

# 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*

## **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.

### **Improvements/Achievements 2010-11**

For the **Bureau of Aviation and Ports**, FY 2010 was a year spent focused on several major organizational and administrative changes, highlighted by a change in governance structure for all six state-owned airports, the expiration of the Master Airline Lease Agreement and the addition of two new low-cost airlines at Bradley.

**Organizational and Administrative Changes** - In FY 2010, the biggest organizational and governance change for Bradley and the five general aviation airports owned and operated by the state in decades, occurred when the Legislature passed a bill creating the Connecticut Airport Authority.

- This 11 Member body will, after a period of transition, have total responsibility for policy, administration, development, marketing and operations of all six of the airports currently owned by the state and operated by the Department. The Department Commissioner is committed to facilitating the transition to the Authority form of governance. Until that occurs, the airports will continue to be operated by the Department.
- In the FY 2010, the Department overhauled the airline business model in effect for Bradley. A two-step process was undertaken in order to replace an outdated business model established in a 30-year old contract with the airlines that expired June 30, 2011. The Department first adopted a regulation addressing airport budget development and the establishment of rates and charges to be assessed to the airlines. The regulation became effective in March 2011 in time for development of the FY 2012 operating budget for Bradley the Department also drafted and negotiated a new short term lease governing the real estate aspects of the business model. This process was completed with execution copies of the new lease provided to the airlines prior to the start of the new fiscal year. As of this date, all of the major airlines at the Airport have executed the contract.

**Planning and Implementing Infrastructure Improvements**- the Bureau is continuing its development of all State-owned Airports and Waterways.

- Bradley International Airport- Bradley completed a Preliminary Engineering Study and 10% Schematic Design for future Terminal Development. The Study and Design completed will provide the level of detail required to complete the future demolition of Murphy Terminal and associated Roadway Viaduct system. The Bureau also completed the sound insulation of 50 homes and is currently working on 50 additional homes to be complete in the spring of 2012 along with the completion of design plans and specifications for an additional 110 homes.
- Bradley also completed the reconstruction of approximately 3 miles of its perimeter roadway system, installation of a new baggage carousel and replacement of aircraft ramp drainage basins. The Bureau also commenced the construction of a new airfield electrical vault, design for the rehabilitation of Taxiway C and the design of a Consolidated Rental Car facility.
- General Aviation- Projects undertaken at the General Aviation Airports include the Purchase and demolition of 17 homes in the Runway18 approach at Waterbury Oxford Airport along with the construction of a new stub taxiway, the reconstruction of the main access drives at Hartford Brainard and Danielson Airport, Updated Minimum Standards for all State-owned airports and completed Master Plan Update for Danielson Airport. The Bureau also commenced the construction of safety area improvements at Groton Airport, design of a new maintenance and Airport Rescue Fire Fighting (ARFF) building at Hartford Brainard Airport, the purchase of an additional 13 homes at Oxford Airport and development plans for all general aviation airports.
- Waterways- the Bureau completed the installation of security fencing, installation of security monitoring system and the construction of new site lighting. The Bureau also completed a State Pier needs and deficiencies study to determine the best future use of the facility. The Bureau also commenced a schematic design and environmental analysis for the future development of the State Pier facility.

**Improvement in the Airline Sector** - The airline industry made headway against the rising cost of fuel and declining economy that plagued them in FY 2008 and FY 2009, and as a result, added new service at Bradley. The service changes, along with the addition of two new low-cost carriers at Bradley led to 13 consecutive months of positive passenger growth for our market.

- Frontier Airlines reinstated service at Bradley after a hiatus of several years, with two daily nonstop flights to Milwaukee. However, the airline has faced significant financial difficulties of its own that forced it to discontinue service in many markets, including Bradley, almost exactly a year after it started. We continue to have dialogue with other carriers to replace this service.
- After years of groundwork and pursuing the carrier, we were successful in convincing JetBlue to come to Bradley. Their initial service offering included four daily departures,

two each to Orlando and Fort Lauderdale. In less than a year, they have increased departures by 50% and increased the number of markets they serve by 100% with the addition of two daily departures, one each to San Juan and West Palm Beach. The key to gaining their commitment serve Bradley at this time was development of a terminal facility incentive program in addition to the Airport's other marketing incentives.

- The Bureau continued its policy of aggressively marketing Bradley, following the multi-pronged marketing program designed to support use of existing air services and to attract new entrant airlines and destinations to Bradley. The results were significant, with the addition of over 60 new weekly departing airline flights which represented an 8.5% increase in the Airport's number of weekly commercial departures.

The **Bureau of Engineering and Construction** managed all programs and projects to maximize federal funds allocated to Connecticut for improvements to all transportation modes.

Major projects undertaken during this period include priority repairs to the Arrigoni Bridge in Portland-Middletown and the replacement of the Moses Wheeler Bridge, on I-95 in Stratford. The repairs to the Arrigoni Bridge are valued at approximately \$20 million and will be complete in 2013. The Moses Wheeler Bridge is one of the longest and most heavily traveled bridges in the state of Connecticut. Its replacement and associated improvements in this section of the I-95 corridor is expected to cost approximately \$300 million. The work is separated into two major phases, the bridge foundations project and the bridge superstructure project. The first foundation project began in September 2009 and is anticipated to be completed in November 2011. The second phase is anticipated to be complete in 2017.

Additional new construction projects commenced during this period include the rehabilitation of the Commodore Hull Bridge (Route 8) in Derby-Shelton; pavement preservation treatments on I-84 in Manchester and New Britain, I-91 in Windsor, and Route 5/15 in Wethersfield. Several state-wide preventative maintenance type projects also began and include bridge joint and bearing replacements on multiple bridges; installation and revision to traffic control signals in numerous towns and cities; replacement of overhead and roadside signs on various limited access highways; and installation of durable pavement markings. These projects are prioritized in the program to maintain and preserve an aging infrastructure as well as making improvements to meet current safety standards.

The largest and most comprehensive transportation Program ever undertaken by the Department is the I-95 New Haven Harbor Crossing Corridor (NHHC) Improvement Program. This multi modal Improvement Program includes both roadway and transit improvements to increase capacity and reduce congestion between New Haven and Branford. This \$2.02 billion program (reduced budget) is entering its seventh year of highway construction. Most of the ongoing construction pertains to the two largest contracts, the construction of the Pearl Harbor Memorial Bridge and the reconstruction of the I-95/I-91/Route 34 Interchange. The new Pearl Harbor Memorial (Q) Bridge is nearly 47% complete. The new northbound half of the Q-Bridge will open to traffic in the fall of 2012. The entire bridge project will be completed in September

2015. The reconstruction of the I-95/I-91/Route 34 Interchange began in spring 2011. This five year, \$357 million project, is scheduled for completion in the fall of 2016, marking the end of the I-95 NHHC Corridor Improvement Program.

Other major construction projects that continued this period include the upgrade of the New Haven and East Bridgeport Rail Yards and Facilities; construction of the new West Haven Railroad Station; bridge rehabilitation and catenary system installation and improvements along the Metro-North rail system; station improvements along the Metro-North, Amtrak and Shoreline East rail lines; resurfacing and safety improvements on I-95 in East Lyme; repairs to the I-84 Aetna Viaduct in Hartford; the replacement of the

Amtrak Railroad Bridge over Route 1 in Branford; resurfacing and safety improvements along Route 15 in Fairfield and Trumbull.

Significant projects that have been completed or substantially completed during this period are the reconstruction of Route 7 in Danbury and Wilton; the relocation of Route 72 in Bristol; the construction of a bus facility in New Haven; the new Fairfield Metro rail station with 1400 parking spaces; emergency repairs to the Putnam Bridge in Glastonbury-Wethersfield and various other safety and operational improvements throughout the State.

This period, the Department completed the design effort of the New Britain to Hartford busway and construction is anticipated to start in late 2011. Also scheduled to start in 2012, is the Putnam Bridge rehabilitation that will maintain the structural integrity of the bridge and also provide for a bike/pedestrian path in the future. The Westbrook Shore Line East rail station will start construction in 2012 as will various improvements at Bradley International Airport and other general aviation airports.

The New Haven-Hartford-Springfield (NHHS) rail project 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. With funding from the new federal High-Speed Intercity Rail Program and state bond funds, the NHHS Rail Project 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 Project 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. \$70 Million in Federal funds was obligated, with the Environmental Assessment to be completed by November 2011. Phase 1 of the Program is moving into the final design stage. Ground breaking for rail siding construction will begin this winter. The program is currently on time and on budget, with service scheduled to launch in 2016.

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, 900 traffic signal mast arm supports, and 400 span pole structures. Bridges are typically inspected at two-year intervals; however, some bridges are inspected more frequently due to significant structural deterioration. This critical function helps to ensure the safety of the

traveling public through the identification of bridge deficiencies and needs in a systematic and timely manner.

The Department's Office of Rights of Way completed 259 acquisitions of real property for various projects at a cost of \$11.5 million. A total of 93 relocation payments were made to displaced residential and business owners and tenants at a cost of \$564,357. Some 39 parcels of State land were sold during the year producing \$3.7 sales revenue. Long- and short-term leases of State highway property produced \$1.6 in rental income.

The Department's Utilities Section and the Office of Construction are continuing their efforts to ensure the cost of impacts of the newly installed underground 345 kilovolt (kV) transmission facilities incurred by the Department to resolve the conflicts within State's projects will be reimbursed to the State by either the United Illuminating Company or The Connecticut Light and Power Company (CL&P). Additionally, CL&P has submitted to the Department for review their proposed Development and Management (D&M) Plans for the construction of approximately 2.7 miles of new overhead 345 kV transmission line within an existing right-of-way from Manchester to Meekville Junction in Manchester (Docket 370A-MR) which will be crossing various state roads. The D&M Plans were reviewed and approved by the Department. This transmission project is part of the New England East-West Solution. CL&P's multi-billion dollar transmission projects have placed Connecticut at the forefront in resolving existing problems with the regional transmission system attaining national and regional reliability standards, thus assuring the adequacy and availability of electric power.

The Bureau of Engineering and Highway Operations continued to manage all programs and projects to maximize federal funds allocated to Connecticut for improvements to all transportation facilities. Significant projects include: Route 6 in Brooklyn; Devon Bridge in Milford; Amtrak bridge over 372 in Berlin; New Haven Rail Yard – Phase I – Running Repair Shop; the replacement of the Route 15 bridge over the Housatonic River (Sikorsky Bridge), Stratford; the reconstruction of I-95 in Bridgeport; and the reconstruction of I-95 in East Haven (Contract C1). These projects have been substantially completed. Major projects underway include the reconstruction of Route 7 (Brookfield Bypass); the reconstruction of Route 7, New Milford; the reconstruction of I-84 in Waterbury, Cheshire and Southington; the reconstruction of I-95, Interchange 42, West Haven; the reconstruction of I-95 in New Haven – (Contract C2); the reconstruction of the Madison Railroad Station Platform; and various safety and operational improvements throughout the state.

The largest capital program within the Department's current plan is the I-95 New Haven Harbor Crossing Corridor Improvement Program. The Program includes both roadway and transit improvements to increase capacity and reduce congestion between New Haven and Branford. A new commuter railroad station at State Street in New Haven was opened in 2002, and the Branford portion of the highway reconstruction was completed in 2004. The reconstruction of I-95 in the East Haven portion of the highway is completed and a soil preloading and advance utility contract at the I-95/I-91 Interchange is completed as well. The reconstruction and widening of I-95 east of the Quinnipiac River Bridge is well underway and is anticipated to be completed by June 2008. The Department received no bids for the construction of the new Pearl Harbor Memorial Bridge when the bids opened on December 20, 2006. The

Department is re-packaging this project and the I-95/I-91 Interchange project to reduce the size and scope to better elicit bids. The advance breakout projects will commence in 2007 and 2008, and the major projects will follow in the later years. The entire New Haven Harbor Crossing Corridor Improvement Program is estimated to cost \$1.95 billion and will be completed in late 2016.

The Department is also developing a preliminary design for a new transit system, the New Britain-Hartford Busway. This new transit system will provide a direct connection along a new fixed guideway between downtown New Britain and downtown Hartford. Up to 10 intermediate station stops are planned along the Busway route. The Department received approval from the Federal Transit Administration to begin final design in October 2006. The design of the Busway is presently underway and is expected to be complete by 2008. Construction is expected to start in 2009 and take approximately four years, resulting in an anticipated revenue operations date for the bus rapid transit system of 2012.

The Department's Bridge Safety and Evaluation Section continued to execute its ongoing bridge inspection program. This critical function ensures the safety of the public by identifying bridge deficiencies and rehabilitation needs in a systematic and timely manner.

The Department's Utility Section has taken the lead coordinating and facilitating the \$2 billion installation of Northeast Utilities and United Illuminating 345 kilovolt underground transmission lines. This project impacts more than 40 miles of state right-of-way and is within state highways such as Route 7 and Route 1. The Section has worked closely with the Connecticut Siting Council and the Department of Public Utility Control on this project. Extensive coordination has been required to ensure that safety and traffic concerns are properly and cost-effectively addressed for this massive and unique undertaking. Connecticut has become a world leader in underground transmission facilities.

**The Office of Maintenance and 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 61 state agencies. With respect to snow and ice control, there were 15 winter storms which required the use of 179,232 tons of sodium chloride and 1,130,200 gallons of liquid calcium chloride and 0 cubic yards of sand abrasives applied by 632 state trucks and 214 contracted trucks. Maintenance of existing roadways included 240.65 miles of vendor-applied bituminous concrete overlay. In addition 7,073 feet of drainage pipe was installed along with 827 drainage structures. During the past year, maintenance repairs were performed on 825 of the 3,831 state-maintained bridges through the combined efforts of Department personnel and contractors. The Traffic Services Units painted 4,399 2-lane miles of center lines and lane lines; erected 2,068 new traffic regulatory, warning and directional signs; renewed or 6,607 existing signs; continued maintenance of 3,026 traffic signals and 3,609 miles containing 22,060 of state maintained highway illuminating lights; and installed 3 new traffic signals and 106 signal revisions.

There were 3,609 highway encroachment permits issued. The Oversize/Overweight Permits Unit collected \$2,516,306.90 for the issuance of 81,533 oversize/overweight permits, 294 radioactive permits and 193 industrial permits.

The Department's computerized traffic control signal systems include a total of 951 traffic signals on 59 major arterials in 54 municipalities.

The Newington and Bridgeport Operations Centers monitor 311 highway cameras and operate 129 variable message signs and 14 highway advisory radio stations. The Operations Centers responded to a total of 2,935 reported incidents on the state's limited access highway system. The Department's Connecticut Highway Assistance Motorist Patrol (CHAMP) Program provided highway assistance to a total of 12,240 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 9,868 motorists.

**The 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 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 843 projects releasing over \$23 million in federal funding, including 344 projects and \$11.5 million in SFY 2011. Our goal for SFY 2012 is 300 projects.

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, the percentage of inactive federal funds was reduced to below 5 percent by June 2010. This approximate level was maintained throughout FFY 2011, with 4.3 percent being reported as of the end of August 2011. For the period June 1, 2011 through May 31, 2012, the FHWA has set the goal of maintaining an inactive percentage at or below 4 percent and reducing the number of inactive projects by 10 percent. By continuing to work with the project managers to proactively manage project fund balances, and ensure that projects move to the close-out process as appropriate, the Department anticipates achieving the new goals set by FHWA for 2012.

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 2011, 93 percent of all of the Department's awards met this target, in comparison to 87 percent being awarded in less than 60 days in FY 2010. To date the Contracts Unit's best performance year is 93 percent for FY 2011, as compared to 7 percent and 9 percent for FY 2007 and 2008 respectively.

The Department entered into a 35 year Concessions Agreement with a new operator during SFY 2010 to operate the 23 Service Plazas located on I-95, I-395 and Route 15. The Concessions Agreement requires the operator to redevelop the 23 plazas by May 2015. The redevelopment calls for the knock-down and rebuilding of three locations and extensive renovations at the remaining locations. To date, the North Haven locations have been redeveloped and reopened and the Milford locations are scheduled to reopen in early 2012.

The Office of Information Systems is responsible for the Department's computer network infrastructure, network servers, computers, telecommunications and all Department computer applications. During Fiscal Year 2010-2011, the Office of Information Systems developed an in-house application known as STARS (State Tracking Automated Request System) to provide automated workflow efficiencies throughout the Agency; completed the implementation of the ProjectWise Electronic Content Management System for Engineering, which improved the efficiency and quality of Engineering project processes and implemented High Definition Video Conferencing solutions, which allow meetings to be held without the associated time and expense of travel.

**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, aviation, maritime, rideshare/commuter parking facilities, bicycle and pedestrian. Documentation of proposed alternatives with environmental analyses is prepared 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, intercity passenger rail and aviation.

Major planning studies initiated by the Bureau include the Hartford – Brainard Airport Master Plan Update and the New Haven Rail Line. The Waterbury and New Canaan Branch Lines Study Phase 1, the I-84/Route 8 – Waterbury Interchange Needs and Feasibility Study, and the Route 8 Interchange 22-30 Deficiencies and Needs Study were completed. The Bureau also prepared a Reevaluation of the Long Wharf Draft Environmental Assessment and the Final Environmental Impact Statement/Final Section 4(f) (FEIS/Section 4(f)) for the Interstate 95 (I-95) New Haven Harbor Crossing Improvements addressing necessary modifications to improve the weave distance between the I-95 Northbound on-ramps from Long Wharf and the I-95 to Route 34 westbound off-ramp.

Continuing major studies include the Groton – New London Airport Master Plan; Interstate 84 (I-84) Waterbury – Danbury Environmental Impact Statement; Danbury Rail Branch Electrification Study (Phases I and II); and the Route 15 at Interchange 59.

Deficiencies and Needs Study (Woodbridge and New Haven) and an Environmental Assessment/Environmental Impact Evaluation for the Orange Railroad Station.

The Bureau administered programs during the 2010-2011 fiscal year for commuter parking facilities, pedestrian access, bicycling, and Safe Routes to School (SRTS). SRTS provides support for local infrastructure projects and educational training for bicycle and pedestrian safety. The Bureau has assisted with the administrative functions of the legislatively established CT Bicycle and Pedestrian Advisory Board.

The Bureau continues to publish performance measures and targets for bridge and road conditions, congestion management, project delivery, highway safety, recycling, along with rail, bus and airport operations. These measures are updated quarterly and placed on the Department's performance measures webpage for public access.

The Bureau of Policy and Planning published the 2011 Master Transportation Plan, updated various transportation planning-related documents and documentation required by the Federal Highway Administration, and provided extensive support in preparing the Transportation Strategy Board's mandated reports on Connecticut's Transportation Strategy.

Bureau staff represents the Department on sub-committees of the Governor's Steering Committee on Climate Change and provides technical support and coordination concerning transportation programs and projects related to the reduction of greenhouse gases and adaptation to the effects of climate change. Bureau staff also represented the Department at a meeting on the process and state agencies' roles in updating the State's Plan of Conservation and Development and conducted research on criteria used by states, metropolitan planning organizations and other organizations that have developed criteria to award grants for smart growth, planning and facilitation grants for transit-oriented development projects.

The Bureau is preparing a joint Federal Environmental Assessment/State Environmental Impact Evaluation (EA/EIE), which will address any potential impacts resulting from the proposed High Speed, Intercity Passenger, and Regional Rail Service improvements along the New Haven-Hartford-Springfield rail corridor. Approval of this EA/EIE is a critical step in obligating the federal funding already awarded to Connecticut under the American Recovery and Reinvestment Act (ARRA) and advancing these rail improvements. The Bureau was involved in the preparation of grant applications, including the development of the 2030 Vision for High Speed and Intercity Passenger Rail Service in New England and updating the Highway Traffic Noise Abatement Policy for Federally-funded projects.

The Bureau is also involved in the efforts being undertaken to move forward with the completion of Route 11. The department is undertaking concurrent finance, 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.

The Bureau developed a Memorandum of Understanding (MOU) with the Department of Energy and Environmental Protection (DEEP) regarding implementation of Flood Management Certification for programs administered by the Department. This MOU has streamlined the Flood Management Certification process and avoids the duplication of effort within the two agencies for numerous projects.

The Bureau also coordinates 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 performs inspections of active construction sites to ensure compliance with permit conditions.

The Bureau also updated the existing 2010 Statewide Transportation Improvement Program (STIP) throughout the year and is in the process of developing the Draft 2012-2015 STIP. The Bureau is continuing its investigation into the use of an electronic Statewide Transportation Improvement Program to facilitate project approvals between the Department, the RPOs and federal agencies. The Bureau has updated the Title VI Process Review: "An Examination of Title VI Compliance in the Metropolitan Planning Organizations and Rural Planning Organizations of Connecticut." The Bureau will be going out to the regional agencies in early 2012 to further discuss any identified areas of deficiency in each region's Title VI practices. The Bureau has updated the Transportation Enhancement Program guidelines and the Congestion Mitigation Air Quality Program guidelines in cooperation with the Federal Highway Administration and the Regional Planning Organizations throughout the state for a statewide solicitation to occur in the fall of 2011. The Bureau is also investigating allowing the Indian Tribes in Connecticut to add specific state routes to their Indian Roads Reservation Inventory. This will allow those state routes to be eligible for federal IRR funds.

Air quality conformity model runs were completed for various transportation projects to assure compliance with the Clean Air Act emission goals. Staff has been coordinating with Department of Energy and Environmental Protection in the development of new statewide Motor Vehicle Emission Budgets as a result of the impending conversion to the new Environmental Protection Agency Air Quality emission software requirement. The Bureau also administers an ARRA funded diesel retrofitting program for off-road construction vehicles and equipment on construction projects aimed at reducing diesel emissions in New Haven and Fairfield Counties. This program is funded through an ARRA grant administered by the Connecticut Department of Energy and Environmental Protection. The Bureau is also in the process of developing a 'Transit Score' methodology as a potential policy tool to assess the transit friendliness and prospective transit usage of various travel corridors.

The Bureau provides Geographic Information System software and application development support for the Department. 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 will support many high level initiatives such as evacuation planning, emergency response, capacity planning, oversized and overweight permitting and routing analysis.

In addition, the Bureau maintains the State's traffic counting program, accident records 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 prepares an annual planning document, which addresses a set of highway and traffic safety problems with the goal of reducing fatalities and injuries as the result of motor vehicle crashes on Connecticut's roads. These traffic safety program areas include Impaired Driving, Occupant Protection and Child Passenger Safety, Police Traffic Services, Motorcycle Safety, Roadway Safety and Traffic Records.

In December of 2009, the State of Connecticut was one of two states in the country to be selected for participation in a national Distracted Driving Demonstration Project. The first of its kind project involved both observation and enforcement to attempt to measure the effects of High Visibility Enforcement on hand-held cell phone use by drivers in the Hartford area. The project was applied for and awarded to Connecticut's Governor's Highway Safety Office in the form of a \$350,000 grant meant to fund public awareness campaigns and overtime enforcement in high visibility "WAVES" fashioned after the successful "Click it or Ticket" program. The Distracted Driving Enforcement Program known as "Phone in One Hand. Ticket in the Other" spanned just over 18 months and recorded significant changes in driver behavior. Driver's using hand held cell phones while driving dropped 57% in Hartford from 6.8% to 2.9%. Connecticut's successes in this program are being developed into a national model used by the National Highway Transportation Safety Administration for all states.

**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. Ridership has been stable growing this year to slightly lower as commuters and discretionary riders who were affected by the overall economic situation which has negatively impacted all modes of travel. have begun to return as the economy has improved and gasoline prices have remained at high levels for much of the period.

Rail ridership grew by 3.0 percent on the New Haven Line which corresponds to an increase of an additional 1.1 million riders when compared to fiscal year 2010 totals. Rail ridership grew by 7.9 percent on Shore Line East with significant ridership growth both weekdays and weekends.

Rail ridership grew by 3.4 percent on the New Haven Line over the first six months of fiscal 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 fiscal 2009 (generated by new weekday and weekend service) and increased 10.0 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 midday 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.

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

Funds made available through the ARRA are being used to support 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 was up down by about % over the course of the 2010-2011 fiscal year as the economy stabilized and began a slow recovery. No significant service additions or reductions were implemented during the last year.

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

1. Completion of the design for the New Britain-Hartford Bus Rapid Transit system, including submission of a request for a Full Funding Grant Agreement from the Federal Transit Administration.
2. Completion of construction and occupancy of a new bus maintenance and storage facility in Hamden for use by the New haven Division of the CTTransit bus system.
3. 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.
4. Introduced a new fleet of articulated transit coaches – the first in Connecticut, and expanded the fleet of hybrid diesel-electric buses and fuel-cell powered buses.
5. 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.
6. Began construction of priority improvements at New Haven Line train stations (ARRA construction project).
7. Continued inspections and condition studies for New Haven Line rail bridges.
8. Continued the track maintenance program, bridge timber replacement program, and railroad bridge maintenance program on the New Haven main line and the three branches.
9. Began deployment of the new M8 rail cars in scheduled New Haven Line revenue train service after an extensive testing program. .
10. Continued new signal system construction from State Line to Greenwich on the New Haven main line.
11. Completed construction of new locomotive Fueling Facility in New Haven. Began construction of the Component Change-Out Shop which will be the main facility for M8 rail car inspections and maintenance in the New Haven Yard Complex.
12. Construction nearing completion for the new Fairfield Metro Station. This project will include parking for approximately 1400 cars.

13. Began construction of a new train station in West Haven, which will include over 700 parking spaces. This project also includes restoration of 5 miles of New Haven main line track.
14. Continued the Environmental Assessment for a new station in Orange.
15. Continued the design of the rehabilitation of the Walk movable bridge (over the Norwalk River) and replacement of the Saga movable bridge (over the Saugatuck River) on the New Haven Line.
16. Continued structural feasibility studies for the rehabilitation of the Devon (over the Housatonic River) and Cos Cob (over the Mianus River) movable bridges on the New Haven Line.
17. Began construction of the Centralized Traffic Control (CTC) signal project on the Danbury Branch.
18. Completed construction of a new 300-space parking lot at the Branford station on Shore Line East.
19. Participated in development of costing methodology for Amtrak state corridors as required by the Passenger Rail Investment and Improvement Act of 2008.
20. Worked with Amtrak on the high-speed upgrade of the New Haven-Hartford-Springfield Line. Also, includes working with the Federal Railroad Administration for high-speed grants.
21. Continued the 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.
22. Completed an agreement with United Illuminating to construct electric supply station in New Haven for operation of the New Haven Line service. Construction has begun on this facility.
23. Continue to work with freight operators to upgrade state-owned infrastructure.
24. Developed and initiated boat monitoring study at movable bridges east of New Haven for rail service expansion options. Monitoring study focused on impacts of movable bridge closings to marine traffic.