrak* are complete or near final completion. The system-wide New Fare Technology System (NFTS) project is anticipated to be awarded in 2016 and the Flatbush on and off ramp reconstruction and wetland mitigation creation is also anticipated to be completed in 2016. The 9.4 mile exclusive bus roadway has been constructed on an abandoned railroad corridor from New Britain to Newington Junction, and from Newington Junction to Hartford's Union Station alongside the active Amtrak rail right-of-way. The project was substantially complete and began revenue

operations in March 2015. CT*fastrak* includes service routes extending from Waterbury to Manchester via the new guideway, New Britain, and Hartford.

Another significant project on Route 15, (Merritt Parkway) is in Stamford and New Canaan and is one of several projects that have been completed or are scheduled as part of the Merritt Parkway Corridor Improvement Plan. The currently active project on Route 15 begins at the Greenwich town line just north of Exit 31 (North Street) and ends in the vicinity of Exit 37, Route 124 (South Avenue) New Canaan. This project consists of 6.5 miles of roadway resurfacing, safety improvements, and landscaping enhancements. The work also includes continued rehabilitation of several historic, architecturally-sensitive bridges, including Bridge No. 00712 Route 124 (South Avenue), Bridge No. 00710R Metro-North Railroad, Bridge No. 00708 Ponus Ridge, Bridge No. 00702 River Bank Road, and Bridge No. 00700 Guinea Road. The project is expected to cost approximately $75 million and is now scheduled to be completed by May 2016, due to added work. The next project in this program will include 4.6 miles of the Merritt Parkway in Fairfield and Westport. This section is currently being designed with construction expected to begin in 2017 at an estimated cost of $55 million.

Aside from the major projects, the Bureau continues to implement an Asset Preservation Strategy. Pavement preservation in 2015 included five projects valued $ 65 mil on expressways along with approximately $57 mil made available through the Vendor In Place (VIP) paving on expressways. Other roadway program projects included traffic signal upgrades and installations, intersection improvements, road realignments, construction of roundabouts, and roadway widening. All are staples of the asset preservation (state of good repair) program.

The Department has also instituted a more flexible approach to the funding of Bicycle/Pedestrian projects in an effort to close some of the state-wide gaps that currently exist. Design activities have been completed on projects in Manchester (East Coast Greenway), Trumbull and Bridgeport (Pequonnock River Trail). Design will begin shortly on an extension of a trail in East Hartford that will close a gap between existing trails adjacent to I-84 and the Charter Oak Bridge, running through Rentschler Field. The Department has nearly completed a feasibility study of a multi-use path along the Merritt Parkway.

The Department will facilitate completion of a network of inter-connected, statewide trails in Connecticut under the Multi-use Trail Implementation Plan (Gap Closure Efforts). This program will be focused on closing gaps in existing statewide trails with an initial focus on the East Coast Greenway (ECG). The key is to establish clear priorities that will close the most critical gaps and create long continuous portions of the statewide trail network. The program may include other regional trails that link to the ECG, but the majority of funds and resources will be devoted to completing the ECG. Included in the program are provisions for a Trail Maintenance Program. The Department has developed a draft plan to manage this program and is currently finalizing the document. The Legislature has approved $11.2 million/year. FY 2016 funding for State Project 51-268, Farmington Canal Heritage Trail ($5.1 million) and State Project 12-96, Bolton-Charter Oak Greenway extension ($8.5 million) to be placed on the next State Bond Commission agenda. Moving forward, additional sections of regionally significant trails will be selected for project initiation, in addition to an inventory of the existing trail system that will

allow for implementation of the Trail Maintenance Program. Requests for funding these initiatives will be forthcoming on future State Bond Commission Meetings

The Department's Highway Design – Local Roads unit has implemented and continues to oversee the Local Transportation Capital Improvement Program (LOTCIP). LOTCIP allows municipalities to perform capital improvements on smaller, locally owned, roadways that qualify for the Federal Surface Transportation Program Urban (STP-U) without needing to adhere to Federal Title 23 requirements that many municipalities are unfamiliar with and find burdensome, time consuming and expensive. LOTCIP has freed up a significant amount of Department resources that have historically been devoted to oversight on municipally sponsored Federal-aid projects, and also allows the portion of Federal STP-U monies historically dedicated to improvements on municipally owned facilities to be utilized by the Department for eligible activities, predominantly on State owned assets. Since the effective date for the LOTCIP of November 1, 2013, the Department has worked with the regional Council of Governments (COG's) through this ramp-up period and issued funding commitments for 58 regionally-endorsed municipal projects representing approximately $80 million in construction. $7 million in LOTCIP funded construction projects were awarded in SFY 2015, with $40 million currently programmed to be awarded in SFY 2016. The Department continues to coordinate with the regional COG's on new location solicitations and enhancing project delivery

The Department's Bridge Safety and Evaluation unit continued to aggressively inspect, evaluate, and inventory the structural condition of more than 5,000 bridges, 1,800 overhead sign supports, and 900 traffic signal mast arm supports. Signs and traffic signal supports are typically inspected at four-year intervals. Bridges are typically inspected at two-year intervals. However, some bridges are inspected more frequently if warranted due to structural deterioration. This critical function helps to ensure the safety of the traveling public through the identification of deficiencies and needs in a systematic and timely manner. The Department has made a renewed effort to drive down the number of fatalities and injuries of all road users on Connecticut's highways, and this is being led by the creation of a brand new Strategic Highway Safety Plan (SHSP). The SHSP is a plan for all of Connecticut's safety stakeholders and brings them together to collaborate on safety efforts and leverage resources. The Department will host a peer exchange on October 7-8, 2015 to gather input from these stakeholders and lay the groundwork for future safety efforts in the State.

The Department has established a dedicated staff to run a Safety Program implementing systematic safety improvements. These types of projects focus on providing safety improvements over the entire transportation network and provide the highest safety benefit for each dollar spent. These systematic projects are expected to cost approximately $ 30 million and include:

Currently, CT has the fourth highest fatality crash rate in the nation of crashes involving motorists traveling the wrong way on limited access highways. As a result, a statewide project to revise the signs and pavement markings at all our 700 interchange exit ramps was initiated. The project will install larger and more visible signs and provide a more uniform and consistent highway system that will meet driver's expectations. The project will be constructed during 2015.

A 2014 pilot project installed Centerline Rumble Strips (CLRS), which are grooves within the yellow centerline that produce noise and vibration when traveled over and are a proven safety countermeasure to reduce the number of head-on crashes. CLRS were installed at five locations on a combined 11 miles of state-owned and maintained two-lane roadways. The project was well received and 10 locations on 25 miles throughout the state will be included in the 2015 project.

School-related warning signs and associated plaques are being upgraded with a fluorescent yellow-green background to enhance visibility, especially during dawn and dusk periods. A systematic initiative to replace these signs on state routes was recently completed, and a project to replace these school related warning signs on local roads will be completed during 2015.

Several other projects include replacing multi-way stop signs at state route intersections, replacing stop signs on local roads in rural towns, installing route reference markers on Interstate 91, upgrading flashers on signs, and providing funding to increase speed enforcement in rural communities.

Bureau of Finance and Administration is responsible for the following functions within the Department: Finance, Operations and Support, Information Systems, External Audits, Human Resources, and Contract Compliance, Contracts, and Agreements. The bureau provides the fiscal and support services necessary for the development and implementation of the department's programs. In addition, the bureau administers fuel distribution for most state agencies and oversees the operation of the twenty-three service plazas on the Governor John Davis Lodge Turnpike and the Merritt and Wilbur Cross Parkways.

The following is a summary of some of the key initiatives being undertaken in the Bureau:

A project closeout team was formed in October 2008 with representatives from the Department's operational areas and the United States' Department of Transportation, Federal Highway Administration (FHWA). The Department seeks to close out projects and release unused state and federal funding for obligation on new projects. Since the initiative began, the Department has closed 2,624 projects releasing over $148 million in federal funding through SFY 2015. We final vouchered over 500 projects in the previous two fiscal years which eliminated the backlog of projects awaiting closeout. We are currently working on final vouchers as the projects advance to the final voucher step in the project life-cycle. Currently there are 135 final vouchers assigned with 83 drafted; 47 in process; and 5 awaiting assignment.

Unexpended balances of federal highway funds continue to be a focus for the FHWA. In 2009, Connecticut's federal inactive funding balances ranked second worst in the nation. In November 2009, FHWA and the Department entered into a Memorandum of Agreement (MOA) to reduce the federal inactive percentage from 14 percent to 5 percent by the end of FFY 2010. Through mutual efforts by the FHWA and the Department, a percentage of inactive federal funds below 5 percent was achieved by June 2010. The quantity shrank by over 275 projects. In June 2011, the FHWA lowered the goal of maintaining an inactive percentage at or below 4 percent and reducing the number of inactive projects by 10 percent. Both statistics were achieved and

maintained as required for the remainder of 2011, during 2012 and through 2013. In December 2013, the FHWA again changed procedures, eliminated some reporting exemptions and lowering the goal even more. This current requirement is to maintain an inactive percentage at or below 2 percent, measured on a 4 quarter rolling average. The Department continues ongoing efforts with monthly monitoring to ensure the goal is achieved and maintained. In 2014 an inactive statistic of 1.58 percent was achieved. During 2015 the statistic has been reduced below 1.0 percent. Steady progress continues on reducing the number of inactive projects from a peak of 650 in 2008 to below 200 since March 2015.

The Department has established a performance target for its Contracts unit to award construction projects within 60 days of the Department's receipt of bids. During this 60 day period, the Contract's unit reviews all bids for accuracy, status of contractor qualifications, ensures that environmental permits and rights of way requirements are in order, verifies project funding is in place and ensures the proper federal approvals have been received. Performance against this target is assessed regularly through self-reporting by the unit and this structure has served the Department well. In FY 2007 seven percent and in FY 2008 nine percent of all of the Department's awards met this target. As a result of this initiative in FY 2015 89.3 percent of all of the Department's awards met this target which rivaled the best performance of 93 percent which was achieved in FY 2011.

The Department entered into a 35 year Concession Agreement with a new operator during SFY 2010 to operate the 23 Service Plazas located on I-95, I-395 and Route 15. The Concession Agreement also required the operator to redevelop all 23 plazas to add new and more varied food options for the traveling public. The redevelopment called for the complete knock-down and rebuilding of three locations and extensive renovations at the remaining locations. All 23 plazas have now been renovated and are reopened to the public. The renovations also included the installation of full emergency generators at all of the plazas which will allow them to remain open to the public during power outages and storms as long as the roads are passable.

The Office of Information Systems is responsible for the daily maintenance and support of the DOT computer network infrastructure, network servers, computers, telecommunications and all computer applications used by more than 180 locations across the State. During Fiscal Year 2014-2015, the Office of Information Systems:

- . Developed an in house application to assist Planning with the collection of data for the DOT Performance Measures that are reported to the Public and FHWA. Prior to the development of the new Performance Measures Application, all of the data and metrics had to be manually collected from numerous multiple sources in disparate formats and then manually complied into meaningful statistics. This was very time consuming and labor intensive for the Planning staff. The new application enables the data to be electronically collected and automatically complied into the various performance measures which not only saves time but is also more accurate.

- Developed an in house application for the Commissioner’s Office for Succession Planning which tracks retirement eligibility.

- Developed an in house application for Finance that accurately tracks and automates DOT Federal Aid funding. Phase 1 of this application was put into production in 2013 but Phase 2 was implemented in 2014 with numerous enhancements.
- Created E-Alerts for the DOT Ferries which augments the DOT E-Alerts already in place for the roadways. The public requested that special Ferry alerts be created similar to the DOT Traffic Alerts to help people who use the Ferries better plan their travel schedules.
- Successfully replaced the aging, end of life Telephone system at Newington Headquarters using funding from the IT Capital Investment Fund.
- Developed an in house application that accurately tracks and maintains the status of insurance claims which has resulted in greater efficiency within the Claims Unit.
- Working in collaboration with multiple staff involved with the CTFastrak Project, the complex ITS CTFastrak Network and Communications Design was completed and successfully tested in a live System Demonstration Test. This was a major milestone in this important DOT Project.

The Bureau of Highway Operations provided roadway and roadside maintenance to 5,682 effective two-lane miles of roadway and provided snow removal and other roadway maintenance services to 76 state agencies. With respect to snow and ice control, there were 19 winter storms which required the use of 233,293 tons of sodium chloride and 1,384,412 gallons of liquid calcium chloride applied by 632 state trucks and 211 contracted trucks. Maintenance of existing roadways included 276 2-lane miles of vendor-applied bituminous concrete overlay. In addition, 7,665 feet of drainage pipe was installed along with 94 drainage structures. During the past year, maintenance repairs were performed on 829 of the 3,998 state-maintained bridges through the combined efforts of Department personnel and contractors. The total number of state-maintained bridges has decreased by 8 this year. The Traffic Services Units installed 8,182 miles of center lines and lane lines; erected 2,089 new traffic regulatory, warning and directional signs; renewed or removed 4,953 existing signs; continued maintenance of 4,394 traffic signals and 1,330 miles of highway illumination; and installed 19 new traffic signals and 124 traffic signal revisions.

There were 4,575 highway encroachment permits issued. The Oversize/Overweight Unit collected $2,496,504.00 for the issuance of 93,525 oversize/overweight permits, 65 radioactive permits and 95 industrial permits.

The Department's computerized traffic control signal systems include a total of 941 traffic signals on 50 major arterials in 54 municipalities.

The Operations Centers responded to a total of 4,447 reported incidents on the state's limited access highway system. The Newington and Bridgeport Operations Centers monitor 326 highway cameras and operate 135 variable message signs and 14 highway advisory radio stations. The Department's Connecticut Highway Assistance Motorist Patrol (CHAMP) Program provided highway assistance to a total of 9,278 motorists along the I-95 corridor from the New York state line to the Branford/Guilford town line. In the greater Hartford area the CHAMP Program provided assistance to 7,216 motorists.

The **Bureau of Public Transportation's** mission is to provide mobility to the residents of the State and to enhance economic development, access to jobs and the environment by providing safe, efficient, economical and reliable transportation alternatives.

Over the past year, substantial progress has been made in advancing the Bureau's long-term capital agenda. In addition, ridership grew significantly as commuters and discretionary riders reacted to higher fuel prices early in the fiscal year, but dropped off later in the year as gas prices plummeted and national economic conditions negatively impacted all modes of travel.

Rail ridership grew by 3.4 percent on the New Haven Line over the first six months of FY 2009 (July through December 2008) and declined 3.5 percent in the second half (January through June 2009). Rail ridership grew by 24.7 percent on Shore Line East over the first six months of FY 2009 (generated by new weekday and weekend service) and increased 10 percent in the second half (January through June 2009). The Amtrak Service Agreement was renegotiated to implement expanded Shore Line East service which included new mid-day and late-night weekday service, lengthening trains and the inauguration of weekend/holiday service. Planning continues for implementation of a second phase of Shore Line East expansion which extends service to New London.

Mid-day service was added on the main New Haven Line, the Waterbury and Danbury branches, and branch line trains were lengthened to accommodate ridership growth

Stimulus funds made available through the American Recovery and Reinvestment Act (ARRA) were directed to a rail signalization project on the Danbury Branch, rail station improvements on the New Haven Line and the construction of a major rail car facility in New Haven to inspect and maintain the new M8 rail cars.

Bus ridership grew by 5.1 percent over the first six months of FY 2009 as gas prices began the year at historic highs and declined throughout the remainder of the calendar year. Bus ridership fell by about 5 percent in the second six months of the fiscal year when compared to the prior year, as gas prices remained low and national economic conditions deteriorated. The Transit Office facilitated the development of a package of capital improvements in response to the funding made available through the ARRA program. More than $75 million of new bus capital funding was made available to the State and its transit systems. The Office conducted a Statewide service planning effort to develop a second phase of bus service enhancements to add to the $3 million of new services funded in FY 2008. However, funding for these enhancements was delayed due to the State budget crisis. The Office conducted an update of the Statewide effort to implement new Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU) planning requirements for specialized public transportation programs.

The Bureau has made significant progress in moving its long-term Capital Program forward. Major activities and achievements during the year include:

- Continued construction of catenary (electric overhead wire) replacement and bridge rehabilitation from New Haven to the New York state line on the New Haven Main Line.

- Initiated the design phase for priority improvements at New Haven Line train stations (ARRA construction project).

- Continued inspections and condition studies for New Haven Line bridges.

- Continued the track maintenance program, bridge timber replacement program, and railroad bridge maintenance program.

- Continued the rehabilitation of the State's M2 electric multiple unit (EMU) rail cars to ensure reliable New Haven Line service; developed rehabilitation specifications for M4 EMU rail cars.

- Completed the necessary repairs and reconditioning of 33 rail cars purchased from the State of Virginia in order to provide additional seating capacity on the New Haven Line and Shore Line East.

- Continued project design and engineering management for procurement of 300 new M8 rail cars to replace the New Haven Line EMU fleet in cooperation with Metro-North Railroad (MNR).

- Completed delivery and acceptance of 6 New Haven Line shuttle locomotives and 5 nonrevenue service locomotives for Railroad MNR to replace obsolete shuttle and switcher locomotives on the MNR system.

- Completed the study to evaluate the New Haven Line signal and communication system with MNR and provided recommendations to upgrade the system; continued the design phases for the program; began signal system construction from the New York State Line through Greenwich

- Continued the design phase for the New Haven Rail Yard Master Complex; completed construction of the M8 Acceptance Facility; continued the construction of the new locomotive Fueling Facility.

- Began construction of the access roadway bridge, station boarding platforms and pedestrian overpass for the new Fairfield Metro Center Railroad Station. The program will include parking for 1,500 cars.

- Advanced the design phase for additional rail parking facilities in Stratford, Wilton and Stamford; began design for additional parking at Union Station in New Haven.

- Continued the design and property acquisition phases for a new station in West Haven, which will include 1,000 parking spaces.

- Began the Environmental Assessment for a new station in Orange, which is expected to include 1,000 parking spaces.

- Continued design for the rehabilitation of the Walk (over the Norwalk River) and Saga (over the Saugatuck River) movable bridges on the New Haven Line.

- Began a structural feasibility study for the rehabilitation of the Devon (over the Housatonic River) and Cos Cob (over the Mianus River) movable bridges on the New Haven Line.

- Completed design phase of Danbury Centralized Traffic Control signal project; began procurement of material for construction phase of project.

- Continued design for the expansion of the Shore Line East stations including north side platforms, pedestrian overpasses and parking expansion at Branford, Guilford, Clinton, Madison and Westbrook.

- Undertook a procurement effort to purchase up to 136 replacement buses and vans for transit operators Statewide in FY 2010 and hundreds of additional vehicles over the final four option years of the procurement. Awards are expected early in FY 2010.

- Began construction on the new 250,000 square foot bus maintenance and storage facility in Hamden for the CTTransit New Haven Division.

- Continued final design and rights-of-way activities for the Bus Rapid Transit System for the New Britain-Hartford Busway.

- Continued planning activities for new bus storage and maintenance facilities in Watertown for the CTTransit Waterbury division and smaller facilities for the Northwest Connecticut Transit District and the Windham Transit District.