Testimony of Roy Merritt, Jr., P.E.

On behalf of
The Connecticut Society of Civil Engineers (CSCE) Section of the American Society of Civil Engineers (ASCE)

Before the Finance, Revenue and Bonding Committee

Regarding the following:

Bill: ***Senate Bill No. 876*** *– AN ACT AUTHORIZING AND ADJUSTING BONDS OF THE STATE FOR CAPITAL IMPROVEMENTS, TRANSPORTATION AND OTHER PURPOSES*

Bill: ***House Bill No. 877*** *– AN ACT CONCERNING REVENUE ITEMS TO IMPLEMENT THE GOVERNOR'S BUDGET*

CSCE Position: Opposed to:

- Omission of General Obligation Bonds for Transportation in SB 876
- Expansion of Sales Tax to Engineering and Other Professional Services in SB 877
- Freeze of the Scheduled Car Sales Tax Diversion from the General Fund to the Special Transportation Fund at 8% in SB 877

March 15, 2019

Dear Senator Fonfara, Representative Rojas, Senator Wilkos, Representative Davis and members of the Committee,

My name is Roy Merritt, Jr., and I am a licensed Professional Engineer in the State of Connecticut. I am submitting this written testimony on behalf of the Connecticut Society of Civil Engineers (CSCE) Section of the American Society of Civil Engineers[1] (ASCE), where I serve as Chaiman of their Legislative Affairs Committee. CSCE submits this testimony in **opposition to** several provisions within Senate Bill No. 876 – AN ACT AUTHORIZING AND ADJUSTING BONDS OF THE STATE FOR CAPITAL IMPROVEMENTS, TRANSPORTATION AND OTHER PURPOSED and Senate Bill No. 877 – AN ACT CONCERNING REVENUE ITEMS TO IMPLEMENT THE GOVERNOR'S BUDGET. Of particular concern to CSCE are the following three provisions within the two bills.

- Omission of General Obligation Bonds for Transportation in S.B. No. 876.
- Expansion of Sales Tax to Engineering and Other Professional Services in S.B. No. 877.
- Freeze of the Scheduled Car Sales Tax Diversion from the General Fund to the Special Transportation Fund at 8% in S.B. No. 877.

S.B. No. 876:
CSCE is opposed to the omission of $250 million of General Obligation Bonds that were previously dedicated to transportation that were not included in S.B. No. 876. This bonding was previously agreed to in a bipartisan fashion last year per Section 41 of PA 18-178. These funds could be used to supplement the Special Tax Obligation Bonds supporting the current capital program planned by the Department of Transportation.

The elimination of the $250 million of General Obligation Bonds in S.B. No. 876 will have severe negative impacts on the current transportation capital program and adversely impact both economic activity and quality of life in Connecticut. Currently the Department of Transportation has a capital program that requires at least $825 million annually, with this amount of bonding programed each year. In addition, there are additional opportunities for more state and local projects to advance using the balance of the General Obligations Bonds during the time period. Additional investments in transportation would benefit the State's economy and business climate, and offer improvements to public safety.

The omission of the $250 million in General Obligation Bonds will reduce the number of new projects the Department of Transportation can advance in the coming years. We have attached an analysis prepared by the Department of Transportation, which details the resulting negative impacts that could result due to the omission of the subject bonding.

S.B. No. 877:
CSCE is opposed to the expansion of sales tax to engineering and other professional services that is included in S.B. No. 877. In particular, expanding the sales tax to engineering services would have the following adverse effects:

- A sales tax on engineering services would increase the cost of construction projects in Connecticut. These increased costs would discourage businesses from expanding or relocating to Connecticut.
- The expansion of the sales tax to engineering services would also increase costs associated with housing and residential construction, impacting the real estate market and making housing less affordable for Connecticut's residents.
- A sales tax on engineering services is extremely complicated to administer for states and taxpayers, as the multi-state nature of engineering service providers and their customers, which makes it difficult to determine where, when and how the engineering services take place. When Connecticut taxed engineering services approximately 25 years ago, the Department of Revenue Services recommended elimination of the tax on engineering services in part due to the complexities in administering the sales tax.
- Expanding sales tax to cover engineering services would result in Connecticut's engineering firms being more costly than their competitors in surrounding states which do not place a sales tax on these services - putting our local professional in the engineering industry at a competitive disadvantage. This would likely result in loss of work and fewer jobs for engineers in Connecticut and lower income tax receipts for the state.

- A sales tax on engineering services discriminates against small and minority-owned businesses, as these smaller firms often have a need to outsource engineering services that would be taxed, while larger firms and corporations with in-house engineering expertise could perform these services without being subject to the sales tax.
- The expansion of sales tax to engineering services would result in Connecticut being the only state in the northeast taxing professional services, and only the 4th state in the country taxing professional services. Connecticut already has a reputation of being very unfriendly to businesses. Expanding sales tax to engineering services would further degrade Connecticut's anti-business reputation.

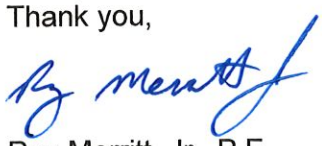
In addition. CSCE is opposed S.B. No. 887's proposed freeze on the diversion of the car sales tax from the General Fund to the Special Transportation Fund (8 percent as provided for in Section 14(K) and Section 16(K)). The loss of revenue to the Special Transportation Fund is estimated to be at least $850 million over a five year period.

Just over a year ago, inadequate revenues for the Special Transportation Fund created a crisis where the state faced bus and rail fare increases, service cuts, and the deferment of approximately 400 transportation projects because the coverage ratio to support a Special Tax Obligation Bond sale fell below 2 percent in the fifth year. At that time, the General Assembly passed a bipartisan measure to advance the diversion of car sales tax monies from the General Fund to the Special Transportation Fund to provide several years of adequate funding and avoid the projected fare increases and service cuts, and prevent deferments in the transportation capital program.

Capping the diversion of the car sales tax to the Special Transportation Fund would effectively undo the bipartisan achievements of the previous General Assembly. More importantly, it would destabilize the Special Transportation Fund and lead to future fare increases, cuts in service, and postponement or cancellation of critical and important transportation projects.

CSCE asks that the members of the Committee seriously consider the three concerns we have detailed in our testimony as you deliberate in the coming weeks. CSCE has previously detailed the state of infrastructure in Connecticut – giving it an overall grade of C- (i.e., mediocre but at risk of falling to poor) in the 2018 Report Card for Connecticut's Infrastructure. We look forward to working with the Legislature on the important issues of developing sustainable revenue sources for the Special Transportation Fund and improving Connecticut's transportation systems.

Thank you,



Roy Merritt, Jr., P.E.
Burlington, CT

Connecticut Society of Civil Engineers
Section of the American Society of Civil Engineers

Mr. Merritt serves as Chairman of CSCE's Legislative Affairs Committee

[1] ASCE was founded in 1852 and is the oldest national civil engineering organization. It represents more than 150,000 civil engineers (over 1,600 in Connecticut) in private practice, government, industry and academia who are

dedicated to the advancement of the science and the profession of civil engineering. ASCE is a non-profit educational and professional society organized under Part 1.501(c)(3) of the Internal Revenue Code. CSCE is a 100% volunteer organization.

Bond Reduction Impacts to the DOT Capital Plan

On November 13, 2018 the Department of Transportation released its $12.1 billion five-year Capital Plan covering fiscal years 2019-2023. The Capital Plan includes all modes of land-based transportation. The Department anticipated a robust capital program in 2019 totaling well over $2 billion, including 65-75 new projects valued at $550-700 million. The list of projects comprising the Capital Plan and the accompanying narrative can be found at:

https://www.ct.gov/dot/lib/dot/documents/dcommunications/press_release/capital_plan/capital_plan_report_2019-2023.pdf

https://www.ct.gov/dot/lib/dot/documents/dcommunications/press_release/capital_plan/capital_plan_intro_2019-2023.pdf

The Department has been asked to consider reducing its capital program to fit within a reduced bonding program. The revised STO bonding limits were proposed at $750 million for 2019, and then at $800 million per year until 2023 when toll revenues would presumably supplement existing STF revenue and allow for a larger capital program. No GO bonding is anticipated to support the Department's programs.

These bonding limits would have significant impacts on our Capital Program, severely constricting the number of new projects that advance in the current, and future years. More information regarding these impacts is outlined in the analysis below.

This analysis is divided into 7 sections as follows:

1. Funding existing contracts and commitments
2. Funding new projects and ability to obligate all available federal funds
3. State-of-good-repair needs
4. Deferred projects and deferred maintenance
5. Risks
6. Impacts to others
7. Anticipated new revenue from tolls

Funding existing contracts and commitments

Based on the current 5-Year Capital Plan, and the cumulative effect of all prior year project commitments, STO Bond expenditures are anticipated to be in the $850-$900 million range for FFY 2019, and growing to $1.4 billion by FY 2023. In FY 2019, and future years to a lessening degree, **the bulk of these expenditures will be associated with payments for prior year**

commitments - projects already underway. This means that **imposing the proposed bonding caps would severely limit the funding available for new projects** the Department plans to start in FY 2019 and future years.

Note that while the amount of funds budgeted for ongoing projects is a known quantity, exactly when these funds will be expended is an estimate. See the analysis below, which we believe provides a reasonable cash flow projection for ongoing projects, and the resulting balance of funds that will be available for new projects under the proposed bonding caps.

Projection of Cash Flow for STO Project Budgets Existing as of 10/1/18

	As of Oct 1, 2018 Sum of Budget Balances
Fund 13033	$2,619,773,343
Est. to be expended	95% [1]
Adjusted Total	**$2,488,784,676**

Fiscal Year	CORE Budgets as of 10/1/18	Est. Exp. for Prior Year Projects	Est. Budget At End of Year	% of Budget Balance Expended	Proposed Bond Sale Cap	Avail. For New Projects
2019	2,488,784,676	696,859,709	1,791,924,966	28%	750,000,000	53,140,291
2020	1,791,924,966	597,308,322	1,194,616,644	24%	800,000,000	202,691,678
2021	1,194,616,644	497,756,935	696,859,709	20%	800,000,000	302,243,065
2022	696,859,709	398,205,548	298,654,161	16%	800,000,000	401,794,452
2023	298,654,161	298,654,161	0	12%	800,000,000	501,345,839
				100%		

[1] Adjusts for an estimated 5% of project budgets that will never be expended

Funding new projects and ability to obligate all available Federal Funds

With limited cash available to finance projects currently being advertised, or planned to be advertised in the coming years, the **first priority will be future projects programmed with federal funds.** In order to ensure that the approximate $750 million of federal funds are fully obligated on an annual basis, an estimated $135 million of state bonds are required as a match. It is likely that very few projects, other than those in the federal program, will be advanced in FY 2019, and a full analysis will need to be undertaken to determine what can be afforded within the cash flow available for FYs 2020-2023.

Projects most at risk are the state-funded projects, which include all of our grant programs (LOTCIP, Local Bridge, Town Aid Road, and Community Connectivity) and our preservation program (Vendor-in- Place (VIP) for pavement and Bridge Repair Units (BRU) for bridges). Also at risk are the other 100% state funded programs (Let's Go CT Ramp Up, FIF Roadways, FIF Bridges, and Capital Resurfacing), along with many 100% state funded Public Transportation projects. Determining exact projects that cannot advance would entail a similar analysis to that undertaken during SFY 2018 in response to the STF solvency issue, whereby approximately 300 projects, totaling $4.2 billion were put on hold.

Attached is a list of projects that have been advertised, but not yet awarded, which will be reviewed to determine whether they need to be delayed, pending a decision regarding a bonding cap. This includes the Charter Oak/I-91 NB Interchange 29 project, as well as the Clinton Railroad Station, numerous bridge rehabilitations, and a pavement preservation project. The attached Advertising Report includes the projects the Department plans to advertise in the next year, based on available federal and state authorizations. The imposition of a bonding cap at $750 million for FY 2019 and $800 million for the coming years means that many of the projects included in these lists will need to be delayed several years.

State-of-good-repair for transportation infrastructure

The Department has developed a Transportation Asset Management Plan (TAMP) for 6 asset classes for highway infrastructure. The TAMP uses deterioration curves based upon historical data to predict future asset condition. Different investment strategies can then be applied to the model to show expected outcomes. Projections for 3 investments strategies (no funding, current strategy of $375 million per year, and a preferred strategy of $875 million per year) were developed for each of the 6 asset classes. Performance projections for each asset are attached.

As mentioned above the proposed bonding limits may limit the capital program primarily to the state-matched federal program for the next several years. This will mean a significant funding reduction from the current investment strategy assumed in the TAMP and render the preferred strategy unobtainable until new revenues are found. Most importantly, the condition of the state's transportation infrastructure will continue to deteriorate. **More than 15% of the state's bridges are currently and will remain in poor condition, increasing to 20% in poor condition by 2025. For pavements, approximately 10% of the non-interstate state roads are in poor condition today. By 2025, 15% of these roads will be in poor condition.** The deterioration rates for the other asset classes are comparable, if not worse. The Let's Go CT! initiative targeted about 2/3 of the program ($2 billion per year) towards state-of-good-repair projects. Data from the TAMP confirms that this figure was not far off.

Deferred Maintenance and Deferred Projects

Assuming the Department is able to continue to provide the state match for the federal programs, the focus of the federal program will pivot to primarily a system preservation and state-of-good-repair program. The size of the federal program for highways and transit is approximately $750 million per year. The state match is typically 20% of the total project cost resulting in an overall federal program of nearly $1 billion per year. Not all of these funds can be used for state-of-good-repair projects, but for argument sake say that were the case. At $1 billion per year of available federal funds, a shortfall of $1 billion remains toward the $2 billion annual need. The deferred maintenance will accumulate until new revenue is found and new programs are initiated to address this unmet need. **By 2023 the deferred maintenance cost will approach $5 billion.**

As discussed above, the bonding limitations will eliminate most, if not all, of the state funded programs. Some of the preservation needs may be addressed through federally funded projects, however there are many state-only funded improvement projects which address congestion or improve safety which will not advance. As mentioned above, during late 2017 and early 2018 when the STF solvency was at risk, the Department undertook a comprehensive review of all projects under development and placed approximately 300 state-funded projects valued at $4.2 billion under review for possible delay or cancellation. A similar effort would be required in this instance, with similar effect. **Deferred projects would likely total $4 to $4.5 billion.**

Risks

If the Department were required to redirect its federally funded state-matched program to address primarily state-of-good-repair projects, a number of current projects would be cancelled or deferred. In such instances there may be **payback obligations to the federal government which could total $100 million, or more**. In particular, the Walk Bridge Program is funded through a mix of state and federal dollars. This $1 billion program may not be affordable under the proposed bonding limitation, which potentially may require repayment of approximately $50 million of federal funds expended to date. This is just one example.

Impacts to Others

With the passage of the Let's Go CT! and Ramp Up legislation the engineering community and construction industry have been building capacity to deliver an expanded capital program. **Restricting the size of the Department's capital program for 4 or 5 years would have a devastating effect on our industry partners**. It may take years to recover from the impact of the lost talent and reduced industry capacity, even if additional revenue is provided in the future.

The Department has many stakeholders. As part of its project development process public outreach is conducted at various times. Abandoning projects during project development breaks the public trust and injures the Department's reputation. On a larger scale, the November 2018 election overwhelmingly endorsed a Lock Box for transportation funds. The current proposal would seem to be inconsistent with the Lock Box election results.

New STF Revenue

Under the proposed bonding scenario there will be an increasing volume of deferred maintenance and backlogged projects which will accrue until such time as additional revenue is identified for the STF. The Department has considered the potential of tolling of limited access highways to provide such a revenue stream. Preliminary study has shown that a tolling program for I-95, I-84, I-91 and portions of Route 15 could yield significant revenue. The development

costs for such an extensive toll system are significant – approaching $300 million. The time to plan, gain regulatory approvals, design and construct a toll system has been estimated to take 4 years, with partial revenue service in Years 5 and 6. Full revenue operations would be achieved in Year 7. The net revenue from toll operations has been estimated at approximately $146~~50~~ million in Year 5, $66~~7~~0 million in Year 6, and $841~~0~~ million in Year 7 (and thereafter). Note: the net revenue figures do not include debt service which had not been calculated at this writing. ~~are cash in the STF which potentially could be leveraged to a larger amount through a bonded program.~~

Additional STF revenue will allow for increased bonding capacity which, in turn, will allow the Department to expand its capital program to begin to address the deferred maintenance and backlogged projects. It will take some time for the industry to increase capacity to deliver the expanded program. Alternative contracting may allow some of the work to be expedited by attracting resources from outside CT. Nevertheless **it is estimated that at least 3-5 years will be required to address the deferred and backlogged work**. During that time major initiatives will be advanced from planning to final design. It is expected that **revenues of $850 million per year would allow major transportation initiatives to move forward**. Obviously, not all projects would move forward simultaneously, but rather would be prioritized and sequenced in an orderly fashion. A list of major transportation programs and initiatives that toll revenues might enable is attached.

				Annual System Operator Cost $79,000,000						Annual Revenues	
ary & Fringe	$120,224,000 Gantry Capital Cost	$80,960,000 Fiber Capital Cost	$18,000,000 Roadside Host & Civil Design Costs	$7,900,000 Roadside Equipment Cost	$71,100,000 Back Office Operators Cost	Debt Service	Project Development Cost (bonded)	Capital Costs (bonded)	Operating Cost	$929,100,000 Gross Revenue	$825,300,000 Net Revnue (not including annualized capital cost)
$0.00	$0	$0	$0	$0	$0		$1,000,000	$1,000,000	$0	$0	
52,068.29	$0	$0	$0	$0	$0		$4,052,068	$4,052,068	$0	$0	
00,305.22	$0	$0	$0	$0	$5,332,500		$12,132,805	$12,132,805	$0	$0	
53,528.69	$6,011,200	$4,048,000	$900,000	$0	$5,332,500		$27,745,229	$27,745,229	$0	$0	
08,472.84	$24,044,800	$16,192,000	$3,600,000	$3,160,000	$28,440,000		$0	$43,836,800	$39,908,473	$185,820,000	$145,911,527
82,938.77	$66,123,200	$44,528,000	$9,000,000	$6,715,000	$60,435,000		$0	$119,651,200	$75,832,939	$743,280,000	$667,447,061
82,938.77	$24,044,800	$16,192,000	$4,500,000	$7,900,000	$71,100,000		$0	$44,736,800	$87,682,939	$929,100,000	$841,417,061
82,938.77	$0	$0	$0	$7,900,000	$71,100,000		$0	$0	$87,682,939	$929,100,000	$841,417,061
82,938.77	$0	$0	$0	$7,900,000	$71,100,000		$0	$0	$87,682,939	$929,100,000	$841,417,061
82,938.77	$0	$0	$0	$7,900,000	$71,100,000		$0	$0	$86,182,939	$929,100,000	$842,917,061
82,938.77	$0	$0	$0	$7,900,000	$71,100,000		$0	$0	$86,182,939	$929,100,000	$842,917,061
212,007.64	$120,224,000 $0	$80,960,000 $0	$18,000,000 $0				$44,930,102	$253,154,902	$551,156,105	$5,574,600,000	$5,023,443,895

Internal Notes & Assumptions

% of System Operational

% System Operating	Phase	# of Gantries Operating
5%	start-up phase	2 gantries
20%	phase 1 operation	12 gantries
80%	phase 2 operation	30 gantries
100%	phase 3 operation	10 gantries

All charges except debt service charged to project until revenue is generated.

List of Projects Advertised but Not Awarded as of 2-7-19

	Project	Description	Town(s)	ADV
1	310-059	Clinton RR Station North Platform Improvements and Pedestrian Bridge	Clinton	07/11/18
2	63-703 & 159-191	Relocation of I-91 NB Interchange 29 and Widening of I-91 NB and Route 5/15 NB to I-84 EB	Hartford, East Hartford, Wethersfield	09/19/18
3	116-125-R1	Realignment of Long Ridge Road Railroad-Highway Grade Crossing	Redding	10/17/18
4	78-94	Maintenance Facility Tank Replacement	Marlborough	11/14/18
5	160-151	Repair Facility Roof Replacement	Willington	11/28/18
6	102-363	Rehabilitation of Bridge 00061 Strawberry Hill Ave. over I-95	Norwalk	12/05/18
7	302-0022	Wilton Railroad Station Line Connection	Wilton	12/19/18
8	167-107	Rehabilitation of Bridge No. 02151 Route 15 over Race Brook	Woodbridge	01/02/19
9	35-197	Repair and Maintenance Facility Renovation	Darien	01/30/19
10	136-072	Replacement of Bridge No. 02132 on Route 14A over Cedar Swamp Brook	Sterling	01/30/19
11	156-180	Pavement Preservation on I-95	Orange & West Haven	01/23/19
12	106-127	Rehabilitation of Bridge No. 00948 Route 34 over Wepawaug River	Orange	02/06/19
13	160-147	Rehabilitation of Bridge No. 02259 On Route 32 S. Branch Roaring Brook	Willington	02/06/19
14	103-273	Rehabilitation of Bridge No. 00278 Carrying Scotland Road Over I-395	Norwich	02/06/19

Connecticut Department of Transportation
State Projects Scheduled for Advertising
February 13, 2019 through December 31, 2019

Updated: 2/7/19

Project	Location	Route	Description	Improvement	Scope Code
Advertising Date: 2/13/2019					
0041-0119	EAST HAMPTON		Construct East Hampton Maintenance Facility & Replace Salt Shed	FACILITY REHABILITATION	H
0300-0138	NEW HAVEN	RR	NHRY - West End Yard	FACILITY REHABILITATION	M
Advertising Date: 2/27/2019					
0135-0341	STAMFORD	I-95	Repair Br 00022 o/ Harvard Avenue	MINOR BRIDGE REHABILITATION	C
Advertising Date: 3/6/2019					
0044-0157	EAST LYME	US 1	Replace Br 06676 over Brook	BRIDGE REPLACEMNT NO ADD CAP	D
0172-0482	DISTRICT 2	Various	2019 Pavement Preservation - Ultra-Thin Bonded PMA	RESURFACING BY CONTRACT	I
0172-0483	DISTRICT 2	Various	2019 Pavement Preservation - Asphalt Rubber Chip Seal	RESURFACING BY CONTRACT	E
0174-0428	DISTRICT 4	Various	2019 Pavement Preservation - Ultra-Thin Bonded PMA	RESURFACING BY CONTRACT	F
0174-0429	DISTRICT 4	Various	2019 Pavement Preservation - Asphalt Rubber Chip Seal	RESURFACING BY CONTRACT	E
Advertising Date: 3/13/2019					
0060-0158	HADDAM	CT 9	Rehab Br 06728 over Mill River	BRIDGE RESTORATION NO ADD CAP	D
0302-0014	NORWALK	RAIL	NHL-DB Merritt 7 Railroad Station Upgrade	FACILITY REHABILITATION	I
Advertising Date: 3/20/2019					
0108-0190	PLAINFIELD	I-395	Rehab Br 05454 over Brook	CONSTRUCT CULVERT	D
Advertising Date: 3/27/2019					
0170-3476	STATEWIDE		Generator Replacement and Installation at Various Maintenance Facilities	FACILITY REHABILITATION	E
Advertising Date: 4/10/2019					
0160-0150	WILLINGTON	I-84	Replace Br 02169 over Lower Ruby Brook	CONSTRUCT CULVERT	G
Advertising Date: 4/17/2019					
0155-0173	WEST HARTFORD	I-84	Replace Hwy Signs & Supports, Exit 40-56	SIGNING	G
Advertising Date: 5/8/2019					
0138-0248	STRATFORD	I-95	Full Interchange at Interchange 33 w/ new SB off-ramp & new NB on-ramp	REVISE INTERCHANGE RAMPS	K
0172-0450	DISTRICT 2	Various	Signal Replacements for APS Upgrade	TRAFFIC SIGNAL INSTALLATION	F
Advertising Date: 5/15/2019					
0092-0676	NEW HAVEN	I-95	Pearl Harbor Memorial "Q" Bridge Monitoring Contract	BRIDGE RESTORATION NO ADD CAP	E
0101-0112	No. Stonington	Boom Br Rd	Br 04744 o/ Pawcatuck River	BRIDGE SPRSTUCTRE REPL NO ADD CAP	E
0161-0141	WILTON	US 7	Grumman Hill Road Intersection w/ Signal	MINOR INTERSECTION IMPROV	F

Scope Codes:

	From	To		From	To		From	To
A -	LESS THAN	$100,000	I -	$10,000,000	$14,999,999	Q -	$160,000,000	$199,999,999
B -	$100,000	$199,999	J -	$15,000,000	$19,999,999	R -	$200,000,000	$249,999,999
C -	$200,000	$499,999	K -	$20,000,000	$29,999,999	S -	$250,000,000	$299,999,999
D -	$500,000	$999,999	L -	$30,000,000	$39,999,999	T -	$300,000,000	$399,999,999
E -	$1,000,000	$2,499,999	M -	$40,000,000	$59,999,999	U -	$400,000,000	$499,999,999
F -	$2,500,000	$4,999,999	N -	$60,000,000	$89,999,999	V -	$500,000,000	$599,999,999
G -	$5,000,000	$7,499,999	O -	$90,000,000	$119,999,999	W -	$600,000,000	AND OVER
H -	$7,500,000	$9,999,999	P -	$120,000,000	$159,999,999			

Connecticut Department of Transportation
State Projects Scheduled for Advertising
February 13, 2019 through December 31, 2019

Updated: 2/7/19

Project	Location	Route	Description	Improvement	Scope Code
Advertising Date: 5/29/2019					
0099-0114	NORTH CANAAN	US 7	Modernize Railroad Crossing	MINOR IMPRVMNT OF GRADE CROSSING	D
0099-0115	NORTH CANAAN	US 7/US 44	Modernize Railroad Crossing	MINOR IMPRVMNT OF GRADE CROSSING	E
0103-0265	NORWICH	CT 97	Replace Br 02589 o/ Cold Brook	BRIDGE REPLACEMNT NO ADD CAP	E
Advertising Date: 6/5/2019					
0173-0485	DISTRICT 3	Various	Horizontal Curve Signs & Pavement Markings	SIGNING	E
Advertising Date: 6/12/2019					
0120-0093	SALEM	CT 85	Replace Br 02540 over Little Brook	BRIDGE REPLACEMNT NO ADD CAP	E
Advertising Date: 6/19/2019					
0095-0254	NEW MILFORD	CT 67/US 202	NHS - Rehab Br 00901 over Housatonic River	BRIDGE RESTORATION NO ADD CAP	E
Advertising Date: 6/26/2019					
0082-0312	MIDDLETOWN	CT 66	NHS - Phase 2 Replace Br 00524 (Arrigoni), approach spans	BRIDGE RESTORATION NO ADD CAP	L
0139-0103	SUFFIELD	Harvey Lane	Modernize Railroad Crossing	MINOR IMPRVMNT OF GRADE CROSSING	D
0173-0415	Trumbull/Weston	Various	Culvert rehab; 06750, 06768, 06778	MINOR DRAINAGE	E
Advertising Date: 7/3/2019					
0103-0272	NORWICH	I-395	Replace Guiderail, Rte 2A to Rte 2	GUIDE RAILS	F
0138-0250	STRATFORD	US 1	Replace Traffic Control Signals in Various Locations	TRAFFIC SIGNAL INSTALLATION	D
0173-0468	DISTRICT 3	Various	Signal Replacements for APS Upgrades	TRAFFIC SIGNAL INSTALLATION	F
0300-0202	VARIOUS	RAIL	Network Infrastructure Upgrade - Phase 3	FACILITY REHABILITATION	J
Advertising Date: 7/10/2019					
0135-0334	STAMFORD	I-95	NHS - Rehab Br 00032 o/ Metro North (IBP) (CN)	MINOR BRIDGE REHABILITATION	I
0155-0171	WEST HARTFORD	I-84	Construct Operational Lanes EB & WB (CN)	UPGRADE EXPRESSWAY	M
Advertising Date: 7/17/2019					
0028-0202	COLCHESTER	CT 2	Rehab 3 Culverts	BRIDGE RESTORATION NO ADD CAP	E
Advertising Date: 7/24/2019					
0007-0189	Berlin/Cromwell	Various	Replace Hwy Signs & Supports - CT 9 (Ex 18-24), CT 5/15, SR 571; Install 1 VMS	SIGNING	I
0034-0347	DANBURY	SR 806 (Newtown	Improvements: Old Newtown to Plumtrees and Eagle to Industrial Plaza Rds	MAJOR INTERSECTION	H
0106-0128	ORANGE	CT 15	Interchange 58 Improvements at CT 34	MINOR INTERSECTION IMPROV	F
0171-0425	DISTRICT 1	CT 9/ CT 72	Replace Hwy Signs & Supports - CT 9 (Ex 25-31), CT 72 (Ex 1-9); Install 4 VMS	SIGNING	I
Advertising Date: 7/31/2019					
0108-0186	PLAINFIELD	I-395	NHS - Rehab Br 00302 o/ Moosup River	BRIDGE DECK REPLACEMENT	I

Scope Codes:

	From	To
A -	LESS THAN	$100,000
B -	$100,000	$199,999
C -	$200,000	$499,999
D -	$500,000	$999,999
E -	$1,000,000	$2,499,999
F -	$2,500,000	$4,999,999
G -	$5,000,000	$7,499,999
H -	$7,500,000	$9,999,999
I -	$10,000,000	$14,999,999
J -	$15,000,000	$19,999,999
K -	$20,000,000	$29,999,999
L -	$30,000,000	$39,999,999
M -	$40,000,000	$59,999,999
N -	$60,000,000	$89,999,999
O -	$90,000,000	$119,999,999
P -	$120,000,000	$159,999,999
Q -	$160,000,000	$199,999,999
R -	$200,000,000	$249,999,999
S -	$250,000,000	$299,999,999
T -	$300,000,000	$399,999,999
U -	$400,000,000	$499,999,999
V -	$500,000,000	$599,999,999
W -	$600,000,000	AND OVER

Connecticut Department of Transportation
State Projects Scheduled for Advertising
February 13, 2019 through December 31, 2019

Updated: 2/7/19

Project	Location	Route	Description	Improvement	Scope Code
Advertising Date: 8/7/2019					
0126-0172	SHELTON	SR 454	Rehab Br 01602 over Indian Hole Brook	BRIDGE RESTORATION NO ADD CAP	E
Advertising Date: 8/14/2019					
0014-0177	BRANFORD	CT 146	Replace Br 02675 o/ Sybil Creek	BRIDGE REPLACEMNT NO ADD CAP	E
0025-0147	CHESHIRE	CT 10 - CC	Traffic Signal Replacements to Accommodate Pedestrians (CN)	TRAFFIC SIGNAL REVISION	D
0129-0115	SOMERS	SR 528	Replace Br 05587 o/ Gillettes Brook	BRIDGE RESTORATION NO ADD CAP	D
0144-0196	TRUMBULL/STRATFORD	CT 108	Installation of Traffic Control Signals at Silver Lane and Amory Road	TRAFFIC SIGNAL INSTALLATION	D
0171-0417	DISTRICT 1	Various	OSTA Traffic Signals in District 1	TRAFFIC SIGNAL INSTALLATION	E
Advertising Date: 8/21/2019					
0036-0184	DERBY	CT 34	Reconstruction from Bridge St. to Ausonio Dr.	RECONSTRUCTION NO ADD CAP	H
0041-0118	EAST HAMPTON	CT 66	Replace Br 02018 o/ Pocotopaug Creek	BRIDGE RESTORATION NO ADD CAP	E
0163-0196	WINDHAM	CT 66	Rehab Bridges 00488 & 00489 o/ RR	BRIDGE REPLACEMNT NO ADD CAP	H
Advertising Date: 8/28/2019					
0015-0248	BRIDGEPORT	US 1	NHS - Rehab Br 00325 o/ Yellow Mill Channel	BRIDGE RESTORATION NO ADD CAP	H
0052-0091	FRANKLIN	CT 207	Rehab Br 06787 & 06788 o/ Beaver Brook	MINOR BRIDGE REHABILITATION	E
0136-0073	STERLING	CT 14	Replace Br 00688 over Moosup River	BRIDGE REPLACEMNT NO ADD CAP	E
Advertising Date: 9/4/2019					
0082-0320	MIDDLETOWN	Main Street	Intersection Improvements, B/O of 82-318	MINOR INTERSECTION IMPROV	F
0105-0215	OLD SAYBROOK	CT 154	Replace Br 02708 o/ Plum Bank Creek (B/O of 105-209)	BRIDGE REPLACEMNT NO ADD CAP	E
0118-0181	ROCKY HILL		Construct Bridge Safety Office & Vehicle Storage Facility	FACILITY CONSTRUCTION	G
0158-0206	WESTPORT	Beachside Ave	Replace Br 00069 o/ I-95	BRIDGE RESTORATION NO ADD CAP	G
Advertising Date: 9/18/2019					
0044-0154	EAST LYME	CT 156	Rehab Br 06026 o/ Niantic River	BRIDGE RESTORATION NO ADD CAP	I
0058-0336	GROTON	Mosher Ave	Rehab Br 03903 over Amtrak RR	BRIDGE SPRSTUCTRE REPL NO ADD CAP	F
0063-0712	HARTFORD	I-84	NHS - Rehab Br 00980B o/CT River, I-84 WB TR 826 to I-91 NB	BRIDGE SPRSTUCTRE REPL NO ADD CAP	D
Advertising Date: 9/25/2019					
0118-0170	ROCKY HILL	RT 3, 99 & 411	Replace/Upgrade CTSS Equipment	COMPUTERIZED TRAFFIC SIGNAL SYSTEM	H
0123-0066	SCOTLAND	CT 14	Replace Br 00681 o/ Merrick Brook	BRIDGE REPLACEMNT NO ADD CAP	E
0134-0147	STAFFORD	RT 190	Intersection Improvements at Rte 319	RECONSTRUCTION NO ADD CAP	F
0174-0405	DISTRICT 4	Various	Traffic Signal Replacements for APS Upgrades	TRAFFIC SIGNAL INSTALLATION	F
Advertising Date: 10/30/2019					
0015-0335	BRIDGEPORT	CT 127	Widening & geometric revisions @ Evers St	MINOR INTERSECTION IMPROV	E

Scope Codes:

	From	To
A -	LESS THAN	$100,000
B -	$100,000	$199,999
C -	$200,000	$499,999
D -	$500,000	$999,999
E -	$1,000,000	$2,499,999
F -	$2,500,000	$4,999,999
G -	$5,000,000	$7,499,999
H -	$7,500,000	$9,999,999
I -	$10,000,000	$14,999,999
J -	$15,000,000	$19,999,999
K -	$20,000,000	$29,999,999
L -	$30,000,000	$39,999,999
M -	$40,000,000	$59,999,999
N -	$60,000,000	$89,999,999
O -	$90,000,000	$119,999,999
P -	$120,000,000	$159,999,999
Q -	$160,000,000	$199,999,999
R -	$200,000,000	$249,999,999
S -	$250,000,000	$299,999,999
T -	$300,000,000	$399,999,999
U -	$400,000,000	$499,999,999
V -	$500,000,000	$599,999,999
W -	$600,000,000	AND OVER

Connecticut Department of Transportation
State Projects Scheduled for Advertising
February 13, 2019 through December 31, 2019

Updated: 2/7/19

Project	Location	Route	Description	Improvement	Scope Code
Advertising Date: 11/6/2019					
0047-0119	ELLINGTON	CT 140	Replace Br 02668 o/ Charters Brook, and Intersection Impr. @ Webster Hill Rd	BRIDGE REPLACEMNT NO ADD CAP	E
0172-0466	DISTRICT 2		DAS Tank Replacement, E. Lyme & Norwich	FACILITY REHABILITATION	E
Advertising Date: 11/13/2019					
0063-0694	HARTFORD	I-84 TR 823	NHS - Rehab Bridge 03400D o/ Parking Lot	MINOR BRIDGE REHABILITATION	E
0139-0113	Suffield/Enfield	CT 190	Rehab Br 03295 o/ CT River & Amtrak	BRIDGE RESTORATION NO ADD CAP	F
0173-0483	GUILFORD		Tank Replacements in Guilford	FACILITY REHABILITATION	E
Advertising Date: 11/20/2019					
0034-0350	BROOKFIELD		Construction of Brookfield Repair Facility	FACILITY REHABILITATION	H
0113-0107	PRESTON	CT 2A	Rehab Br 02931 o/ Dickerman's Brook	BRIDGE REPLACEMNT NO ADD CAP	E
0113-0108	PRESTON	CT 2A	Rehab Br 02932 o/ Dickerman's Brook	BRIDGE REPLACEMNT NO ADD CAP	E
0171-0428	WOLCOTT		Wolcott Tank Replacements	FACILITY REHABILITATION	D
0171-0429	DISTRICT 1		Replace Salt Shed Roofs, Vernon, Stafford & Union	FACILITY REHABILITATION	D
Advertising Date: 11/27/2019					
0138-0247	STRATFORD	Ryder Lane	Construction of Salt Shed	FACILITY CONSTRUCTION	E
0164-0241	WINDSOR		Replace Roof at Windsor Maintenance Facility	FACILITY REHABILITATION	C
Advertising Date: 12/4/2019					
0172-0480	DISTRICT 2	Various	Upgrade Traffic Signals to LED at Various Locations	TRAFFIC SIGNAL INSTALLATION	E
0174-0416	DISTRICT 4		Replace Salt Shed Roofs, Cornwall, Bethlehem & Danbury	FACILITY REHABILITATION	D
Advertising Date: 12/11/2019					
0055-0141	GRANBY	CT10/202	Intersection Improvements at East St. & Notch Rd.	INTESECTION REALIGNMENT	F
0103-0266	NORWICH	I-395	Rehab 3 culverts on I-395 in Norwich	CONSTRUCT CULVERT	E
0118-0182	ROCKY HILL		Construct Sign Shop, Signal Lab & Radio Lab	FACILITY CONSTRUCTION	H
Advertising Date: 12/18/2019					
0083-0263	MILFORD	CT 162	Replace Br 06755 o/ Turtle Creek	BRIDGE REPLACEMNT NO ADD CAP	E
0096-0201	NEWTOWN	I-84	NHS - Rehab Br 01218 & 04180 o/ Housatonic River (Rochambeau)	BRIDGE SPRSTUCTRE REPL NO ADD CAP	M
0141-0154	THOMPSON	I-395	Rehab Br 06793 & 06794 (Culverts)	BRIDGE RESTORATION NO ADD CAP	E
Advertising Date: 12/25/2019					
0135-0336	STAMFORD	SR 790	Rehab Br 03682 over Rippowam River	BRIDGE REPLACEMNT NO ADD CAP	F

Scope Codes:

	From	To
A -	LESS THAN	$100,000
B -	$100,000	$199,999
C -	$200,000	$499,999
D -	$500,000	$999,999
E -	$1,000,000	$2,499,999
F -	$2,500,000	$4,999,999
G -	$5,000,000	$7,499,999
H -	$7,500,000	$9,999,999

	From	To
I -	$10,000,000	$14,999,999
J -	$15,000,000	$19,999,999
K -	$20,000,000	$29,999,999
L -	$30,000,000	$39,999,999
M -	$40,000,000	$59,999,999
N -	$60,000,000	$89,999,999
O -	$90,000,000	$119,999,999
P -	$120,000,000	$159,999,999

	From	To
Q -	$160,000,000	$199,999,999
R -	$200,000,000	$249,999,999
S -	$250,000,000	$299,999,999
T -	$300,000,000	$399,999,999
U -	$400,000,000	$499,999,999
V -	$500,000,000	$599,999,999
W -	$600,000,000	AND OVER

Eligibility

Any type of project that is eligible for Federal assistance through existing surface transportation programs (highway projects and transit capital projects) is eligible for the TIFIA credit program, including intelligent transportation systems (ITS). In addition, the following types of projects are eligible: international bridges and tunnels; intercity passenger bus and rail facilities and vehicles; publicly owned freight rail facilities; private facilities providing public benefit for highway users; intermodal freight transfer facilities; projects that provide access to such facilities; service improvements on or adjacent to the National Highway System; and projects located within the boundary of a port terminal under certain conditions.

An eligible project must be included in the applicable State Transportation Improvement Program. Major requirements include a capital cost of at least $50 million (or 33.3 percent of a state's annual apportionment of Federal-aid funds, whichever is less) or $15 million in the case of ITS. TIFIA credit assistance is limited to a maximum of 33 percent of the total eligible project costs. Senior debt must be rated investment grade. The project also must be supported in whole or in part from user charges or other non-Federal dedicated funding sources and be included in the state's transportation plan. Applicable Federal requirements include, but are not limited to Titles 23 and 49 of the U.S. Code, NEPA, Buy America provisions, and the Civil Rights and Uniform Relocation Acts.

Qualified projects are evaluated by the Secretary against eight statutory criteria, including among others, impact on the environment, significance to the national transportation system, and the extent to which they generate economic benefits, leverage private capital, and promote innovative technologies.

Further information on project and applicant eligibility is available in Chapter 3 of the TIFIA Program Guide.

The TIFIA Program Guide also contains more detailed information on:

- The TIFIA application process
- The project evaluation and selection process
- Contractual documents, closing activities, and ongoing oversight and monitoring activities
- Special issues related to loan guarantees

Submit Feedback >