

Introduction

Welcome to the CTDOT calendar year 2009 second quarter performance measures page. Measures updated since last quarter contain the symbol ▲. Five new performance measures have also been included. The new measures are: dollars spent for bicycle/pedestrian access, rights-of-way purchases, American Recovery and Reinvestment Act (ARRA) percent dollars obligated, ARRA number of jobs created or sustained and, ARRA dollars spent. To learn more about the ARRA projects please visit: www.ct.gov/dot/cwp/view.asp?a=1372&q=436026.

The data shared in this document comes from many sources. Depending upon the source and type of data, the performance measures are tracked over different time intervals. The performance measure sheets that follow will be updated on a regular basis and will reflect the most recent dates of the source data collected based on the intervals when they are measured.

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Performance Measures



Objective:
Safety and Security

Program:
Highway Safety

Measure:

Rate of Annual Highway Fatalities

Report Date:

July 1, 2009

Data Frequency: Annual

Current Reported Value: *0.88 fatalities per 100 million vehicle miles traveled (VMT)
8.1 fatalities per 100,000 population*

Performance Target Value: *Less than or equal to 1.0 per 100 Million Vehicle Miles Traveled (VMT)
Less than or equal to 7.7 per 100,000 Population*

Source: *Bureau of Policy and Planning
Mr. Joseph Cristalli*



Note: Data for this measure becomes available for reporting annually in December for the previous Calendar Year. The latest data set used for this posting, covers the time period from 1/1/2007 through 12/31/2007.

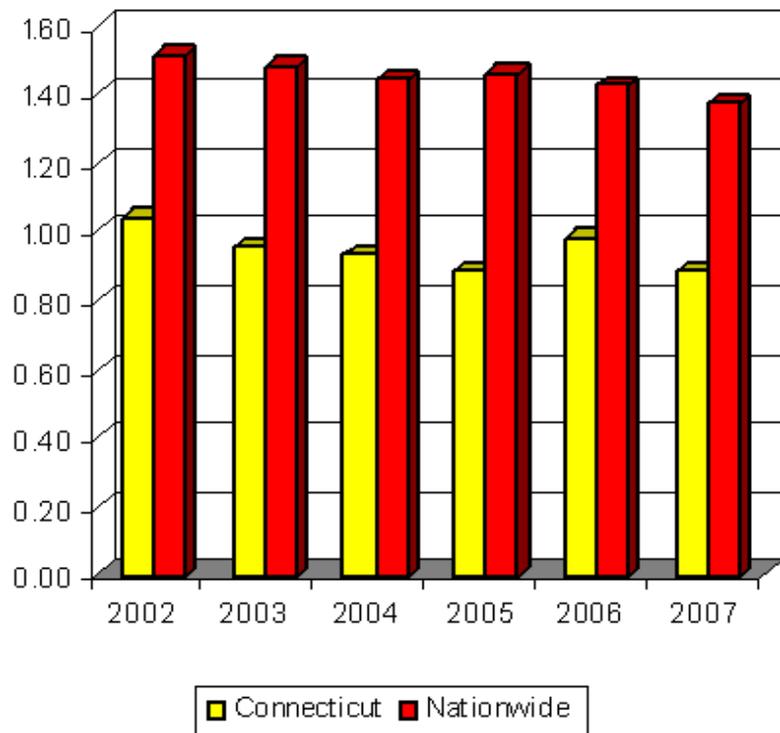
Purpose/Description of measure:

This measure tracks the fatality rate on Connecticut's highway system. By tracking fatality rates, the Department is able to gather information necessary to develop effective programs that ensure the safety and security of the traveling public.

Discussion of trend:

In 2007, Connecticut's fatality rate was 0.88 fatalities per 100 million vehicle miles traveled compared with the national figure of 1.37 fatalities (see Figure 1). Overall, Connecticut continues to have one of the lowest vehicle fatality rates in the country, ranked as the fourth safest state for highway traffic fatalities with 8.1 per 100,000 population.

Figure 1. Fatalities Per 100 Million Vehicle Miles Traveled



Objective:
Safety and Security

Program:
Highway Safety

Measure:
Percent of Seat Belt Usage

Report Date:
July 1, 2009
Data Frequency: Annual

Current Reported Value: 88% Seat Belt Usage

Performance Target Value: 90% Seat Belt Usage

Source: Bureau of Policy and Planning
Mr. Joseph Cristalli



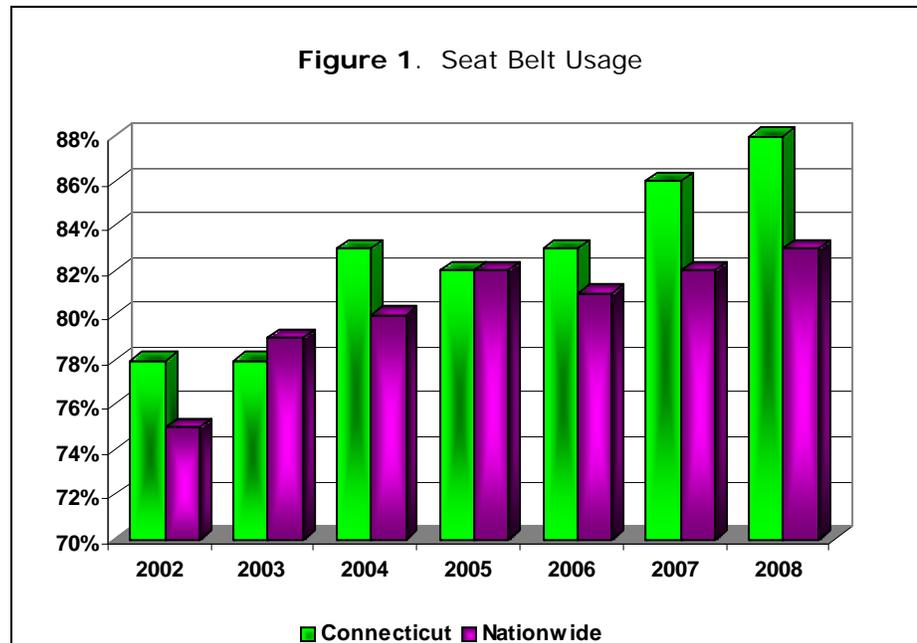
Note: Data for this measure, based on sampling, becomes available for reporting annually in September for the current Calendar Year. The latest data set used for this posting covers the time period from 1/1/2008 through 12/31/2008.

Purpose/Description of measure:

This measure tracks seat belt usage by Connecticut's motorists. Drivers, front seat passengers and all rear seat passengers aged 4 to 16 are required to wear seat belts. Connecticut's primary enforcement law carries a fine of \$37 for not wearing a seat belt. When worn correctly, seat belts reduce risk of fatal injury to front seat occupants by 45-60 percent.

Discussion of trend:

The "Click It or Ticket" program has assisted in increasing seat belt use in Connecticut. Seat belt use increased from 76 percent in 2000 to 83 percent in 2006 and an all time high of 88 percent in 2008 (see Figure 1).



Objective:
Safety and Security

Program:
Highway Safety

Measure:
Number of Motorcycle Riders Trained

Report Date:
July 1, 2009

Data Frequency: Annual

Current Reported Value: 6,290 CONREP Trained Riders

Performance Target Value: Increase Trained Riders

Source: Bureau of Policy and Planning
Mr. Joseph Cristalli



Note: Data for this measure becomes available for reporting annually in December for the previous Calendar Year. The latest data set used for this posting covers the time period from 1/1/2008 through 12/31/2008.

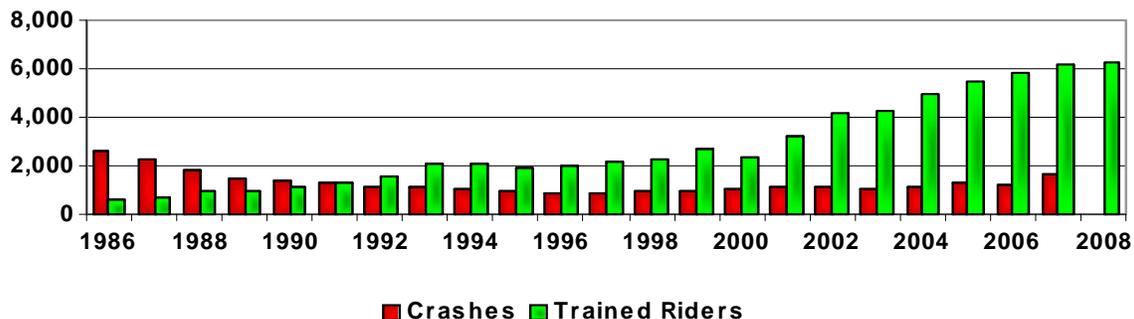
Purpose/Description of measure:

This measure tracks the motorcycle training program, which was developed in an effort to reduce the number of motorcycle crashes. The Connecticut Rider Education Program (CONREP) was established in 1982 by an act of legislation, and is administered by the Department's Transportation Safety Section. With motorcycle ridership gaining popularity as a recreational sport and as an alternative method of transportation, there has been an increase every year in the number of riders registering for training.

Discussion of trend:

Participation in CONREP has increased from approximately 2,000 in 1996 to over 6,000 in 2007. Figures from 2008 indicate that 6,290 persons were trained and CONREP is projecting an enrollment of 6,500 in 2009.

Figure 1. Number of Motorcycle Riders Trained and Number of Motorcycle Crashes per Year



Accident data is obtained from many sources. Compiling the data takes considerable time. The data from the previous year becomes reportable the following December.

Objective:
Safety and Security

Program:
Customer Service

Measure:
Number of CHAMP Motorist Assists

Report Date:
October 1, 2009

Data Frequency: Quarterly

Current Reported Value: 4,965 Assists for the Quarter

Performance Target Value: Maintain Ability to Assist at Least 20,000 Motorists per Year

Source: Bureau of Highway Operations
Mr. Harold Decker



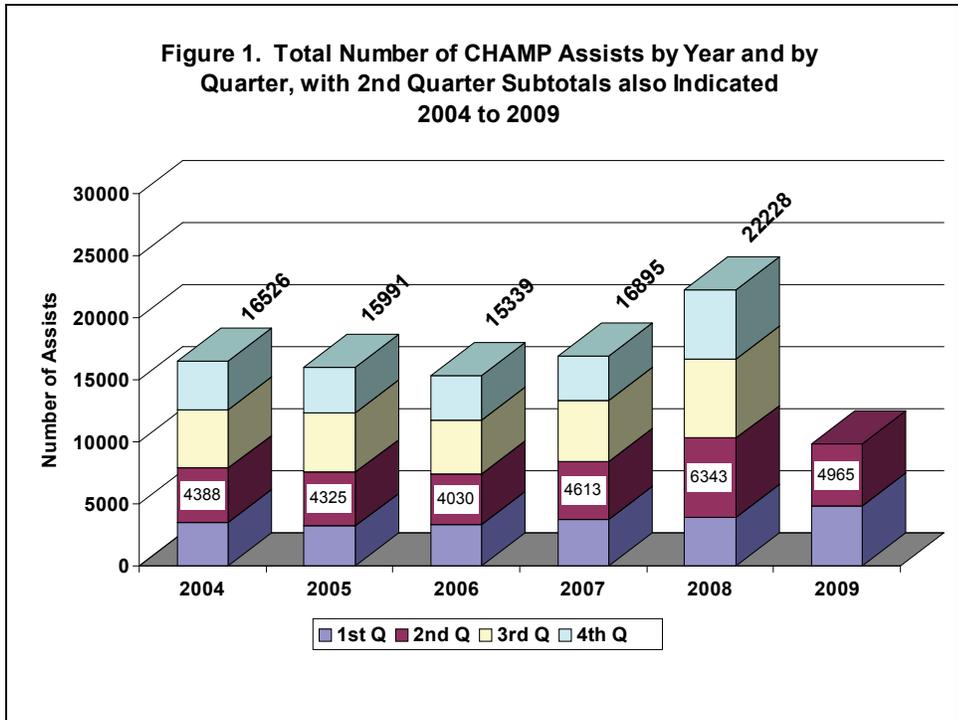
Note: Data for this measure becomes available quarterly. The latest data set used for this posting covers the calendar year second quarter from 4/1/2009 through 6/30/2009.

Purpose/Description of measure:

This measure tracks the use of the Connecticut Highway Assistance Motorist Patrol (CHAMP) program on Connecticut's highways. CHAMP is a roadway service patrol program operated by CTDOT, which provides assistance to motorists by changing flat tires, jump-starting, and pushing vehicles to shoulders. The service patrols respond to highway accidents and notify CTDOT staff of the need for State Police, medical, fire and/or other emergency response. They help provide quick clearance of incidents to reduce traffic congestion and delays. Patrol drivers also remove highway debris and dead animals, report damaged guiderail, illumination and drainage problems, and provide travel assistance to motorists on the highway. CHAMP patrols operate along the I-95 corridor in southwestern Connecticut, in the greater Hartford area, on route 15 (Merritt Parkway), on the I-84 corridor in Waterbury/Danbury, and in the southeast (I-95/I-395).

Discussion of trend:

In Figure 1, it can be observed that the total number of assists increased during 2008. This is due to the addition of patrols on I-84, Waterbury/Danbury, the Merritt Parkway, and in southeast Connecticut (I-95/I-395). There has been a reduction in assists for the second quarter of 2009 compared with the same quarter in 2008, from 6,343 to 4,965 assists. This may be attributable to state budget restrictions, when some patrols were not deployed.



Objective:
Safety and Security

Program:
Customer Service

Measure:
Number of Oversize/Overweight Permits Issued

Report Date:
October 1, 2009

Data Frequency: Quarterly

Current Reported Value: 22,668 Permits Issued

Performance Target Value: Meet Demand for Permit Requests

Source: Bureau of Highway Operations
Mr. Richard Van Allen, P.E.



Note: Data for this measure becomes available quarterly. The latest data set used for this posting covers the calendar year second quarter from 4/1/2009 through 6/30/2009.

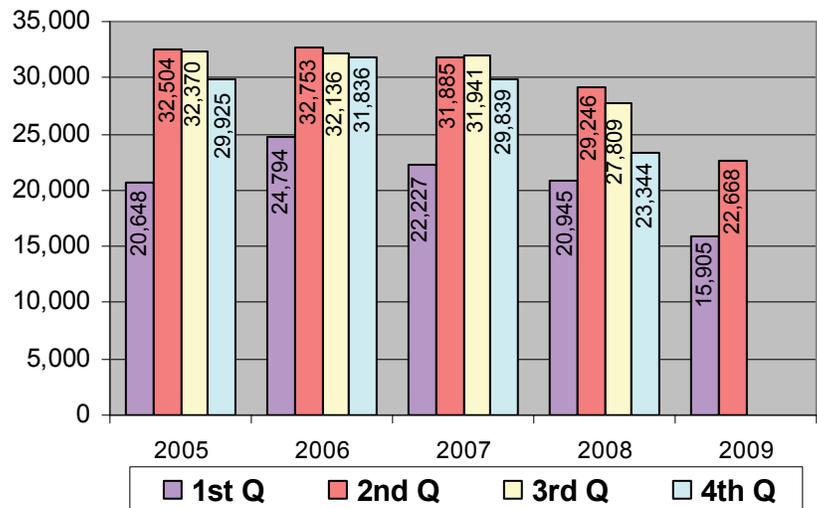
Purpose/Description of measure:

The purpose of this measure is to track the number of oversize/overweight permits issued in Connecticut. Permits are required for the transportation of vehicles and/or vehicle and load, which do not conform to the statutory limits for width, length, height or weight. CTDOT is the designated lead agency and coordinates with the Department of Motor Vehicles, the Department of Public Safety, and other State and local authorities to implement the Oversize/Overweight (OS/OW) program. Permit applications require a fee, which is a revenue source for the State. \$3,183,000 in permit fees were collected in state fiscal year 2007. CT-ePASS—is the web-based component of the Permit Administration Software System (PASS). PASS provides all the functionality needed to obtain and enter requests for permitted travel, analyzes the request, keeps track of communications related to the approval of a request, issues the permit, and provides extensive reporting capabilities. It allows carriers to electronically order permits 24/7 on-line, and pay by credit card, making the process much easier and faster. The Department expects that when CT-ePASS is fully implemented, the time to submit, review and process OS/OW permits will be lowered by 50 percent. This will benefit the motor carrier industry, as well as reduce required CTDOT operational resources dedicated to permit issuance.

Discussion of trend:

The economic turndown has affected the movement of goods, and thus caused a reduction in the number of permit applications over the past year. This is evident from the graph in Figure 1.

Figure 1. Number of OS/OW Permits Issued Quarterly from 2005 to 2009



Objective:
Preservation

Program:
Road Condition

Measure:
Percent of Smooth Roads

Report Date:
July 1, 2009
Data Frequency: Annual

Current Reported Value: 41% of roads with an IRI of less than 95 inches per mile

Performance Target Value: Increase percentage of roads with an IRI of less than 95 inches per mile

Source: Bureau of Engineering and Construction
Mr. Edgardo Block, P.E.

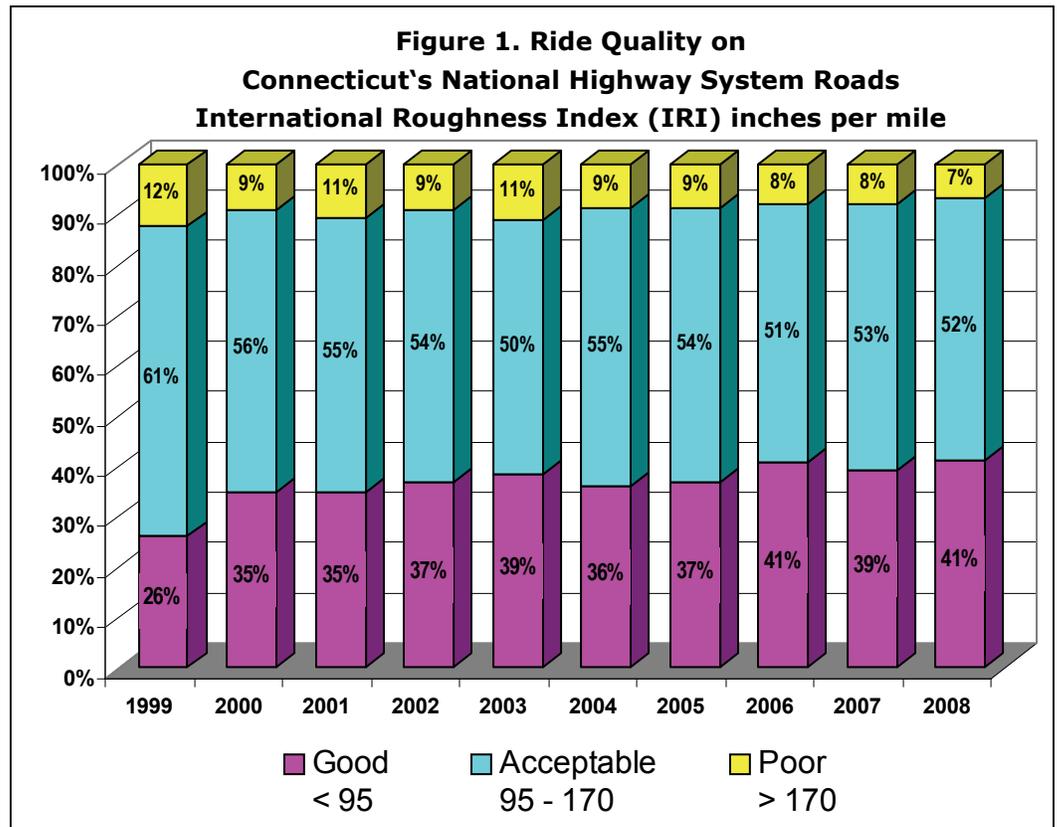


Note: Data for this measure becomes available for reporting annually in June for the previous Calendar Year. The latest data set used for this posting covers the time period from 1/1/2008 through 12/31/2008.

Purpose/Description of measure:

This measure tracks the roughness (complement of smoothness) of pavements on Connecticut's state-maintained roads. The general public's perception of a good road is one that provides a smooth ride. Roughness is an important pavement characteristic because it affects not only ride quality but also vehicle delay costs, fuel consumption and both vehicle and roadway maintenance costs. The Department uses a worldwide standard for measuring pavement smoothness called the International Roughness Index, or IRI. This index provides a consistent and comparable measure of pavement in terms of the number of vertical bump inches per mile driven. IRI is reported as inches per mile. The lower the IRI number, the smoother the ride.

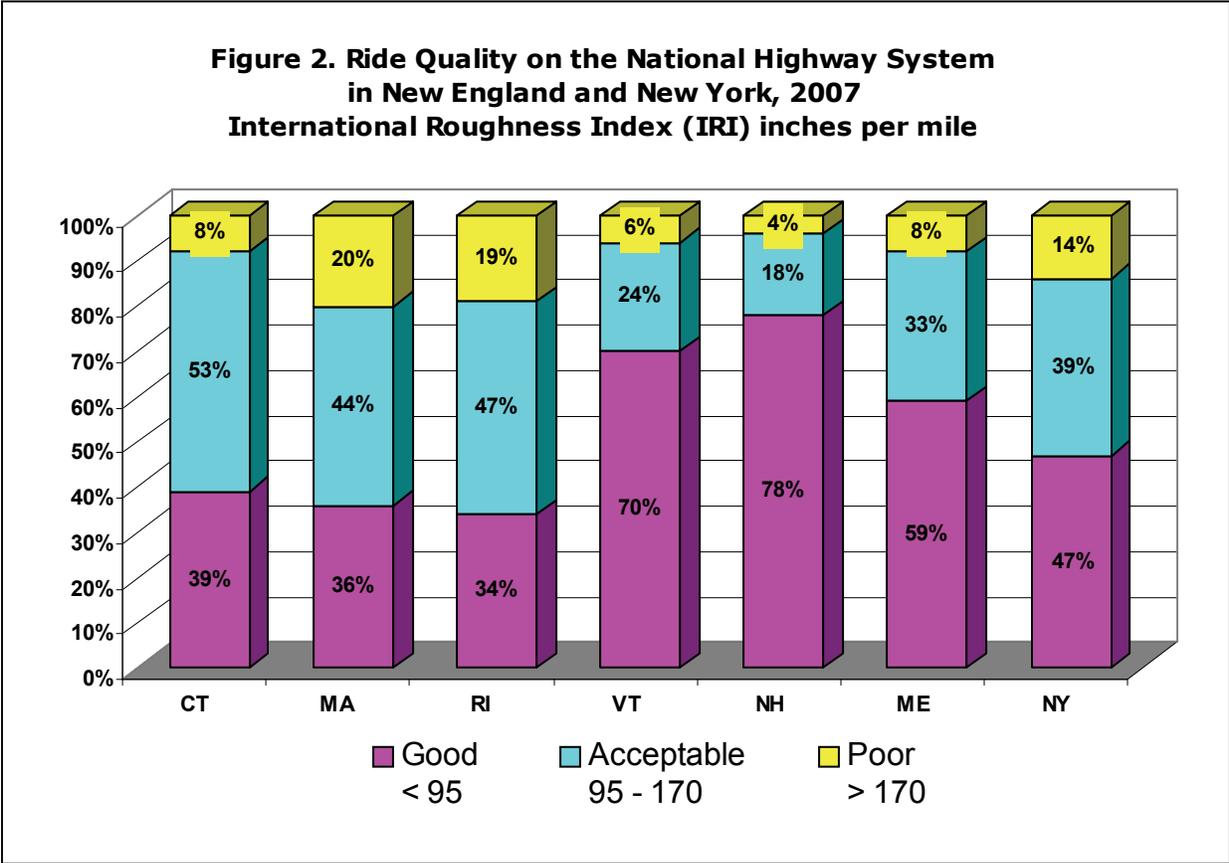
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The Federal Highway Administration (FHWA) requires that all states measure and submit IRI data annually for the National Highway System (NHS). The NHS includes interstate and other routes identified as having strategic defense characteristics, as well as routes providing access to major ports, airports, public transportation and intermodal facilities.

Discussion of trend:

Figure 1 shows that ride quality on Connecticut roads has gradually been improving since 1999. The percentage of roads rated good has increased from 26 percent in 1999 to 41 percent in 2008, while the percentage of roads rated poor has decreased from 12 percent to 7 percent over the same period. The goal is to continue this trend by implementing pavement preservation principles and fully utilizing CTDOT’s Pavement Management System. The chart below (Figure 2) compares Connecticut’s ride quality with the New England states and New York, in 2007.



Objective:
Preservation

Program:
Bridge Maintenance

Measure:
Number of Bridge Maintenance Memoranda (BMM)

Report Date:
October 1, 2009

Data Frequency: Quarterly

Current Reported Value: *Number of Bridge Maintenance Memoranda (BMM) received 111, completed 123, pending 1973*

Performance Target Value: *Slow the rate of increase in number of backlogged bridge maintenance memoranda*

Source: *Bureau of Highway Operations
Mr. Richard Van Allen, P.E.*



Note: Data for this measure becomes available quarterly. The latest data set used for this posting covers the calendar year second quarter from 4/1/2009 through 6/30/2009.

Purpose/Description of measure:

This measure tracks the progress of maintaining and improving the condition of bridges on Connecticut's highways. The Department seeks to preserve and extend the useful life of existing bridge structures. Upon completion of the bridge inspection process, a Bridge Maintenance Memorandum (BMM) is prepared that identifies deficiencies and areas of deterioration needing repair. Individual work items identified on each BMM vary in complexity. Some items require specialized equipment and/or use of contractual services, and other items are programmed into the federally funded Bridge Preventive Maintenance Program. The repair work is scheduled based on criticality. Due to the advanced age of Connecticut's infrastructure, both the number of bridge inspections and needed repairs continues to increase.

Discussion of trend:

During the most recent quarter (see Figure 1) the BMM backlog was at 1,973. In reality, this represents approximately 3,981 individual work items. Work Items are individual activities, whereas the BMMs are groups of work items. As shown in Figure 2, the backlog of BMMs has increased for the past nine years. Additional resources are needed in order to reverse the trend. In the long term the target should be to reduce the backlog, and to increase maintenance activities.

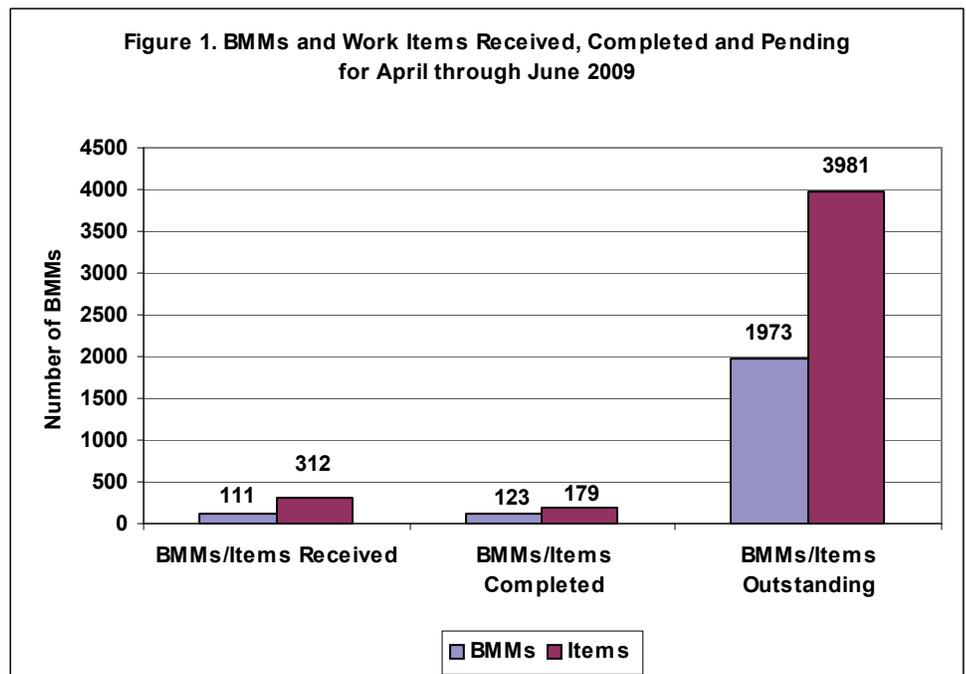
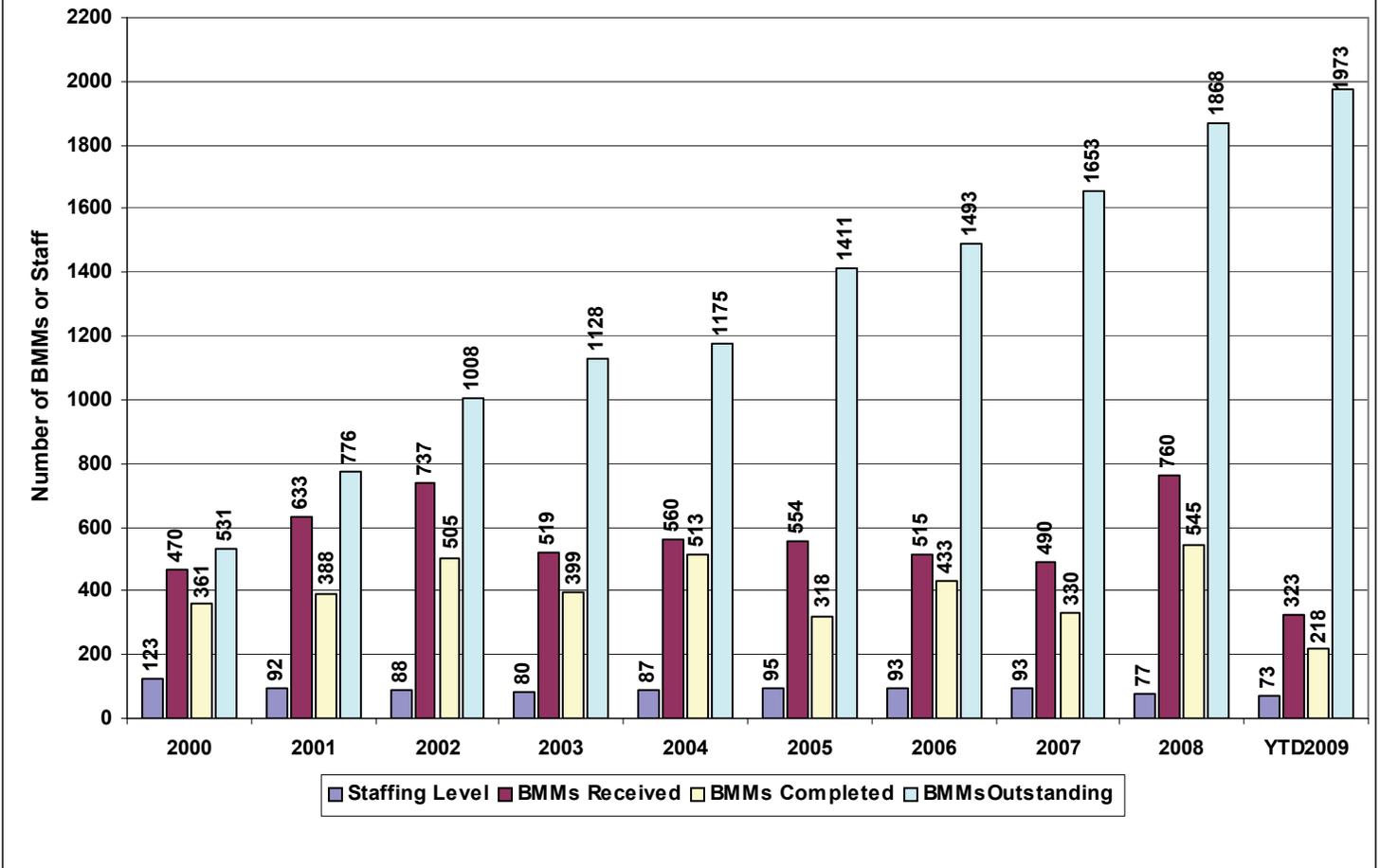


Figure 2. BMMs Received, Completed and Pending, and Bridge Maintenance Staffing Levels Each Year, Since 2000





Performance Measures



Objective:
Preservation

Program:
Bridge Condition

Measure:
Percent of Roadway Bridges in Good or Better Condition

Report Date:
July 1, 2009

Data Frequency: Annual

Current Reported Value: 36% of bridges in good or better condition

Performance Target Value: Increase percentage of bridges in good or better condition

Source: Bureau of Engineering and Construction
Mr. Robert Zaffetti, P.E.



Note: Data for this measure becomes available for reporting annually in April for the previous Calendar Year. The latest data set used for this posting covers the time period from 1/1/2008 through 12/31/2008.

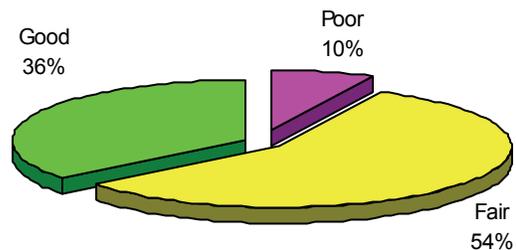
Purpose/Description of measure:

This measure tracks the overall condition of Connecticut's bridges. The Department inspects, evaluates and maintains an inventory of the structural condition, strength and functional capacity of over 5,000 state, local, and other types of bridges and structures in Connecticut. The Department is directly responsible for maintenance of almost 4,000 of these bridges. Upon completion of the bridge inspection and evaluation process, a Bridge Maintenance Memorandum (BMM) is prepared that identifies deficiencies and areas of deterioration needing repair. The condition of all bridge decks, superstructures and substructures are rated on a scale from 0 (failed condition) to 9 (excellent condition). The lowest rating of the components becomes the bridge's overall rating. Whenever the condition rating of a bridge falls into the "Poor" category (4), the Department further reviews its condition, assesses the inspection frequency, adds the structure to the Bridge Program List and initiates a project to address the needs.

Discussion of trend:

The 2007 collapse of the I-35W bridge in Minnesota caused a heightened focus on bridge safety. Fortunately, the Department had already initiated a review of its inspection practices and the results were to increase inspections to every two years, with an understanding that the aging infrastructure (average bridge age in Connecticut is 50 years) will require considerable attention in the future.

Figure 1 Condition of Connecticut's Highway Bridges, 2008



Federal Bridge Condition Ratings
Good -- 7 or above
Fair -- 5 - 6
Poor -- 4 or less

Objective:
Preservation

Program:
Rail Operations

Measure:
**Mean Distance Between Failures
(Rail)**

Report Date:
October 1, 2009

Data Frequency: Quarterly

Current Reported Value: Locomotive-35,223 miles; Coach-336,543 miles;
M2 EMU-106,361 miles; M4 EMU-37,637 miles;
M6 EMU-48,105 miles

Performance Target Value: Locomotive-30,000 miles; Coach-300,000 miles;
M2 EMU-73,000 miles; M4 EMU-60,000 miles;
M6 EMU-70,000 miles

Source: Bureau of Public Transportation
Mr. Eugene Colonese



Note: Data for this measure becomes available monthly. The data set used for this posting covers the calendar year quarter 4/1/2009 through 6/30/2009.

Purpose/Description of measure:

This measure tracks the reliability of MetroNorth train service on the New Haven Line. Mean Distance between Failures (MDBF) is an industry standard for measuring the reliability of a rail car fleet. It is calculated by dividing the total miles operated by the total number of confirmed primary failures, by car or locomotive fleet. A confirmed primary failure is defined as a failure of any duration for mechanical cause that occurs to a revenue train that is reported late at its final terminal by more than 5 minutes and 59 seconds. Generally speaking, the greater the MDBF, the better the on-time performance of train service.

Discussion of trend:

Starting in 2001, the Department began an M2 Electric Multiple Unit (EMU) Critical System Replacement (CSR) program, which has dramatically improved the MDBF for the M2 fleet. In 2004, the MDBF for M2 cars was just under 50,000 miles. For the first two quarters of 2009, the MDBF for M2 rail cars is averaging over 75,000 miles, which is above the target of 73,000. Figure 1 shows a graphic of MDBF for five types of rail vehicles. The same information is presented in tabular form in Figure 2.

Figure 1. Mean Distance Between Failure for Locomotives, Coaches and EMUs, Comparison of Second Quarter for Years 2005 to 2009

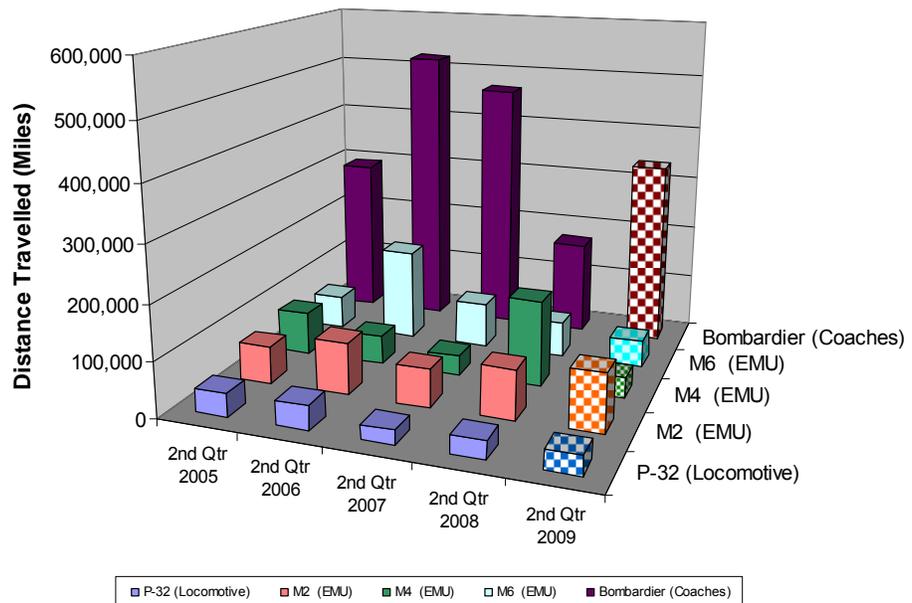


Figure 2. Table of Mean Distance Between Failures (Miles) for Locomotives, Coaches and EMUs, Comparison of Calendar Year Second Quarters, 2005 through 2009.

Equipment Type	2nd Qtr	2009				
<i>Locomotives</i>						
P-32 (Genesis Dual Mode)	42,418	44,364	26,322	32,914	35,223	30,000
<i>Coaches</i>						
Bombardier	293,308	521,062	465,242	171,293	336,543	300,000
<i>EMU</i>						
M2	67,723	95,381	69,127	90,003	106,361	73,000
M4	79,118	53,355	35,236	156,441	37,637	60,000
M6	61,757	168,363	81,429	64,482	48,105	70,000

Objective:
Preservation

Program:
Transit Operations

Measure:
Mean Distance Between Transit Failure (Buses)

Report Date:
October 1, 2009

Data Frequency: Quarterly

Current Reported Value: 4457 Miles — Mean Distance Between Failure State Fiscal Year to Date (SFY2009)

Performance Target Value: 5000 Miles - Mean Distance Between Failure

Source: Bureau of Public Transportation
Mr. Michael Sanders



Note: Data for this measure becomes available monthly. The latest data set used for this posting covers the four quarters of state fiscal year 2009, from 7/1/2008 through 6/30/2009.

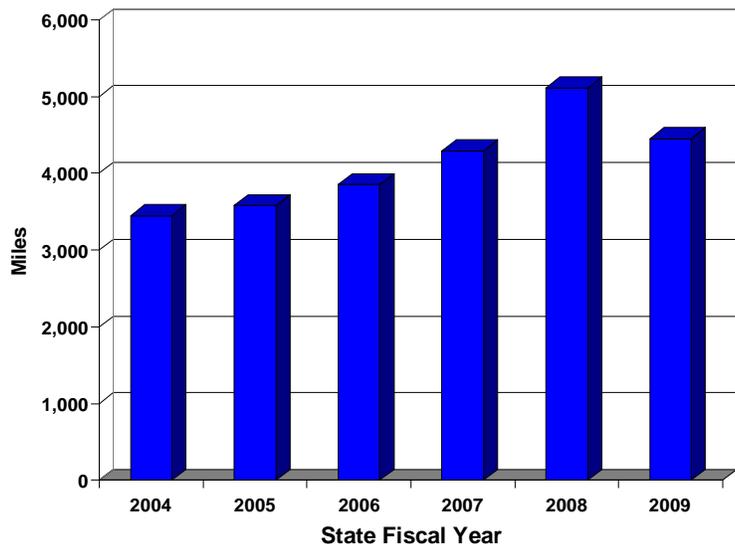
Purpose/Description of measure:

This measure tracks the reliability of CTTransit bus service. Mean Distance Between Failures (MDBF), which is alternatively termed miles between road calls, is the standard performance metric used nationally by bus operators to measure availability and reliability of equipment. Road calls are traditionally counted when a bus misses one of its scheduled trips. In any given year, the number of road calls can be affected by the age of the fleet, the occurrence of fleet-wide defects on a certain model or model year of buses, the weather, and many other factors.

Discussion of trend:

Figure 1 shows the trend for miles between road calls for CTTransit's largest operating divisions in Hartford, New Haven and Stamford. During the four quarters of state fiscal year 2009, the MDBF for CTTransit buses averaged 4,457 miles. The decline in MDBF over the previous fiscal year (FY2008) is due primarily to the increased average age of the bus fleet. This trend may continue for the next few quarters, but then reverse once older buses are replaced with new ones that are being purchased with federal stimulus funds.

Figure 1. Mean Distance Between Transit Failures (Bus) for Past Six State Fiscal Years



Objective:
Efficiency & Effectiveness

Program:
Rail Operations

Measure:
Number of Rail Passengers

Report Date:
October 1, 2009

Data Frequency: Quarterly

Current Reported Value: 9,202,707 Passengers — NHL
145,349 Passengers — SLE

Performance Target Value: 9,946,868 Passengers — NHL
141,163 Passengers — SLE

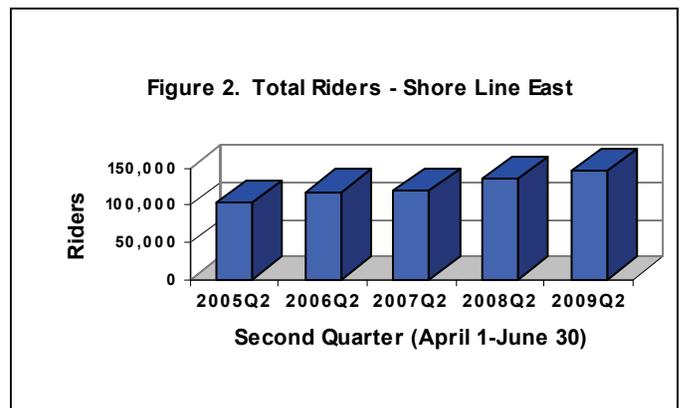
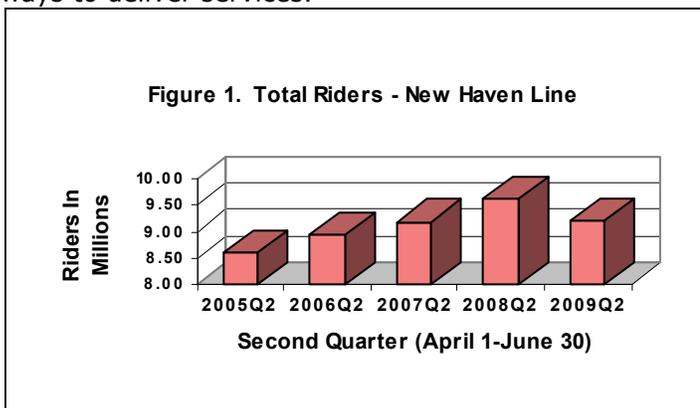
Source: Bureau of Public Transportation
Mr. Eugene Colonese



Note: Data for this measure becomes available monthly. The data set used for this posting covers the calendar year quarter from 4/1/2009 through 6/30/2009.

Purpose/Description of measure:

This measure tracks the usage of Connecticut's commuter rail passenger service on the New Haven Line (NHL) and the Shore Line East (SLE). By monitoring efficiency metrics in the form of rail ridership, load factors, market share, as well as on-time service rates, the Department of Transportation can maximize the performance and capacity of the existing systems. Adding additional capacity on the New Haven and branch lines, extending Shore Line East service to New London and increasing parking capacity at stations throughout the State are vital elements of the Department's strategy to attract and maintain riders on Connecticut's commuter rail network. Through resource identification, process improvement, technology advances, tracking human resources and financial data, the Department strives to contain costs and find innovative and efficient ways to deliver services.



Discussion of trend:

Figures 1 and 2 show calendar year second quarter comparisons for ridership from 2005 to 2009. Significant ridership growth has occurred on both of the Connecticut commuter rail networks over the past several years. For example, NHL ridership increased by 12% from 2nd quarter 2005 to 2nd quarter 2008. The reduction of riders on the NHL for the second quarter in 2009 may be due to the economic downturn in the greater New York Metro area. SLE ridership has continued to increase.

Objective:

Efficiency & Effectiveness

Program:

Rail Operations

Measure:

Percent of Rail On-Time Performance

Report Date:

October 1, 2009

Data Frequency: Quarterly

Current Reported Value: 97.7% On time - NHL
97.0% On time - SLE

Performance Target Value: 97.0% On time - NHL
95.0% On time - SLE

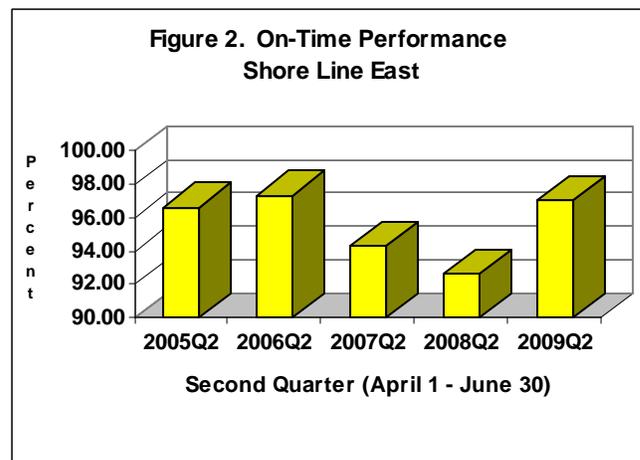
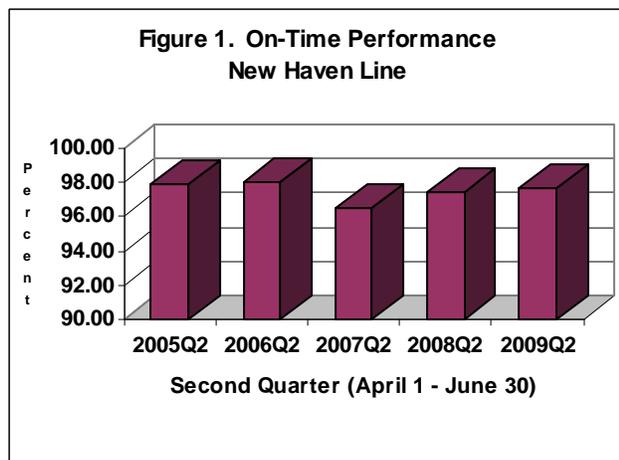
Source: Bureau of Public Transportation
Mr. Eugene Colonese



Note: Data for this measure becomes available monthly. The data set used for this posting covers the calendar year quarter from 4/1/2009 through 6/30/2009.

Purpose/Description of measure:

This measure tracks the On-Time Performance (OTP) of Connecticut's commuter rail service on the New Haven Line (NHL) and the Shore Line East (SLE). OTP is a key measure for service reliability to its customers and is the industry standard used to compare existing services with other similar competitors. A commuter train is considered "on-time" if it reaches its final destination within 5 minutes and 59 seconds of its scheduled arrival time.



Discussion of trend:

As illustrated in Figures 1 and 2, the OTP for both commuter services over the past four years remains high. The New Haven Line has consistently exceeded 95% OTP and Shore Line East is typically in the mid-90's. The lower OTP for SLE in the second quarters of 2007 and 2008 was a result of periodic equipment and signal failures that led to reduced speed restrictions on SLE trains. At times, the speed restrictions placed by Amtrak, which operates the northeast corridor, delays SLE arrivals to rail stations.

Objective:

Efficiency and Effectiveness

Program:

Airport Operations

Measure:

Number of Bradley International Airport Passengers

Report Date:

October 1, 2009

Data Frequency: Quarterly

Current Reported Value: *Enplaned 736,392 (2009 Q2) (-11.4%)
Deplaned 741,773 (2009 Q2) (-12.1%)*

Performance Target Value: *Maintain or Exceed 2008 2nd Quarter Values
Enplaned 830,999 (2008 Q2)
Deplaned 844,226 (2008 Q2)*

Source: *Bureau of Aviation and Ports
Mr. Jeffrey Stewart*



Note: Data for this measure becomes available monthly from the Bradley Board of Directors Budget Report. The latest data set used for this posting covers the calendar year second quarter from 4/1/2009 through 6/30/2009.

Purpose/Description of measure:

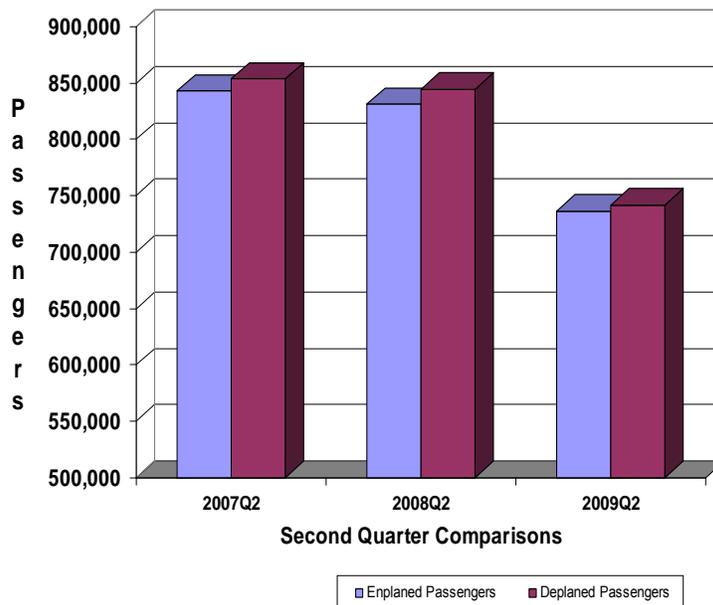
This measure tracks the number of passengers boarding (enplanements) or arriving (deplanements) at Connecticut's Bradley International Airport (BIA). CTDOT is committed to making BIA a best-in-class operation that delivers the highest level of service to all its passengers, and functions as a powerful driver of the State's economy - and its future.

Discussion of trend:

BIA, like most airports in the nation, has experienced a decline in air passenger travel over the last several years due to the slowing economy and volatile jet fuel costs. In response to these circumstances, the airlines have withdrawn capacity from that market, resulting in fewer available seats to fill.

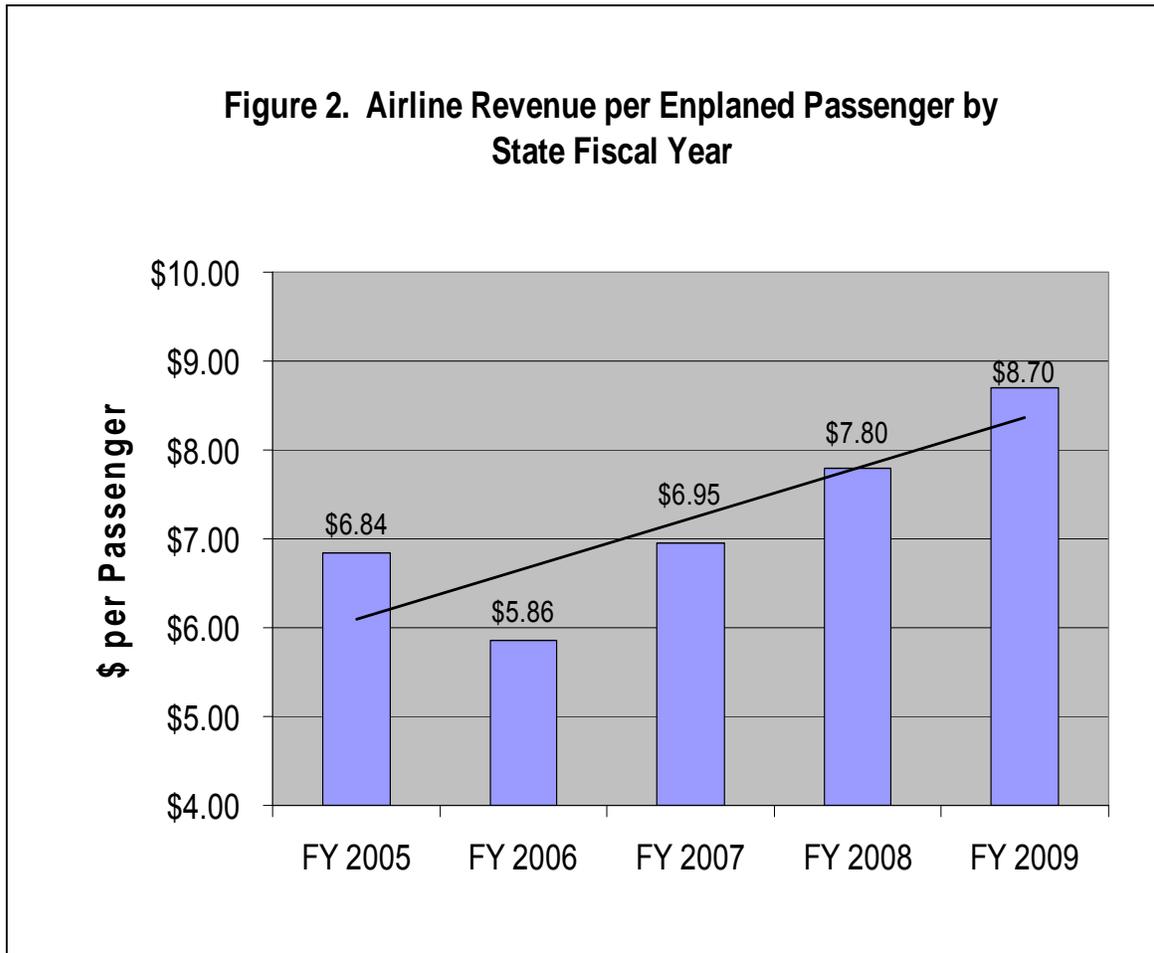
Figure 1 illustrates the number of enplanements and deplanements for the second calendar quarter of years 2007 through 2009. The number of passengers declined by 12 percent from 2008 to 2009 for the same quarter. (continued)

Figure 1. Total Passengers, Second Quarter, Calendar Years 2007-2009



Number of Bradley International Airport Passengers

Figure 2 below contains a plot of airline revenue per enplaned passenger (\$/passenger) at BIA for state fiscal years (July 1 through June 30) 2005 through 2009. Airline revenue goes into the Bradley Enterprise Fund, rather than the state's General Fund. Additional information on BIA can be found at www.bradleyairport.com/Management/dot.aspx





Performance Measures



Objective:

Efficiency & Effectiveness

Program:

Airport Operations

Measure:

Revenue Generated from Bradley International Airport Parking

Report Date:

October 1, 2009

Data Frequency: Quarterly

Current Reported Value: \$4,802,600 (2009 Q2) (-16.6%)

Performance Target Value: Maintain or Exceed 2008 2nd Quarter Values \$5,757,786 (2008 Q2)

Source: Bureau of Aviation and Ports
Mr. Jeffrey Stewart



Note: Data for this measure becomes available monthly from the Bradley Board of Directors Budget Report. The latest data set used for this posting covers the calendar year second quarter from 4/1/2009 through 6/30/2009.

Purpose/Description of measure:

This measure tracks the use of state-owned parking facilities at Bradley International Airport (BIA) via parking revenue. BIA currently receives revenue from one parking garage (containing both long- and short-term parking) and seven surface parking lots. The Airport's Master Plan includes a new future parking garage in conjunction with the replacement of Terminal B (Murphy Terminal).

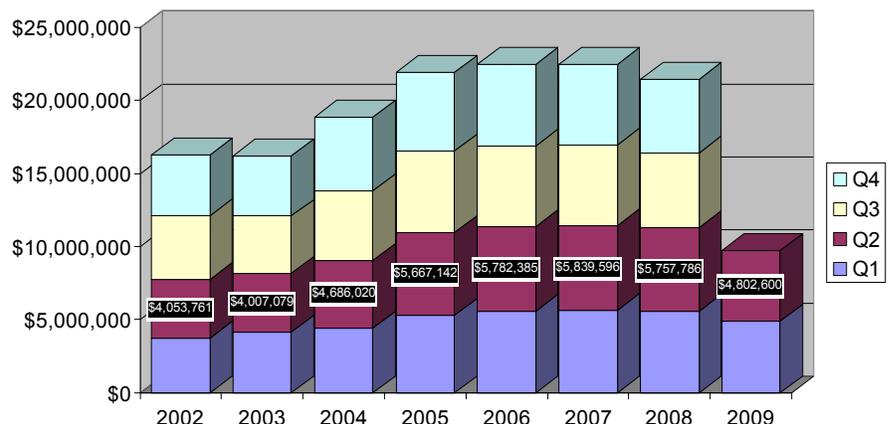
Discussion of trend:

Parking revenue tends to correlate with the number of passengers served. Due to the current economic downturn, the passengers served and the parking revenue have declined since 2007.

Figure 1 illustrates both the quarterly and annual parking revenue from 2002 through second quarter of 2009. The parking revenue for the second quarter (April 1 through June 30, 2009) has declined by 16.6 percent over the same period of 2008.

As Bradley continues its expansion and modernization program, along with increased marketing efforts, parking revenue is expected to trend upward in the coming years due to increased usage of the airport.

Figure 1. Bradley Parking Revenues by Year and by Quarter, with Second Quarter Subtotals Indicated, for Calendar Years 2002-2009





Performance Measures



Objective:

Efficiency and Effectiveness

Program:

Photolog Operations

Measure:

Cost Savings from Photolog Usage

Report Date:

October 1, 2009

Data Frequency: Quarterly

Current Reported Value: \$327,226 second quarter CY2009

Performance Target Value: \$2,000,000 savings per year

Source: Bureau of Engineering and Construction
Mr. Brad Overturf



Note: Data for this measure becomes available quarterly. The data set used for this posting covers the calendar year second quarter from 4/1/2009 through 6/30/2009.

Purpose/Description of measure:

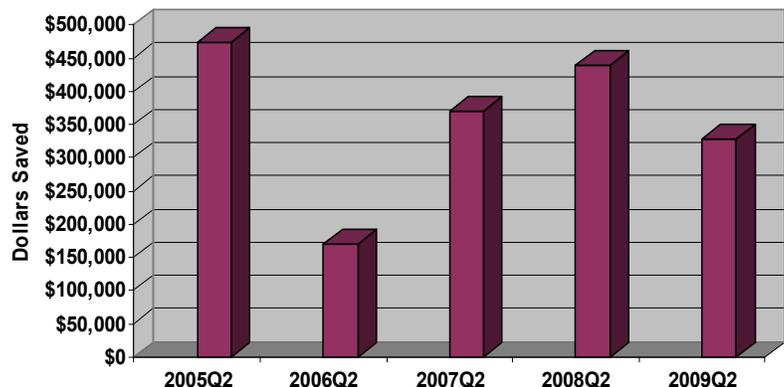
This measure tracks the money saved through the use of the photolog imaging system. "Photolog" is a sequence of forward-facing, driver's eye view, high definition roadway images collected at a constant interval, in an automated fashion. Annually, the entire state-maintained roadway network is photologged with two sophisticated customized vehicles that record the images and associated data. The engineering data collected include downward-facing high resolution pavement images, rut-depth measurements, International Roughness Index, Geographic Positioning System (GPS) coordinates, horizontal and vertical geometry, pavement cross slope, pavement grade, and bridge under-clearance measurements. CTDOT employees, as well as FHWA and other state agencies, have access to the Photolog programs to view and download roadway images and data. These datasets also form the backbone of CTDOT's pavement management system.

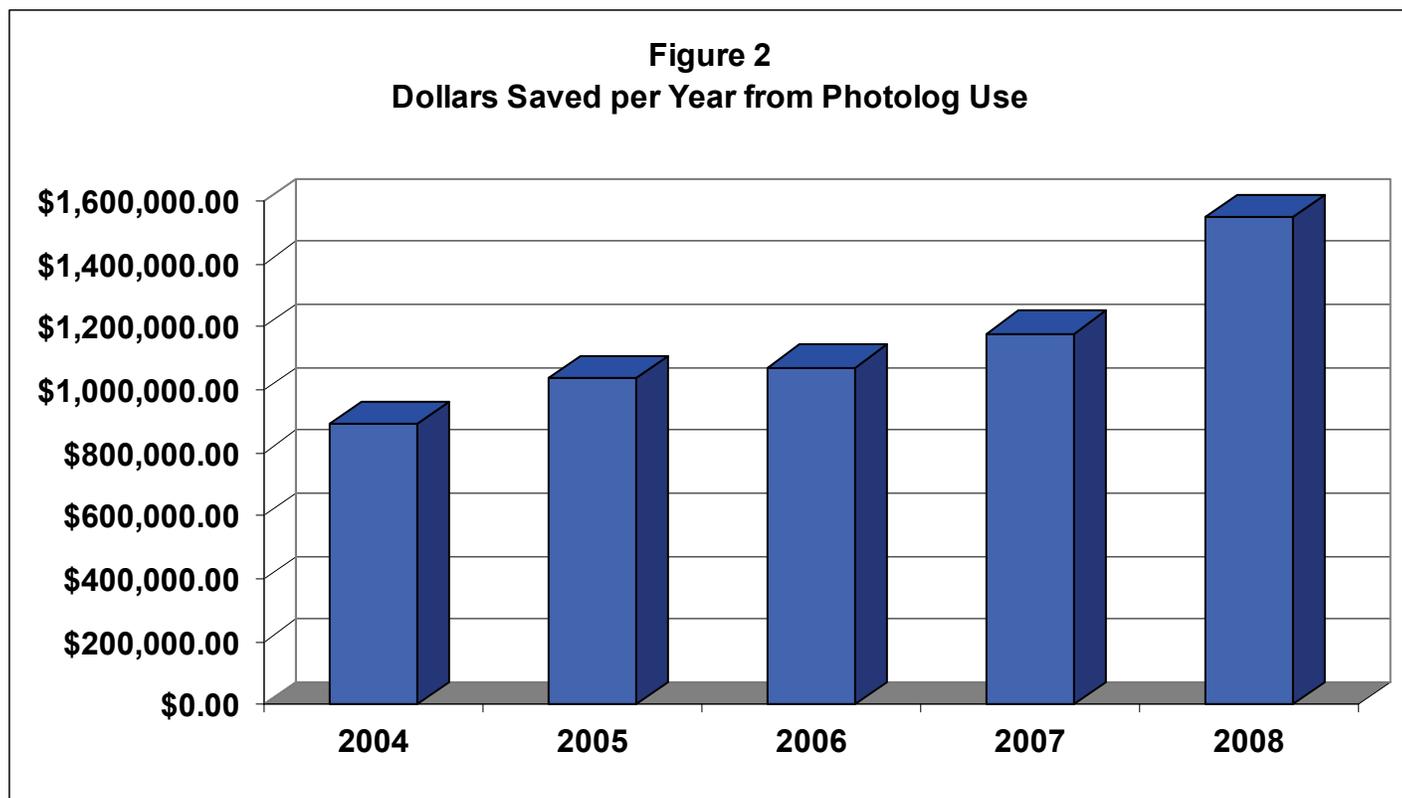
Discussion of trend:

Figure 1 illustrates the dollar savings from the photolog system for the second quarter of the current year, and for comparison, the savings for the second quarter of the previous four years.

Figure 2 on the next page, shows that the annual savings to the State continues to increase significantly each year as more photolog stations come on-line and additional users have access to the data and images. (continued)

**Figure 1. Photolog Usage
Second Quarter Comparisons of Dollars Saved**





NOTE: The actual dollars saved are likely to be greater than that illustrated in Figures 1 and 2, because some photolog usage is not monitored. Based on a total of over 500 users it is estimated that the savings per year, as a result of a reduction in field trips, is likely to be greater than \$2.0 million. The ratio of user savings to costs associated with photolog data collection results in a benefit-cost ratio of 3 to 1.



Performance Measures



Objective:

Program:

Efficiency and Effectiveness

Geographic Information System

Measure:

Percent of Statewide Roadway Network Digitized

Report Date:

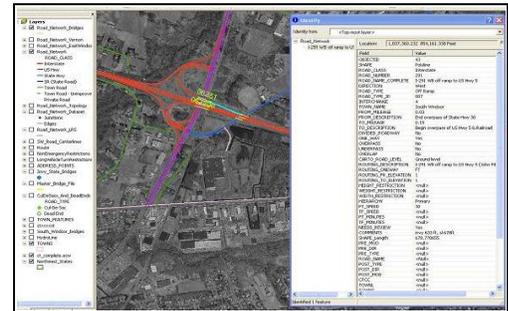
October 1, 2009

Data Frequency: Quarterly

Current Reported Value: 1.52% (399 miles) digitized

Performance Target Value: Digitize 4.5% (1,180 miles) of Statewide Roadway Network per quarter

Source: Bureau of Policy and Planning
Mr. James Spencer



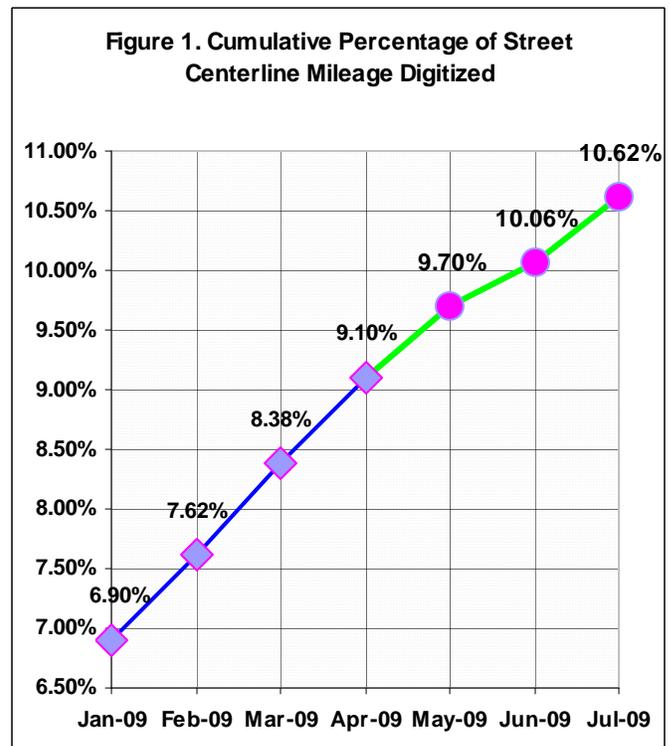
Note: Data for this measure becomes available quarterly. The latest data set used for this posting covers the calendar year second quarter from 4/1/2009 through 6/30/2009.

Purpose/Description of measure:

This measure tracks the development of a new digitized, geographically accurate and consistent statewide street centerline Geographic Information System (GIS) base layer. A GIS is a system of computer hardware, software, and data that is used to capture, create, store, manage, analyze and display maps and associated data using the characteristics of an object's location. With GIS, the resulting road network will be designed to support routing and address location, emergency (enhanced 911) response, preparedness, crisis or evacuation planning, and to efficiently move goods and people throughout the state. The total network centerline mileage for Connecticut State, Municipal and Private roads is 26,230 miles. More than 80% of this mileage is town and private, with less than 20% state-maintained.

Discussion of trend:

The CTDOT initiated the creation of a new statewide street centerline base layer in January 2007, using in-house resources. The effort includes dedicated GIS unit staff augmented with other DOT staff, with a goal to digitize the entire State Highway System by June 2010 to concur with the submittal deadline for the Highway Performance Monitoring System (HPMS) data as set by the Federal Highway Administration (FHWA). Completion of the entire network inclusive of both local and private roads is predicated on existing resources and assistance from municipalities, looking towards a completion date of July 2014. The target completion dates require that 4.5% (approximately 1180 miles) of the remaining network be digitized per quarter. Figure 1, shows the cumulative percentage of digitized mileage since 2007. During the second quarter of calendar year 2009, 1.52% of the network was digitized, for a cumulative total of 10.62% (2,785 miles) to date.



Revised: 9/9/2009

Measure:
Percent of Rights-of-Way Purchases Attained by Agreement

Report Date:
October 1, 2009

Data Frequency: Annual

Current Reported Value: 91 percent for State Fiscal Year (FY) 2009

Performance Target Value: Better than 90 percent per year

Source: Bureau of Engineering and Construction
Mr. John Randazzo



Note: Data for this measure becomes available for reporting annually in July for the previous state fiscal year. The latest data set used for this posting covers the time period from 7/1/2008 through 6/30/2009, which is State Fiscal Year 2009.

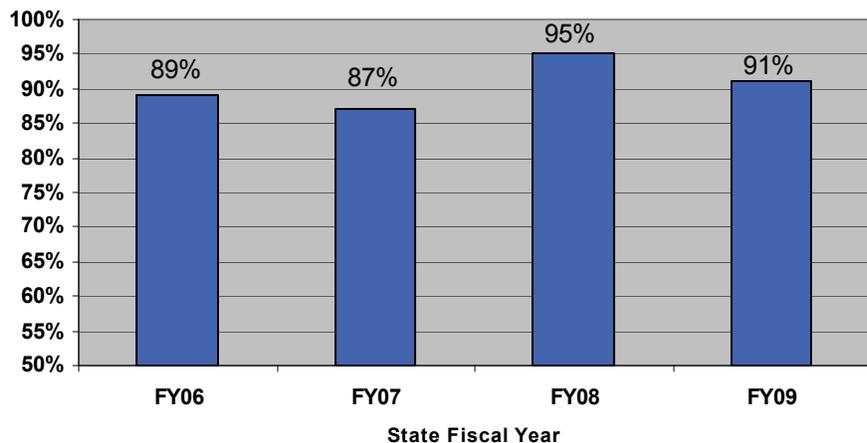
Purpose/Description of measure:

This measure tracks the percent of real estate purchases concluded by the Office of Rights of Way through agreement, prior to actual eminent domain trial proceedings. The Office of Rights of Way (ROW) acquired real property rights (land and buildings, various easements, drainage rights of way) from 202 property owners for various transportation projects during the fiscal year ending June 30, 2009. Sixty-five percent (131) of these purchases were acquired by agreement, while thirty-five percent (71) were acquired via the eminent domain process. Of the seventy-one acquired by eminent domain, approximately seventy-five percent (53) were settled prior to actual trial. Thus, over 90 percent of the Department's transportation related rights of way purchases were made by agreement during the fiscal year ending June 30, 2009.

Discussion of trend:

Figure 1 illustrates the percentage of ROW purchases attained by agreement or settlement during the past four fiscal years. The target of 90 percent has been surpassed during the two most recent fiscal years.

Figure 1. Percent ROW Purchased by Agreement for State Fiscal Years FY06-FY09





Performance Measures



Objective:
Quality of Life

Program:
Recycling

Measure:
**Amount of Recycled Material
Used in Projects**

Report Date:
July 1, 2009

Data Frequency: Annual

Current Reported Value: *Demolition Debris—99,421 Tons;
Wood—1,703 Tons;
Steel—617 Tons*

Performance Target Value: *Maximize Recycling and Reuse of Materials*

Source: *Bureau of Policy and Planning
Mr. Paul Corrente*



Note: Data for this measure becomes available for reporting annually in January for the previous Calendar Year. The latest data set used for this posting covers the time period from 1/1/2008 through 12/31/2008.

Purpose/Description of measure:

This measure tracks the amount of construction/maintenance material recycled in CTDOT operations. Since the transportation network includes large quantities of pavement and bridge materials, all rehabilitation/reconstruction activities affect a significant quantity of construction materials; in particular, concrete, pavement, steel, and wood. Fortunately, all of these materials are recyclable and/or re-usable. Nearly 100 percent of bituminous pavements that are milled or removed from roadways are reused in pavements. The construction demolition debris for concrete road and bridge replacements, airport runways and, in some cases, buildings can be reused as roadway base material or as structural fill. All steel and aluminum is 100 percent recyclable, and all brush and trees that are removed from the roadsides are chipped and handled in an environmentally acceptable way. When economically feasible, even recycled glass beverage containers have been incorporated into construction projects.

Figure 1. Recycling in Construction and Maintenance for Concrete, Bituminous Concrete, Wood and Steel

Item	2002	2003	2004	2006	2007	2008
Demolition Debris (Tons)*	424,377	393,984	364,816	232,679	396,483	99,421
Wood (Tons)	2,172	7,352	470	85	380	1,703
Steel (Tons)	2,339	2,547	1,372	5,922	12,654	617

* Demolition Debris includes generated and reused Portland Cement Concrete and Bituminous Concrete.

Note: All steel and aluminum are surplus and sold for scrap recycling.

Discussion of trend:

CTDOT has collected information on generation, reuse and recycling of construction materials since 1996. The materials shown in Figure 1 are generated onsite or within a CTDOT project or property, and reused onsite or transported to another Department project or property for reuse. None of these materials are disposed of in landfills. The decrease of demolition and steel recycling in 2008 is most likely the result of a reduction in the number of active construction projects during that year.

Objective:

Program:

Quality of Life

Congestion Management

Measure:

Percent of Road Network with Traffic Volumes Greater than Capacity

Report Date:

October 1, 2009

Data Frequency: Annual

Current Reported Value: 8.79% miles over Capacity

Performance Target Value: Maintain current percentage

Source: Bureau of Policy and Planning
Mr. Michael Connors



Note: Data for this measure becomes available for reporting annually in September for the previous Calendar Year. The latest data set used for this posting covers the time period from 1/1/2008 through 12/31/2008.

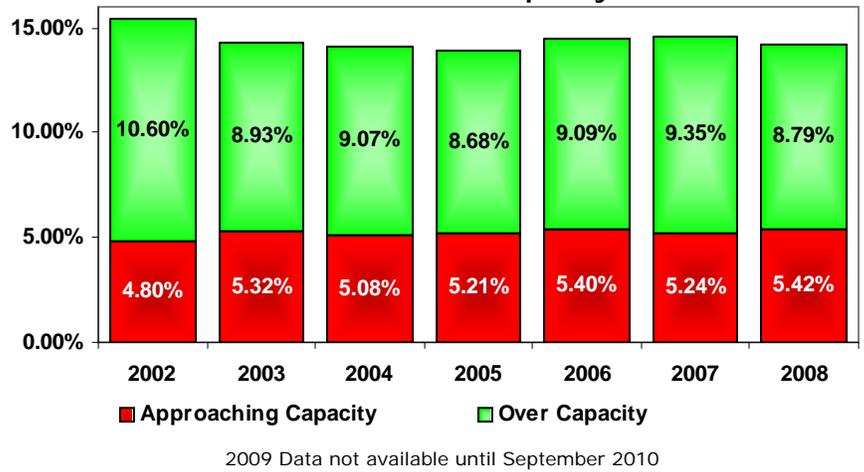
Purpose/Description of measure:

This measure tracks the congestion on Connecticut roadways. Highway congestion is caused when traffic demand approaches or exceeds the available capacity of the highway system. Traffic demands vary significantly, depending on the season of the year, the day of the week, and even the time of day. Congestion can also be measured in a number of ways – level of service, speed, travel time, and delay are commonly used measures. Travelers, however, have indicated that more important than the severity or magnitude of congestion is the reliability of the trip travel time. People in a large metropolitan area may accept that a 20 mile freeway trip takes 40 minutes during the peak period, so long as this predicted travel time is reliable and is not 25 minutes one day and two hours the next.

Discussion of trend:

Demand for highway travel continues to grow. Construction of new highway capacity to accommodate this growth in travel has not kept pace and is not likely to in the future. Between 1980 and 1999, route miles of highways increased 1.5 percent, while vehicle miles of travel increased 76 percent.

Figure 1. Percent of Miles Approaching or Above Capacity





Performance Measures



Objective:
Quality of Life

Program:
Congestion Management

Measure:
Average Highway Incident Duration Time

Report Date:
October 1, 2009

Data Frequency: Quarterly

Current Reported Value: Cars: 48 minutes; Jackknifed Tractor Trailer Trucks: 2 hours and 25 minutes; Overturned Tractor Trailers: 4 hours and 41 minutes

Performance Target Value: Cars: less than 45 minutes; Jackknifed Tractor Trailers: less than 3 hours; Overturned Tractor Trailers: less than 5 hours

Source: Bureau of Highway Operations
Mr. Harold Decker



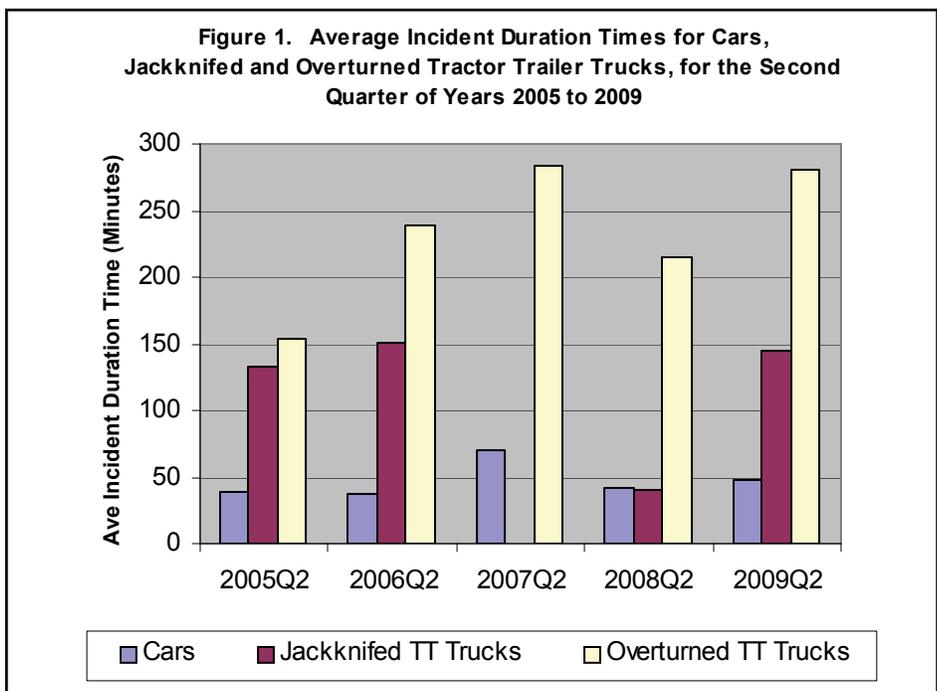
Note: Data for this measure becomes available for reporting quarterly. The data set used for this posting covers the calendar year second quarter from 4/1/2009 through 6/30/2009. Data is reported for the I-95 corridor only.

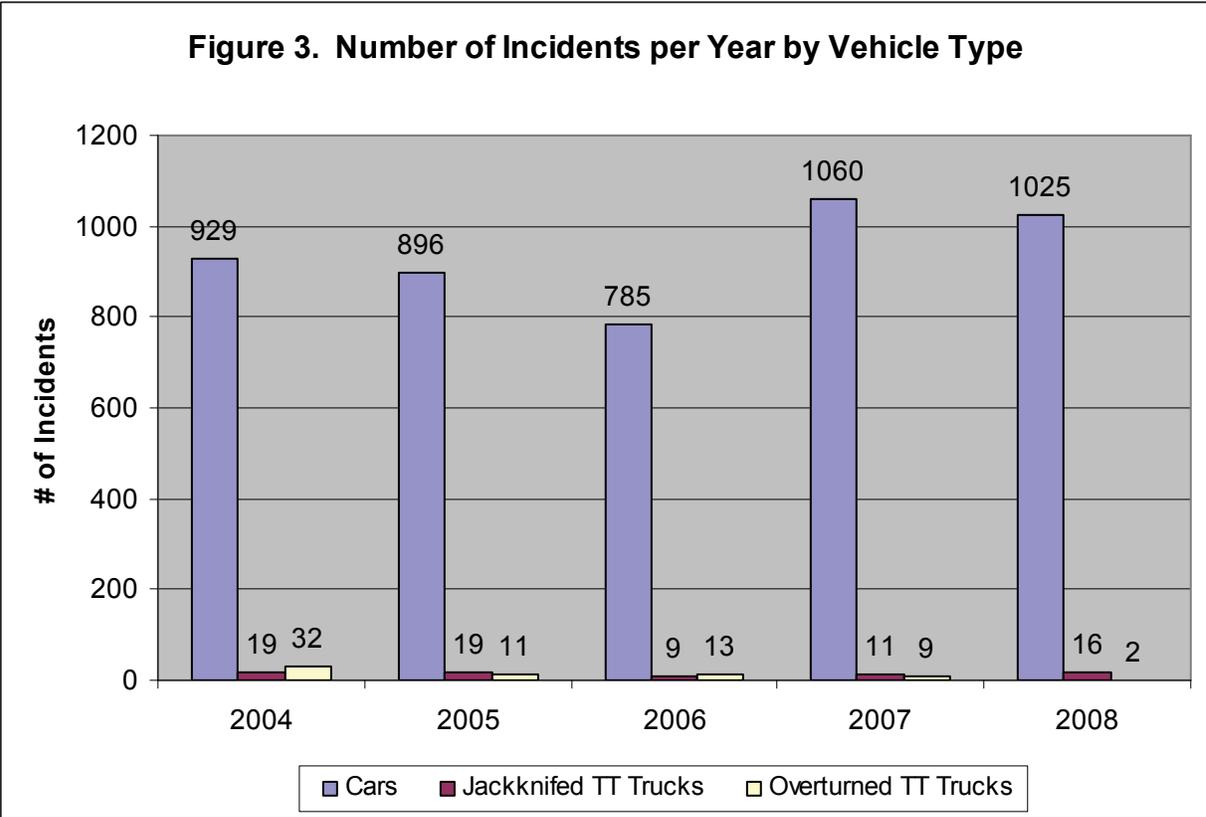
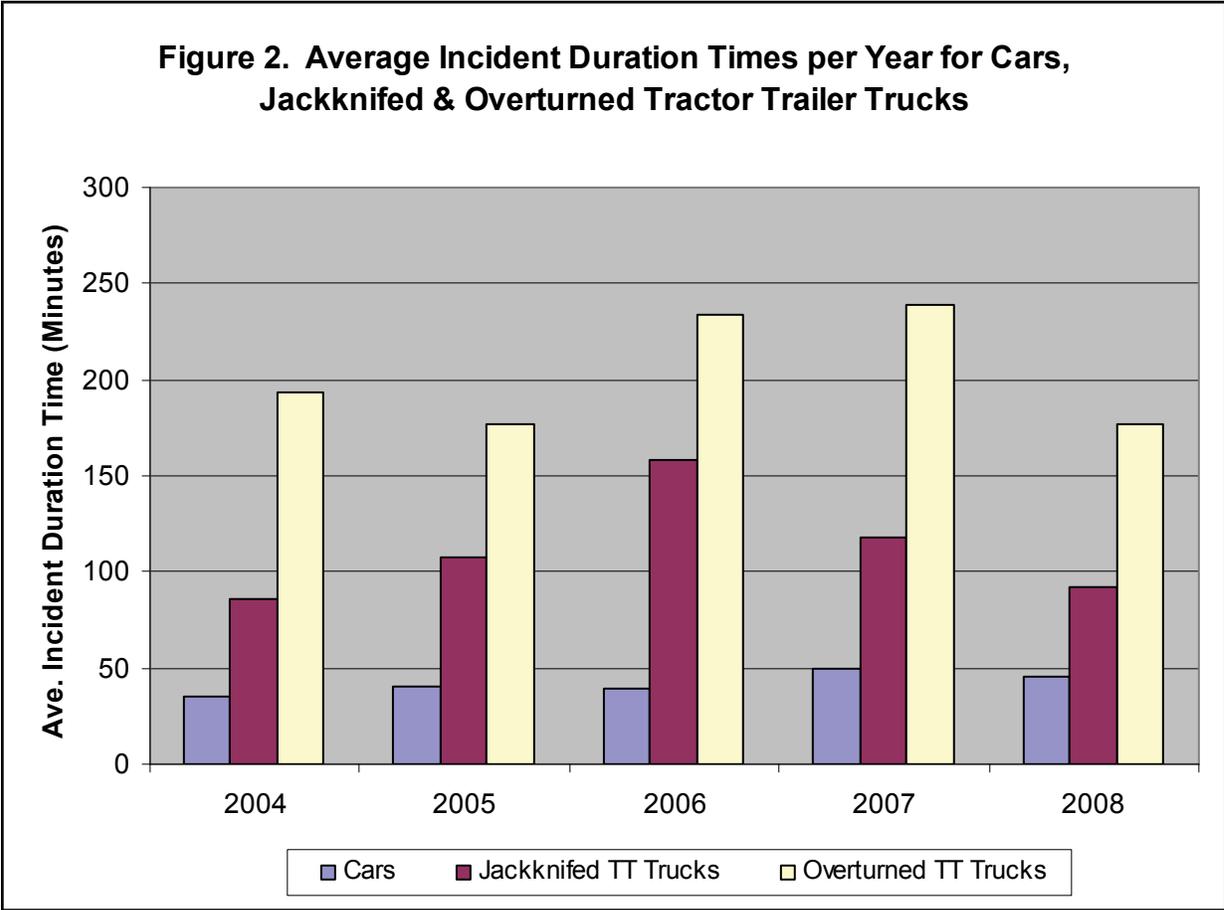
Purpose/Description of measure:

The purpose of this measure is to track incident clearance time on Connecticut's state highway system. Traffic Incident Management (TIM) is a planned and coordinated process to detect, respond to, and remove traffic incidents and restore traffic capacity as safely and quickly as possible. TIM involves a number of public and private sector partners, including law enforcement, fire and emergency medical services, towing and recovery and others. TIM is an important tool in lessening the impact of non-recurring traffic congestion, as well as providing for a safer environment for drivers. The quicker an incident is removed, the sooner the highway system returns to normal capacity. Incident duration is defined by CTDOT as the time elapsed from notification until all blocked travel lanes are open.

Discussion of trend:

The average clearance time for cars and tractor trailer trucks are close to or within the second quarter 2009 targets. It can be seen in Figure 1 that there is a large variation in clearance time for overturned or jackknifed trucks from year to year. Figures 1 and 2 show that the incident duration time for trucks is much higher than cars. However, as is indicated in Figure 3, there are very few truck incidents relative to automobile incidents each year.





Measure:
Average Highway Incident Response Time

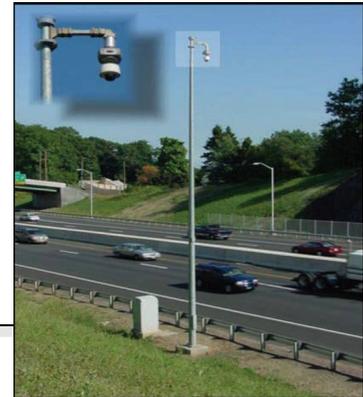
Report Date:
October 1, 2009

Data Frequency: Quarterly

Current Reported Value: 2 minutes, 18 seconds

Performance Target Value: 5 minutes or less

Source: Bureau of Highway Operations
Mr. Harold Decker



Note: Data for this measure becomes available for reporting quarterly. The latest data set used for this posting covers the calendar year second quarter from 4/1/2009 through 6/30/2009. Data is reported for the I-95 corridor only.

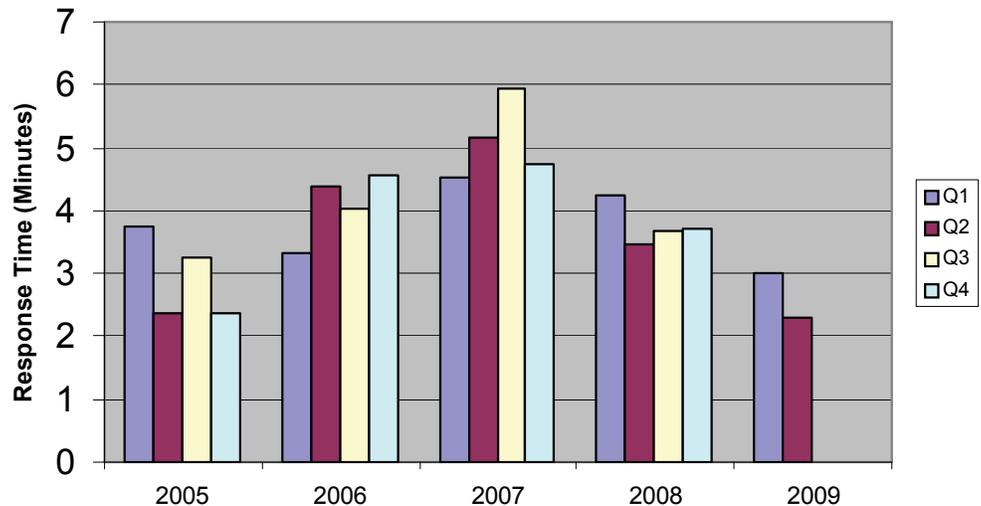
Purpose/Description of measure:

The purpose of this measure is to track the incident response time on Connecticut's major highways. Traffic Incident Management (TIM) is a planned and coordinated process to detect, respond to, and remove traffic incidents and restore traffic capacity as safely and quickly as possible. TIM involves a number of public and private sector partners, including law enforcement, fire and emergency medical services, public safety communications, towing and recovery and others. TIM is an important tool in lessening the impact of non-recurring congestion, as well as providing for a safer environment for drivers. The quicker an incident is removed, the sooner the highway system returns to normal capacity. Average highway incident response time is defined as the time between State Police notification and the on-scene arrival of State Police personnel.

Discussion of trend:

The average response time of 2 minutes, 18 seconds for the quarter is well below the target of 5 minutes. It is also lower than the average for most quarters since 2005, as shown in Figure 1.

Figure 1. Average Incident Response Time by Quarter for 2005-2009



Objective:
Quality of Life

Program:
Mobility

Measure:
Percent of Funds Expended for Bicycle/Pedestrian Access

Report Date:
October 1, 2009

Data Frequency: Annual

Current Reported Value: *1.9 Percent Expended for Pedestrian and Bicycle Access in State Fiscal Year 2009*

Performance Target Value: *Expend at Least One Percent of Total Funds Received, on Facilities that Improve Bicycle and Pedestrian Access*

Source: *Bureau of Engineering & Construction
Mr. Rabih Barakat, P.E.*



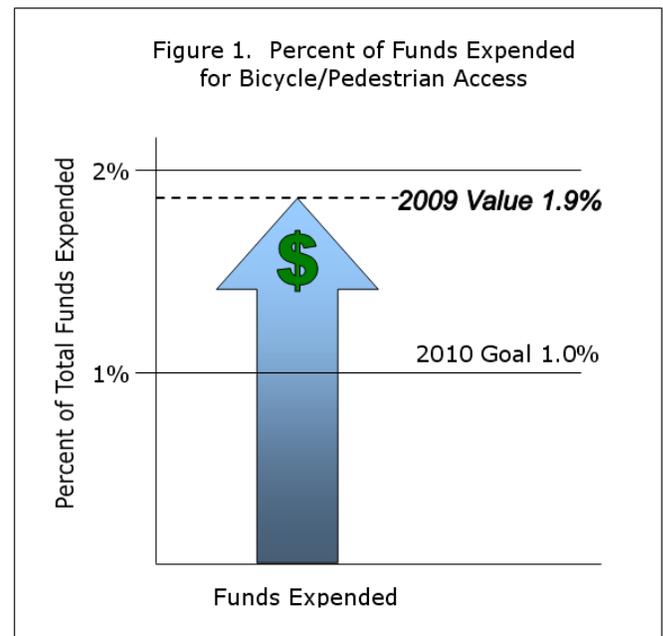
Note: Data for this measure becomes available for reporting annually in September for the previous State Fiscal Year. The data set used for this posting covers state fiscal year 2009 (7/1/2008 through 6/30/2009), and includes state and municipal projects awarded during the period, with completion dates projected before December 2012.

Purpose/Description of measure:

This measure tracks the percent and total amount of dollars spent and/or programmed to be spent, on projects containing items that improve accessibility for pedestrians and bicyclists. Walking and bicycling promote good health, cost less than driving a motor vehicle, are good for the environment, provide freedom of travel and independence, and add to the sense of community in a town or city. In an effort to meet the public's demand for improved mobility and a better quality of life, CTDOT supports the use of bicycling and walking, and places emphasis on providing a safe and convenient environment for these transportation modes. The vision for bicycle and pedestrian planning in Connecticut is to encourage and promote bicycling and walking by providing for the safe, convenient and enjoyable use of these modes of transport.

Discussion of trend:

Public Act 09-154, passed by the Connecticut General Assembly in 2009, requires a reasonable amount of any funds received by CTDOT or any municipality for construction, restoration, rehabilitation, or relocation of roads to be spent for facilities for "all users" including at least, bikeways and sidewalks with curb cuts and ramps. CTDOT identified 41 projects awarded in FY2009 that include elements for pedestrians or bicyclists, such as sidewalks, audible pedestrian signals, push buttons, signs, pedestrian/bicycle trails, and ramps. Total dollars being expended for these items equals \$9.9 million, which was 1.9 percent of total funds awarded for the construction, maintenance and repair of roads in the state.





Performance Measures



Objective:

Program:

Accountability & Transparency

Administration

Measure:

Percent of Agreements Executed in Under 60 Days

Report Date:

October 1, 2009

Data Frequency: Quarterly

Current Reported Value: 28% for State Fiscal Year (SFY) 2009
(25% for 4th Quarter—4-1-09 to 6-30-09)

Performance Target Value: Increase the percentage of agreements executed in under 60 days

Source: Bureau of Finance & Administration
Mr. Mark Daley



Note: Data for this measure becomes available for reporting quarterly. The latest data set used for this posting covers the time period from April 1, 2009 through June 30, 2009, closing out the 2009 State Fiscal Year (SFY).

Purpose/Description of measure:

This measure tracks the improvement in the processing and execution of various types of agreements that the Department enters into. CTDOT executes a large number of agreements annually including: consultant agreements for architectural, engineering, planning, surveying; force account; local bridge; municipal design and construction; maintenance encroachment; traffic signals and railroad grade crossings; rights of way; utilities; rail leases; public transportation operating; grants; ground transportation; air carriers; concession license, etc. The time it takes to execute an agreement is critical to project schedules, funding, project costs and convenience to the traveling public.

Discussion of trend:

The percentage of agreements executed in under sixty (60) days has increased to 28% in SFY 2009 as of 6/30/09 (Figure 1). This is 8% higher than SFY 2008. CTDOT has implemented significant steps in the fourth quarter of SFY 2009 to ensure that the percentage of agreements executed in under sixty (60) days continues to increase. One of the efforts includes development of boiler plate templates for certain agreements, which can be executed within a two week timeframe. (continued)

Figure 1. Percent of Agreements Executed in Under 60 Days

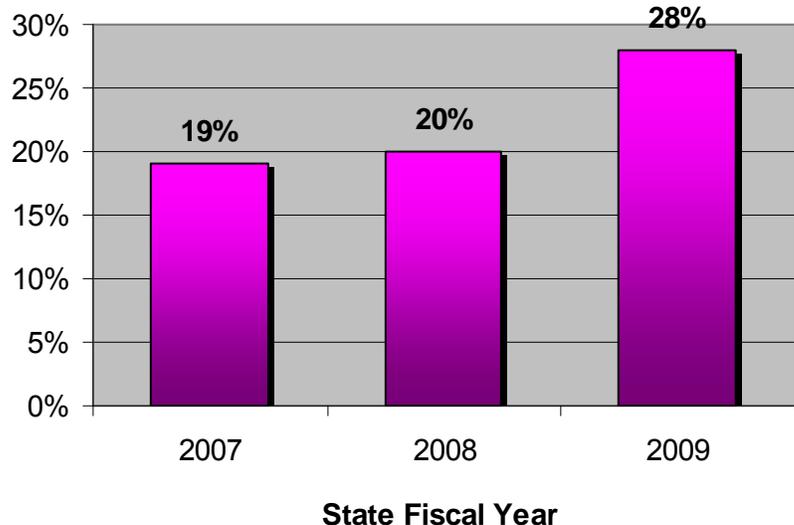
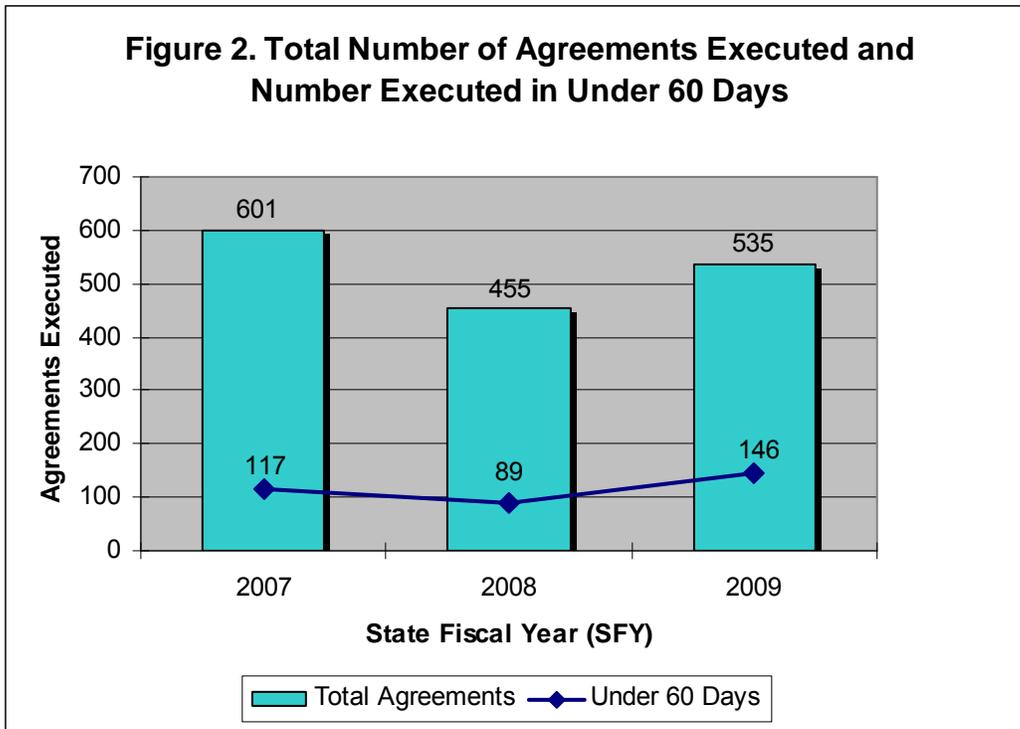


Figure 2. (below) shows the total number of agreements executed in State Fiscal Years 2007 through 2009. Also shown is the number of agreements executed in under 60 days.





Performance Measures



Objective:

Program:

Accountability & Transparency

Project Delivery

Measure:

Percent of Construction Contracts Awarded within 60 Days of Bid Opening

Report Date:

October 1, 2009

Data Frequency: Quarterly

Current Reported Value: 52% for State Fiscal Year (SFY) 2009
(90% for 4th Quarter—4-1-09 to 6-30-09)

Performance Target Value: 100% of construction contracts awarded within 60 days of bid opening

Source: Bureau of Finance & Administration
Mr. Mark Daley



Note: Data for this measure becomes available for reporting quarterly. The latest data set used for this posting covers the time period from April 1, 2009 through June 30, 2009, closing out the 2009 State Fiscal Year (SFY).

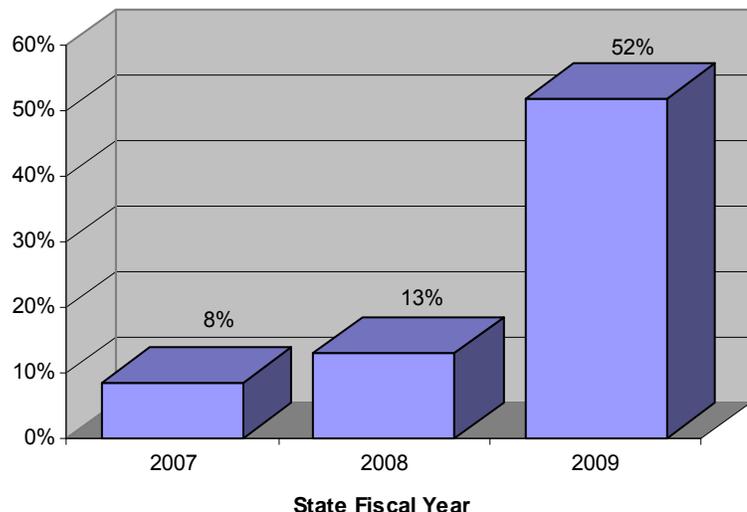
Purpose/Description of measure:

This measure tracks the process of awarding construction contracts once the bids have been received. The Department of Transportation executes a significant number of construction contracts annually with an approximate average value of \$385 million through the public competitive bidding system, involving the construction of roads, bridges, buildings, transportation-related public works projects, demolition, or other transportation-related matters. The timely execution of contracts is critical to ensure a safe and efficient infrastructure for the traveling public.

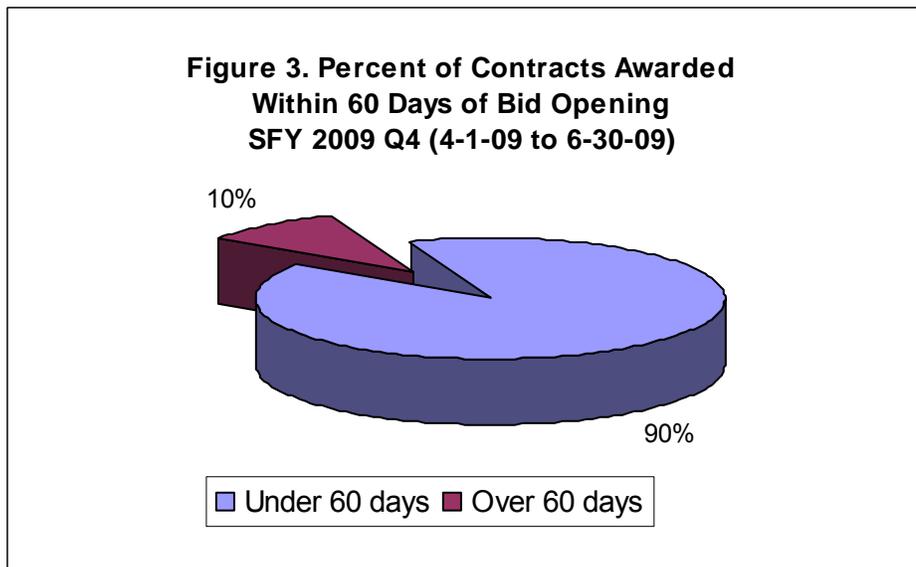
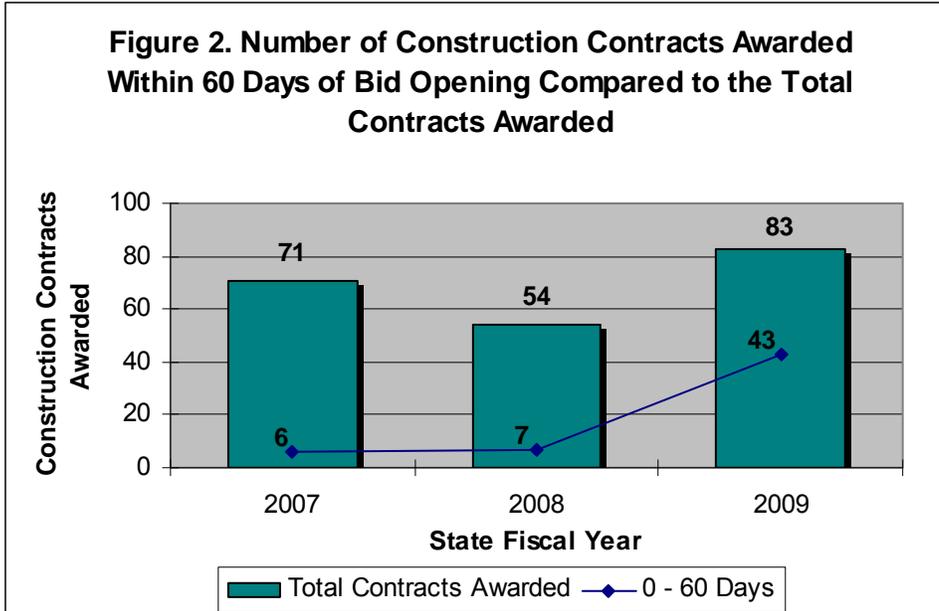
Discussion of trend:

The trend for Contracts Awarded within sixty (60) days of the bid opening has seen significant improvement in state fiscal year (SFY) 2009. Year to date averages increased from 8% of construction contracts awarded within sixty (60) days in SFY 2007 to 52% for SFY 2009 (Figure 1). (continued)

Figure 1 - Percent of Contracts Awarded Within 60 Days of Bid Opening



Notably, the number of construction contracts awarded in SFY 2009 increased from 54 to 83 (+54%) from the prior fiscal year (figure 2). Also, process improvements were made resulting in 90% of all contracts being awarded within 60 days of the bid opening in the last quarter of SFY 2009 (4-1-09 to 6-30-09) (figure 3). As this trend continues upward, it is highly anticipated that the target of 100% of construction contracts being awarded within 60 days of bid opening will be met.



Objective:

Program:

Accountability & Transparency

Federal Aid Projects

Measure:

Number of Project Closeouts

Report Date:

October 1, 2009

Data Frequency: Quarterly

Current Reported Value: 206 Projects Closed

Performance Target Value: 250 projects closed per year
(goal for SFY 09 is 150)

Source: Bureau of Finance & Administration
Mr. Robert Card



Note: Data for this measure becomes available for reporting on a quarterly basis. The latest data set used for this posting covers the time period from 4/1/2009 through 6/30/2009, closing out State Fiscal Year (SFY) 2009.

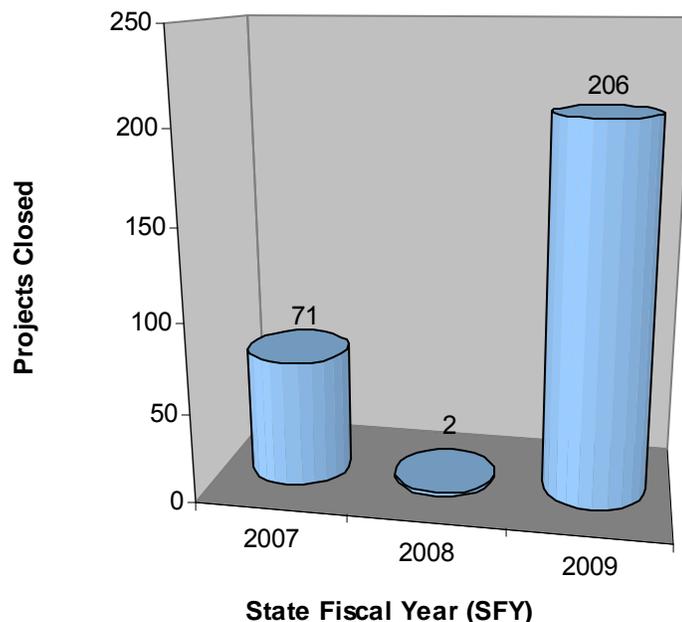
Purpose/Description of measure:

This measure tracks the progress made on the project closeout of Federal Highway Administration (FHWA) funded projects. With the transition to the State's new financial management system (Core-CT) and the implementation of a new federal billing system, the Department was unable to closeout FHWA funded projects efficiently for many years. A project closeout team was formed in the beginning of October 2008 with representatives from the Department's operational areas and FHWA. The Department seeks to closeout projects and release unused State and federal funding for obligation on new projects. When projects are requested for closeout by project managers, they are put on assignment for project closeout and final voucher. The goal is with experience and an appropriate amount of resources, the Department will begin to closeout more projects than are initiated in a year. When the project closeout initiative began a review was performed, which identified 1,212 projects (universe) that are candidates for project closeout. The Department initiates approximately 200 new projects per year, and as these projects are requested to be closed (identified as inactive projects by FHWA or final voucher by the Department) the number of projects in the universe will change.

Discussion of trend:

The Department is moving forward and making progress with the Project Closeout and Final Voucher initiative. As of June 30, 2009, 206 projects have been closed (Figure 1). With the momentum and cooperation gained by the start up of this initiative, the goal of closing 150 projects by the close of SFY 2009 has been exceeded by 56 projects. The performance target for SFY 2010 will be set at 250 projects closed.

Figure 1. - Number of Project Closeouts





Performance Measures



Objective:

Program:

Accountability & Transparency

Economic Revival

Measure:



Percent Funds Obligated

Report Date:

October 1, 2009

Data Frequency: Quarterly

Current Reported Value: Highways— 95%—September 30, 2009
Transit— 99%—September 30, 2009

Performance Target Value: Highways—50% by July 1, 2009
100% by March 2, 2010
Transit—50% by September 1, 2009
100% by March 5, 2010

Source: Office of Commissioner
Mr. Philip Scarozzo



Note: Data for this measure becomes available monthly. The data set used for this posting covers the time period June 1, 2009 through September 30, 2009.

Purpose/Description of measure:

This measure tracks the progress CTDOT is making in obligating American Recovery and Reinvestment Act (ARRA) 2009 dollars for transportation projects. Federal regulations require that at least fifty percent of the allocated dollars for highways, bridges and enhancements be obligated by July 1, 2009, and fifty percent of transit funds be obligated by September 1, 2009, in order to not lose ARRA funds. One hundred percent of the allocated dollars must be obligated for these programs by March 2, 2010 and March 5, 2010, respectively. Additional information on CTDOT Recovery projects can be accessed on the CTDOT website at www.ct.gov/dot by clicking on the CTRecovery icon.

Discussion of trend:

As of September 30, 2009 more than \$368 million have been obligated in Connecticut for all four ARRA program categories (The breakdown is shown in Figure 1). This represents approximately 80 percent of the initial \$455 million ARRA funding allocation for Connecticut for transportation infrastructure (excluding discretionary ARRA funds).

(Continued)

Figure 1. Obligated vs. Allocated Funds (in Millions of Dollars) for Roads and Bridges, Transit and Rail, Enhancements and Regional Planning Agencies (Municipalities) in Connecticut, as of September 30, 2009

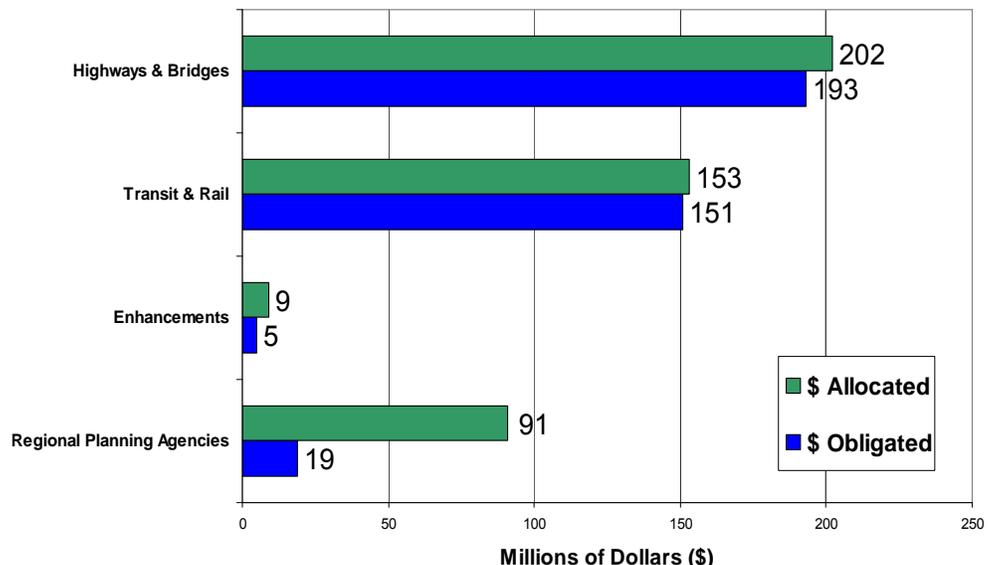
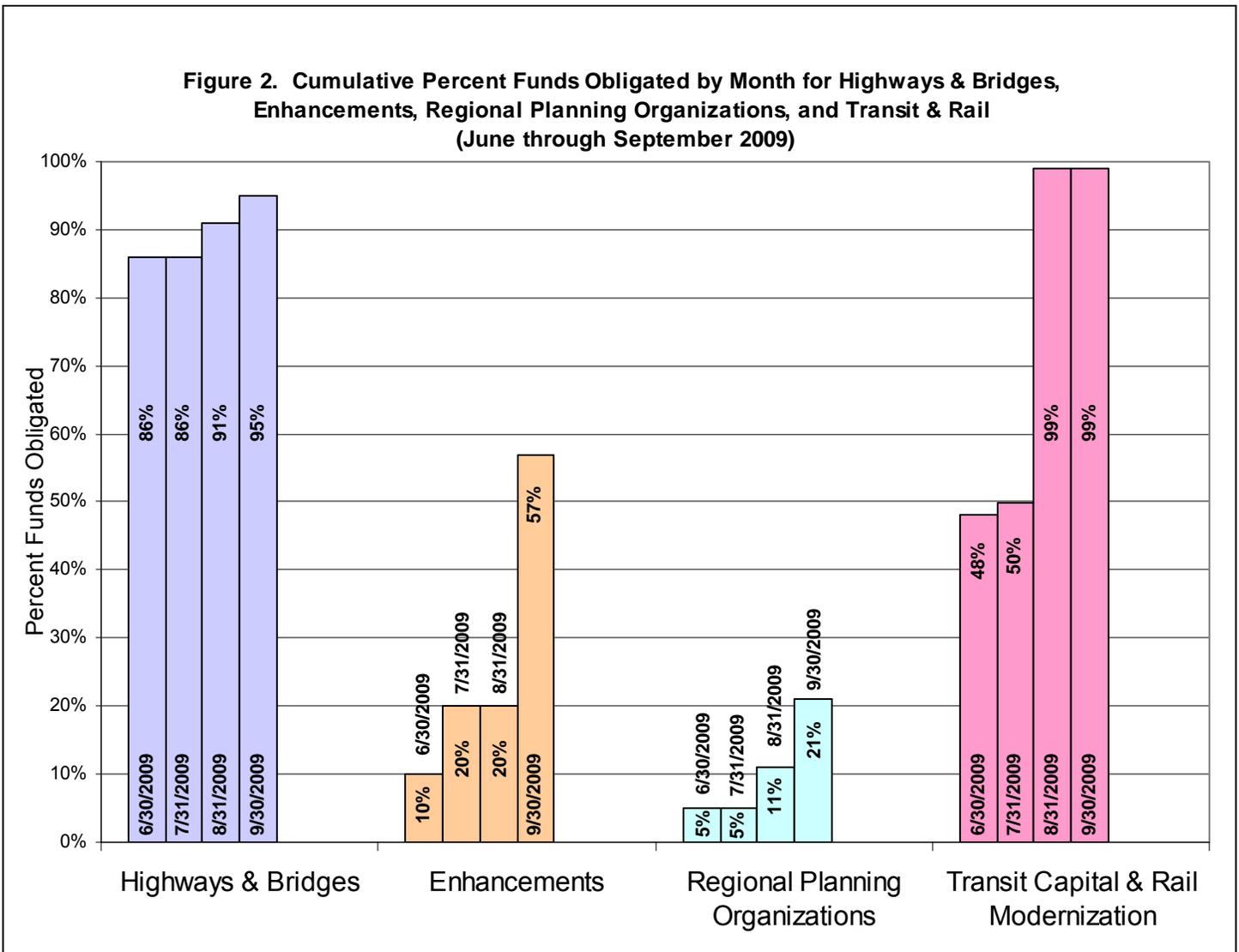


Figure 2 below illustrates the cumulative percent funds obligated for each ARRA program category during the past four months. Eighty-six percent of the highway project funds were obligated by June 30th, and 98 percent of transit funds by August 31st. This ensured that none of the ARRA funds were withdrawn and redistributed to other states. As of September 30, 2009, 95 percent of highways/bridges, 99 percent of transit/rail, 57 percent of enhancements and 21 percent of regional planning organization funding for transportation in Connecticut has been obligated. CTDOT is currently on-track to meet the 100 percent obligation target deadlines in March 2010.

Figure 2. Cumulative Percent Funds Obligated by Month for Highways & Bridges, Enhancements, Regional Planning Organizations, and Transit & Rail (June through September 2009)





Performance Measures



Objective:

Program:

Accountability & Transparency

Economic Revival

Measure:



Percent Dollars Expended

Report Date:

October 1, 2009

Data Frequency: Quarterly

Current Reported Value: \$5,460,965 (1 Percent)

Performance Target Value: \$455 million (100 Percent)

Source: Office of Commissioner
Mr. Phil Scarozzo



Note: Data for this measure becomes available monthly. The data set used for this posting covers the time period from 6/1/2009 through 9/30/2009.

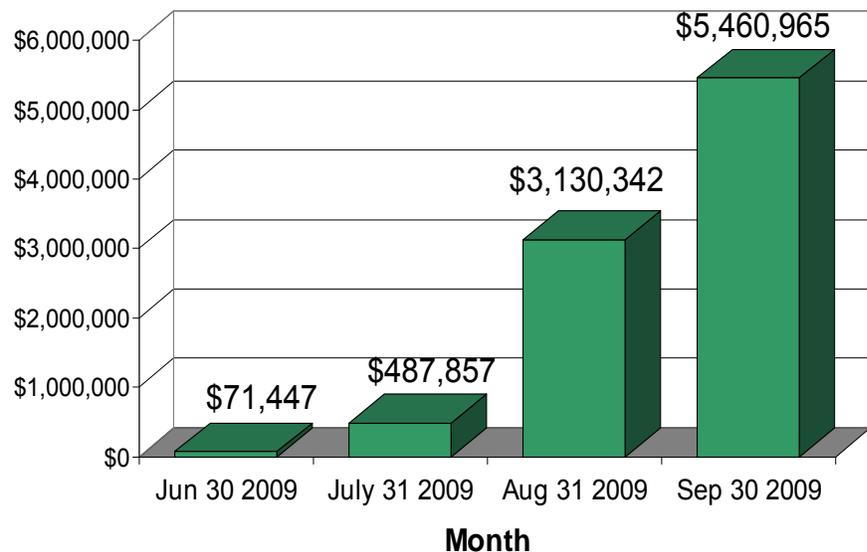
Purpose/Description of measure:

This measure tracks the progress being made in spending American Recovery and Reinvestment Act (ARRA) 2009 project dollars. Additional information on CTDOT Recovery projects can be accessed on the CTDOT website at www.ct.gov/dot by clicking on the CTRecovery icon.

Discussion of trend:

As of September 30, 2009 more than \$5 million dollars have been expended in Connecticut on 25 projects that have been awarded to-date. The bids have averaged approximately 5 percent lower overall than anticipated allowing for additional work to be scheduled.

Figure 1. Cumulative Dollars Outlaid (Spent) on Recovery Act Projects





Performance Measures



Objective:

Program:

Accountability & Transparency

Economic Revival

Measure:



Number of Jobs Created/Sustained

Report Date:

October 1, 2009

Data Frequency: Quarterly

Current Reported Value: 1589 Jobs Created/Sustained

Performance Target Value: Increase Jobs Created/Sustained

Source: Office of Commissioner
Mr. Phillip Scarozzo



Note: Data for this measure becomes available monthly. The data set used for this posting covers the time period from 6/1/2009 through 9/30/2009

Purpose/Description of measure:

This measure tracks the number of jobs created and/or sustained in Connecticut on transportation projects as a direct result of the American Reinvestment and Recovery Act (ARRA) 2009. This listing is for direct jobs only, and does not include indirect jobs created as a result of material manufacturing and delivery to projects, or jobs that may be created in the local economy as a result of ARRA project employed workers. The statistics for number of jobs created/sustained are supplied by the contractors who employ the workers on active projects. Additional information on CTDOT Recovery projects can be accessed on the CTDOT website at www.ct.gov/dot by clicking on the CTRecovery icon.

Discussion of trend:

As of September 30, 2009, 1589 jobs have been created or sustained in Connecticut on ARRA funded projects. This also represents 56,761 total job hours created or sustained at a payroll of \$1,969,740 for the job hours created/sustained with Recovery Act funds.

Figure 1. Cumulative Number of Direct On-Project Jobs Created/Sustained by Recovery Act Funds

