

2015 MIDTERM ADJUSTMENT SUMMARY

DOT57000 - Department of Transportation
12001 - Special Transportation Fund

Priority	Adjustment Title	2015 Base	2015 Adjustment	2015 Revised	2016 Adjustment - Annualized
	REDUCTION				
0.00	Eliminate Non-ADA Dial-A-Ride Program	576,361	-576,361	0	-576,361
0.00	Eliminate Tweed-New Haven Airport Grant	1,500,000	-1,500,000	0	-1,500,000
0.00	Overnight closure of all seven Rest Areas	218,366,242	-453,000	217,913,242	-453,000
0.00	Reduce ADA Para-transit Program Subsidy by Increasing Fares and Revenue	32,935,449	-16,000	32,919,449	-32,000
0.00	Reduce Bus Operations Subsidy by increasing Bus Fares and Revenue	146,972,169	-950,439	146,021,730	-1,900,878
0.00	Reduce Rail Operations Subsidy by increasing Rail Fares and revenue	147,720,554	-3,700,000	144,020,554	-7,400,000
	REALLOCATION				
0.00	Reallocate General Aviation related funding to a new SID for CT Airport Authority	219,756,061	0	219,756,061	0
0.00	Reallocate Highway & Bridge Renewal Equipment appropriation to Capital Program	5,376,942	-5,376,942	0	0
0.00	Reallocate Pay-As-You-Go Transportation Projects account to Capital Program	19,700,000	-19,700,000	0	0
	REVENUE				
0.00	Increase Permit fees for Oversize/Overweight Vehicles	2,600,000	750,000	3,350,000	750,000
0.00	Sponsorship program for Rest Areas	0	150,000	150,000	150,000
	TECHNICAL				
0.00	Additional funding for Rail Operations	147,720,554	4,620,000	152,340,554	4,620,000
0.00	DBE Monitoring and Federal Oversight requirements	218,366,242	704,000	219,070,242	320,700
0.00	Design-Build and Construction Manager-at-Risk Project Delivery	166,723,924	110,200	166,834,124	113,600
0.00	Highway Equipment funds for annualized Fleet Replacement program	5,376,942	4,917,414	10,294,356	4,917,414
0.00	Highway Equipment Funds for CTfastrak and Plow Truck Fleet replacement	223,743,184	7,470,055	231,213,239	2,771,881
0.00	Highway Safety Program Section	166,723,924	267,000	166,990,924	275,010

Head of Budgeted Agency (Signature)


James Redeker, Commissioner

October 18, 2013
Date submitted

2015 MIDTERM ADJUSTMENT SUMMARY

DOT57000 - Department of Transportation
12001 - Special Transportation Fund

Priority	Adjustment Title	2015 Base	2015 Adjustment	2015 Revised	2016 Adjustment - Annualized
0.00	Increased Security Contractual Cost due to Standard Wage Law	51,642,318	150,840	51,793,158	150,840
0.00	IT Fixed Cost increase for Maintenance & Support of Department hardware /software	51,642,318	475,055	52,117,373	475,055
0.00	OSHA Regulation for Hearing Conservation Program	219,756,061	299,400	220,055,461	201,900
0.00	Other Expenses funding for Highway Supplies	51,642,318	250,000	51,892,318	250,000
0.00	Other Expenses funds for CAA - Revised	51,642,318	491,683	52,134,001	491,683
0.00	Project Management System	218,366,242	600,700	218,966,942	809,800
0.00	Reduce use of Consultant Liaison Engineering Firms	166,723,924	382,700	167,106,624	394,200
0.00	Transportation Asset Management	218,366,242	2,002,500	220,368,742	1,609,900
0.00	Utilities Costs for new buildings in Old Saybrook and Colchester	51,642,318	72,880	51,715,198	77,253
	ADJUSTMENT TOTAL	2,805,582,607	-8,558,315	2,797,024,292	6,516,997

Head of Budgeted Agency (Signature)


James Redeker, Commissioner

October 18, 2013
Date submitted

Midterm Adjustments to the FY 2015 Budget - Reduction Adjustment

DOT57000 - Department of Transportation 12001 - Special Transportation Fund

Eliminate Non-ADA Dial-A-Ride Program

Wally Lugli
860-594-2204

Priority: 0
Creation Date: 10/18/2013

Description and Reason/Measure of Impact

The elimination of the Non-ADA Dial-a-Ride Program effective July 1, 2014 would result in savings of \$576,361 FY2015. This program provides funding for local dial-a-ride services in selected areas, and is not required by federal mandate.

Impact of Proposal: Riders will be required to find alternate modes of transportation. This reduction would affect service for senior and disabled paratransit users in greater Hartford, New Haven, Milford and Middletown.

Financials

Account	2013 Actual	2014 Estimated	2015 Base	2015 Adjustment	2015 Revised	2016 Adjustment - Annualized
12379 - Non-ADA Dial-A-Ride Program	576,361	576,361	576,361	-576,361	0	-576,361
Total	576,361	576,361	576,361	-576,361	0	-576,361

Midterm Adjustments to the FY 2015 Budget - Reduction Adjustment

DOT57000 - Department of Transportation 12001 - Special Transportation Fund

Eliminate Tweed-New Haven Airport Grant

Wally Lugli
860-594-2204

Priority: 0
Creation Date: 10/18/2013

Description and Reason/Measure of Impact

The elimination of the Tweed-New Haven Airport Grant would result in savings of \$1,500,000 in FY 2015.

Impact of Proposal: The Tweed Airport Authority would need to reduce expenses or seek other sources of funding to support operating costs.

Financials

Account	2013 Actual	2014 Estimated	2015 Base	2015 Adjustment	2015 Revised	2016 Adjustment - Annualized
12334 - Tweed-New Haven Airport Gr	1,500,000	1,500,000	1,500,000	-1,500,000	0	-1,500,000
Total	1,500,000	1,500,000	1,500,000	-1,500,000	0	-1,500,000

Midterm Adjustments to the FY 2015 Budget - Reduction Adjustment

DOT57000 - Department of Transportation 12001 - Special Transportation Fund

Overnight closure of all seven Rest Areas

Wally Lugli
860-594-2204

Priority: 0
Creation Date: 10/18/2013

Description and Reason/Measure of Impact

In effort to reduce costs and maximize utilization of staffing, the Department proposes that by closing the seven statewide Rest Areas during the overnight hours of 10:00 p.m. to 6:00 a.m., re-aligning staff shift coverage and hiring two additional attendant positions (allowing for the redeployment of higher paid maintenance staff currently covering rest area operations), overtime costs would be drastically reduced, and estimated annual savings of \$453,000 would be achieved.

Operation of all seven rest areas on a "24/7" basis requires a total of 28 attendant positions, if all three daily shifts are to be covered primarily on "Regular" time. Presently (as of October 2013), however, the Department's 17 Rest Area Attendant positions must be supplemented by several higher paid DOT Maintainer positions, and a significant amount of overtime is required to cover the 24/7 operation of all seven rest area locations.

The proposal to close the rest areas for the overnight shift, reducing coverage to two shifts per day at each location, requires a total of 19 Rest Area Attendant positions to staff operations primarily on "Regular" time. Therefore, to implement this option, two additional attendant positions are required, which would result in the cost savings of paying Rest Area Attendants (Salary group TC-09) rather than Maintainers (TC-13 and TC-14) to perform the duties, and also allow for the redeployment of the higher paid maintenance staff.

Estimated annual Overtime savings of \$543,000, offset by the estimated cost of \$69,000 to fill 2 additional Rest Area Attendant positions, will result in net Personal Services savings of \$474,000. An additional \$21,000 in Other Expenses will be required to fund the cost to provide portable toilets at each location, for a total estimated net savings of \$453,000.

Impact of Proposal: Minimal impact; Traveling public would still have parking access, and portable toilet facilities could be provided for use while buildings were closed. Also, rest areas could remain open overnight during select holiday weekends when increased travel was anticipated.

Positions / Financials

	2013 Actual	2014 Estimated	2015 Base	2015 Adjustment	2015 Revised	2016 Adjustment - Annualized
Number of Full Time Positions	0	0	0	2	2	2
SID Code / Title						
10010 - Personal Services	146,219,753	158,016,528	166,723,924	-474,000	166,249,924	-474,000
10020 - Other Expenses	56,347,478	51,831,318	51,642,318	21,000	51,663,318	21,000
Total	202,567,231	209,847,846	218,366,242	-453,000	217,913,242	-453,000

Midterm Adjustments to the FY 2015 Budget - Reduction Adjustment

DOT57000 - Department of Transportation 12001 - Special Transportation Fund

Reduce ADA Para-transit Program Subsidy by Increasing Fares and Revenue

Wally Lugli
860-594-2204

Priority: 0
Creation Date: 10/18/2013

Description and Reason/Measure of Impact

ADA Paratransit services for the disabled are mandated as parallel service to fixed-route bus service. By federal policy, fares on the ADA system cannot exceed twice the fares on the bus system. A fare increase effective January 2015 of 3.3% will yield an increase in revenue and thus a corresponding reduction in subsidy of \$16,000 for FY2015.

Impact of Proposal: It is not expected to have impact on ridership, however the fare increase will negatively impact a very price-sensitive segment of the population.

Financials

Account	2013 Actual	2014 Estimated	2015 Base	2015 Adjustment	2015 Revised	2016 Adjustment - Annualized
12378 - ADA Para-transit Program	28,820,833	30,252,234	32,935,449	-16,000	32,919,449	-32,000
Total	28,820,833	30,252,234	32,935,449	-16,000	32,919,449	-32,000

Midterm Adjustments to the FY 2015 Budget - Reduction Adjustment

DOT57000 - Department of Transportation 12001 - Special Transportation Fund

Reduce Bus Operations Subsidy by increasing Bus Fares and Revenue

Wally Lugli
860-594-2204

Priority: 0
Creation Date: 10/18/2013

Description and Reason/Measure of Impact

A fare increase of \$.05 effective January 1, 2015 will yield a net 3.3% increase in revenue and thus a corresponding reduction in subsidy of \$950,439 for FY2015. The following Chart is a history of CT Transit fare increases since 1983.

CT Transit Fare Increase History

Effective Date	of Increase	Previous Rate	New Rate	Percentage Increase
8/20/1983	\$ 0.60	\$ 0.75		25%
9/1/1992	\$ 0.75	\$ 0.85		13%
4/1/1994	\$ 0.85	\$ 0.95		12%
10/30/1995	\$ 0.95	\$ 1.00		5%
1/4/2004	\$ 1.00	\$ 1.10		10%
1/1/2005	\$ 1.10	\$ 1.25		14%
1/1/2012	\$ 1.25	\$ 1.30		4%
1/1/2014	\$ 1.30	\$ 1.50		15%

Impact of Proposal: An increase of this magnitude (from \$1.50 to \$1.55) is expected to have a minimal impact on bus ridership. The increase would predominantly affect the lower-income segments of Connecticut's population.

Financials

Account	2013 Actual	2014 Estimated	2015 Base	2015 Adjustment	2015 Revised	2016 Adjustment - Annualized
12175 - Bus Operations	140,594,871	143,424,847	146,972,169	-950,439	146,021,730	-1,900,878
Total	140,594,871	143,424,847	146,972,169	-950,439	146,021,730	-1,900,878

Midterm Adjustments to the FY 2015 Budget - Reduction Adjustment

DOT57000 - Department of Transportation 12001 - Special Transportation Fund

Reduce Rail Operations Subsidy by increasing Rail Fares and revenue

Wally Lugli
860-594-2204

Priority: 0
Creation Date: 10/18/2013

Description and Reason/Measure of Impact

An "across the board" Metro-North (MNR) fare increase of 4%, effective January 1, 2015 would provide additional revenue of approximately \$3,700,000 in FY15, and therefore reduce the Rail subsidy by a similar amount. The revenues generated from the fare increases include differential fare credit revenue and assumes no MNR New York State increase. Assumes fare elasticities of .016%. This reduction option assumes approval of the technical adjustment submitted for the FY 2015 Rail Operations appropriation, which bring the baseline budget to its required level.

Of note, in accordance with CGS Sec.13b-78m, fare increases of 1.00% are scheduled to be implemented January 1 in each of the next 5 years. This option would result in a 1/2015 fare increase totaling 5%.

New Haven Line Fare Increase History 1996-2014 CT only
Effective date% Increase

1/1997 5.00%
1/1998 5.00%
7/200315.00%
1/2005 5.50%
1/2012 5.25% (includes 1.25% per Sec 13b-78m)
1/2013 5.00% (includes 1.00% per Sec 13b-78m)
1/2014 5.00% (includes 1.00% per Sec 13b-78m)

Impact of Proposal: Riders will be required to pay a greater portion of the operating costs for Rail transportation.

Financials

Account	2013 Actual	2014 Estimated	2015 Base	2015 Adjustment	2015 Revised	2016 Adjustment - Annualized
12168 - Rail Operations	137,917,549	143,419,140	147,720,554	-3,700,000	144,020,554	-7,400,000
Total	137,917,549	143,419,140	147,720,554	-3,700,000	144,020,554	-7,400,000

Midterm Adjustments to the FY 2015 Budget - Reallocation Adjustment

DOT57000 - Department of Transportation 12001 - Special Transportation Fund

Reallocate General Aviation related funding to a new SID for CT Airport Authority

Wally Lugli
860-594-2204

Priority: 0
Creation Date: 10/18/2013

Description and Reason/Measure of Impact

The CT Airport Authority (CAA) became effective July 1, 2013 as an entity separate from the CT Department of Transportation. C.G.S. § 15-120ll calls for memoranda of understanding that provides that "...the Commissioner of Transportation shall make available any funds appropriated for use in connection with the general aviation airports to the authority for use by the authority in support of its functions with respect to the general aviation airports." To facilitate this transfer of funds, this reallocation option will shift a specified amount of FY2015 appropriated funds related to the operation and maintenance of General Aviation airports from DOT's Personal Services (PS), Other Expenses (OE) and Equipment SID's to a new OCE SID within the Special Transportation Fund for the CAA. These funds will then be transferred from the OCE to the CAA at the beginning of fiscal year 2015.

(NOTE: Additional Other Expenses funding for CAA was requested as a DOT Technical Adjustment; if those funds are added to the Department's Other Expenses appropriation for FY2015, the amount that is added should also be reallocated to the new OCE, in accordance with this reallocation option.)

Impact of Proposal: This option consolidates DOT appropriated funds related to the CAA into one SID, which provides for a clearly defined transfer of funds in FY2015.

Reallocation of \$2,250,540 from Personal Services, \$838,076 from Other Expenses and \$183,706 from Equipment to a new OCE SID, to be established for CAA related funds.

Financials

Account	2013 Actual	2014 Estimated	2015 Base	2015 Adjustment	2015 Revised	2016 Adjustment - Annualized
10010 - Personal Services	146,219,753	158,016,528	166,723,924	-2,250,540	164,473,384	0
10020 - Other Expenses	56,347,478	51,831,318	51,642,318	-838,076	50,804,242	0
10050 - Equipment	1,876,250	1,416,949	1,389,819	-183,706	1,206,113	0
12T02 - CAA Related Funds	0	0	0	3,272,322	3,272,322	0
Total	204,443,481	211,264,795	219,756,061	0	219,756,061	0

Midterm Adjustments to the FY 2015 Budget - Reallocation Adjustment

DOT57000 - Department of Transportation 12001 - Special Transportation Fund

Reallocate Highway & Bridge Renewal Equipment appropriation to Capital Program

Wally Lugli
860-594-2204

Priority: 0
Creation Date: 10/18/2013

Description and Reason/Measure of Impact

In effort to achieve 5% reduction to agency appropriations, the Department proposes to reallocate the funding for Highway and Bridge Renewal Equipment by transferring \$5,376,942 out of the appropriations budget in FY 2015, and establishing a Bond Authorization of \$5,376,942 in FY 2015. It is critical that this item be included on the first Bond Commission agenda of the year so that funding is available early, allowing for the long lead time that is necessary when ordering highway and bridge trucks and equipment. This would ensure delivery of essential snow removal equipment prior to the winter season.

NOTE: This reduction option can only be implemented if funding is provided in the Bond Authorization. Elimination of funding from the Highway and Bridge Renewal Equipment appropriation without corresponding increase in Bond funding would significantly hinder the Department's ability to perform essential highway and bridge maintenance and renewal operations that provide for the continued safety of the traveling public.

Impact of Proposal: As a business matter, this option is difficult to justify. This reallocation option reduces the funding required in the Operating Budget, while providing for the purchase of essential highway and bridge equipment in the Capital Program.

Financials

Account	2013 Actual	2014 Estimated	2015 Base	2015 Adjustment	2015 Revised	2016 Adjustment - Annualized
10080 - Highway & Bridge Renewal-E	15,171,863	5,376,942	5,376,942	-5,376,942	0	0
Total	15,171,863	5,376,942	5,376,942	-5,376,942	0	0

Midterm Adjustments to the FY 2015 Budget - Reallocation Adjustment

DOT57000 - Department of Transportation 12001 - Special Transportation Fund

Reallocate Pay-As-You-Go Transportation Projects account to Capital Program

Wally Lugli
860-594-2204

Priority: 0
Creation Date: 10/18/2013

Description and Reason/Measure of Impact

In effort to achieve 5% reduction to agency appropriations, the Department proposes to reallocate the funding for the Pay-as-you-go Transportation Projects account by transferring \$19,700,000 out of the appropriations budget in FY 2015, and establishing a Bond Authorization of \$19,700,000 in FY 2015. It is critical that this item be included on the first Bond Commission agenda of the year so that funding is available early to meet the ongoing needs of the program.

NOTE: This reduction option can only be implemented if funding is provided in the Bond Authorization. Elimination of funding from the Pay-as-you-go Transportation Projects appropriation without corresponding increase in Bond funding would significantly hinder the Department's ability to perform essential highway and bridge maintenance and renewal operations that provide for the continued safety of the traveling public.

Impact of Proposal: As a business matter, this option is difficult to justify. This reallocation option reduces the funding required in the Operating Budget, while providing funds for the Pay-as-you-go Transportation Projects in the Capital Program.

Financials

Account	2013 Actual	2014 Estimated	2015 Base	2015 Adjustment	2015 Revised	2016 Adjustment - Annualized
12518 - Pay-As-You-Go Transportatic	16,763,191	19,700,000	19,700,000	-19,700,000	0	0
Total	16,763,191	19,700,000	19,700,000	-19,700,000	0	0

Midterm Adjustments to the FY 2015 Budget - Revenue Adjustment

DOT57000 - Department of Transportation 12001 - Special Transportation Fund

Increase Permit fees for Oversize/Overweight Vehicles

Wally Lugli
860-594-2204

Priority: 0
Creation Date: 10/18/2013

Description and Reason/Measure of Impact

The Department is proposing increases to permit fees and annual fees for Oversize/Overweight Vehicles traveling on State roads. The proposed updates to the subject fees, which have not changed since 1992, will generate an estimated increase in annual revenue of \$750,000.

Impact of Proposal: The owner or lessee of any vehicle required to carry a permit will be required to pay a greater fee that will be more in line with those of neighboring states.

Revenue

	2013 Actual	2014 Estimated	2015 Base	2015 OPM Adjustment	2015 Revised	2016 Adjustment - Annualized
42859 - Special Vehicle Permits	2,527,190	2,600,000	2,600,000	750,000	3,350,000	750,000
Total Gross Revenue	2,527,190	2,600,000	2,600,000	750,000	3,350,000	750,000

Financials

Account	2013 Actual	2014 Estimated	2015 Base	2015 Adjustment	2015 Revised	2016 Adjustment - Annualized
Total	0	0	0	0	0	0
Total Net Revenue	2,527,190	2,600,000	2,600,000	750,000	3,350,000	750,000

Midterm Adjustments to the FY 2015 Budget - Revenue Adjustment

DOT57000 - Department of Transportation 12001 - Special Transportation Fund

Sponsorship program for Rest Areas

Wally Lugli
860-594-2204

Priority: 0
Creation Date: 10/18/2013

Description and Reason/Measure of Impact

The Department is working with the Federal Highway Administration (FHWA) to develop a sponsorship program for all rest areas. New FHWA guidelines permit the use of sponsorships to directly offset operating costs. Estimated annual income, based on the experience of other states, is \$150,000.

Revenue

	2013 Actual	2014 Estimated	2015 Base	2015 OPM Adjustment	2015 Revised	2016 Adjustment - Annualized
45530 - Private Entity Contrib.	0	0	0	150,000	150,000	150,000
Total Gross Revenue				150,000	150,000	150,000

Financials

Account	2013 Actual	2014 Estimated	2015 Base	2015 Adjustment	2015 Revised	2016 Adjustment - Annualized
Total	0	0	0	0	0	0
Total Net Revenue	0	0	0	150,000	150,000	150,000