

Department of Transportation
FY 2023 Midterm Budget
Questions for Appropriations Work Session – 3/9/2022

<u>DESCRIPTION</u>	<u>PAGE</u>
Q & A from OFA	
• HO supervisor work week increase	2
• Interim staff for IJJA (Governor's Fellowship program)	2
• Free bus service	2
• 5G for M8s	2
• New express trains	3
Questions from Rep. Walker	
• Positions/vacancies/retirements, etc (as of 2/15/22)	4
Follow up from 2/18/22 Hearing	
• Authorized Position information (as of 2/28/22)	5-6
• New Canaan Branch line	7
• Bus Ridership	7
• UPass	8
• Naugatuck Train Station	8
• Bus Operators	8-attachment

QUESTIONS FROM PATRICK MELLON, OFA, via Email dated 2/14/2022

Provide Funding For Increased Highway Operations Supervisor Hours

- Has this already been approved by OPM? If so, then there is no real decision here, we are just saying it must be funded?

The changes were approved and implemented effective 7/31/2021. The amount included in the Governor's Budget is the amount required to fund the change in Salary hours for the impacted titles.

- Is this an administrative decision or part of the new NP-2 agreement?

The change was authorized under DAS Action Item No 21-047R

- In general – I don't really understand what the impetus for this was. Is this to stay competitive (as an employer) with municipalities?

Prior to July 2021, like their staff, these supervisors worked a 7.5 hour workday (8:00 – 4:00); however, they arrive at their assigned duty station by 7:30 to prepare for the workday to ensure their staff could begin work promptly at 8:00. This includes conducting tailgate talks and training as well as the issuance of daily work assignments. The NP-2 Union requested all employees in these titles be switched to a 7:30am start time (7:30am to 4:00pm) and a 40 hour work week to be compensated for time they were performing job related functions prior to 8:00am.

Interim staff support

- Is this contract support or a temporary state employee? Note that it's funded under other expenses so these sounds like a consultant.

The funding to be carried forward and provided in the Department's FY23 Other Expenses is for one fellow from the Governor's Office Fellowship Program to be detailed at the DOT to work in the Office of the Chief Engineer for a one-year project to research and recommend best practices for program management that can be implemented at CTDOT to streamline processes and create efficiencies, and recommend reporting metrics and procedures to monitor program progress and conformance.

Free bus service:

- The backup docs say the free bus service is for nights and weekends only, but the budget document itself just says free bus service. Is it during the day as well?

The \$5 million to be funded from the CSFRF is to repeat the popular "Weekend Wheels" program, which will provide fare free bus service during weekends and holidays from Memorial Day to Labor Day.

- Is this on all public buses in CT (CTTransit, Fastrak, Transit District, Express Buses, paratransit, etc.)

The INTENT is to have it be on all public buses in CT, similar to last year's Weekend Wheels program. It would be up to the transit districts to agree to participate.

5G

- Is this for all M8s, including existing and those pending delivery?

Yes, all M8s

- Is there an increase to maintenance costs once outfit is complete? Why does it cost so much (\$84K/car)?

The \$23 million in federal CSFRF is to improve cellular connectivity in the M8 rail cars, which may allow for 5G wifi in the future. CTDOT, Metro-North Railroad and NY MTA are working together to get input from the telecom industry on phone/internet connectivity solutions for rail riders. The possible opportunities range from cellular antennas on rail cars to amplify existing cellular signals to a more extensive 5G-based wifi system which could require hundreds of new 5G microsites along the railroad. The ultimate scope and cost for the program will be defined following outreach to the telecom industry in the coming months. Governor Lamont has pledged funding from federal programs to design and implement any improvements.

New express train service:

- Are these trains in addition to the number of trains currently running? For example, will 3 new trains per day be added to the NH line schedule (all express) or will 3 existing trains be converted to express?
- Can you confirm these express trains are one-way? So when we say one train per day (on the keystone), it's only going into NYC?

The new express train service to NYC includes one roundtrip express train each weekday from the Springfield/New Haven Corridor to Penn Station, and reinstating service providing three roundtrip express trains daily from New Haven to Grand Central Terminal.

- What are the revenue assumptions for keystone based on? Will this be a fixed ticket price (like the Hartford line) or variable like Amtrak?

The revenue assumption was based on the current Vermonter service being operated by Amtrak. The ticket pricing structure has not been determined yet.

Position information – questions from Rep. Walker

NOTE: responses as of 2/15/2022

- Number of positions that are open.

As of 2/14/2022 there were **391 unfilled Authorized** positions.

note – this does not include accounting for the 206 BIB positions, 10 of which are filled and 19 have had Employment Offers

- Number of people able to retire by July 1.

There are 231 DOT staff eligible for “normal retirement” for 7/1/22, and an additional 556 would be eligible for early retirement.

Department	Department ID	Employee Count	Normal Retirement Count	Early Retiree Count	Early OR Normal Retirement Count	Remaining Employees	% Retirees
Bureau of Administration	DOT57300	355	41	88	129	226	36.34%
Bureau of Highway Operations	DOT57200	1445	77	262	339	1106	23.46%
Bureau of Planning/Research	DOT57500	117	10	19	29	88	24.79%
Bureau of Public Transportation	DOT57900	100	12	12	24	76	24.00%
Bureau Engineering & Construction	DOT57100	943	91	175	266	677	28.21%
Grand Total		2960	231	556	787	2173	26.59%

- How many applications are out for positions right now? **20 currently posted (as of 2/17/2022).**
- How long does it take from start to finish on applications? **There is no definitive data; estimation is 3-6 month average to fill a vacancy.**
- How many applications for positions has the agency submitted to DAS (Human Resources)? **08/01/2020-02/17/2022: 507 Job postings**
- How many positions have been filled since DAS (Human Resources) began this responsibility? **08/01/2020-02/16/2022: 656 Filled Vacant Job from Postings (multiple hires can be offered with the one job posting with same classification, skills, and work location)**

Requests from Approps for work session (per Patrick Mellon email 2/15/2022)

- Updated staffing schedule showing number of **authorized positions and number filled/vacant**. (general request – although it wasn't specifically asked in DOT's meeting).

DOT's FY 2022 Authorized count is **3361**

As of 2/28/2022, **2963** Authorized positions were filled, **plus 11 positions for IJA**.

As of 2/28/2022, there were **398** vacant Authorized positions; 332 were approved or pending approval (7 positions in the system at various stages of approval with DAS/OPM and 325 approved to fill).

Additionally, 91 positions have been approved for IJA.

DOT STAFFING LEVELS AS OF		2/28/2022					
Bureau	FY 2022 Authorized	02/28/2022 Filled	Authorized Minus Filled	%	Positions Entered CORE (Vac Pos Approved & Vac Pos Pending At OPM)	Vacant Positions Approved	Vacant Positions Pending Action *
Engineering & Construction	1,036	934	102	10%	84	81	3
Highway Operations	1,665	1,452	213	13%	189	188	1
Finance & Administration	326	269	57	17%	41	38	3
Commissioner's Office	102	91	11	11%	4	4	0
Policy & Planning	123	118	5	4%	3	3	0
Public Transportation	97	91	6	6%	11	11	0
Ferry Operations	12	8	4	33%	0	0	0
DOT Total	3,361	2,963	398	12%	332	325	7

DOT Position Activity - outside FY2022 Authorized Count							
Bureau	DeptID	IJA Positions	02/28/2022 Filled	In process	Positions Entered in CORE		Not in CORE
					Positions Approved	Positions Pending approval Action *	Positions not yet initiated in CORE
Engineering & Construction	DOT57100	151	10	141	55	0	86
Finance & Administration	DOT57300	13	0	13	11	0	2
Commissioner's Office	DOT57300	2	0	2	2	0	0
Policy & Planning	DOT57500	9	1	8	4	0	4
Public Transportation	DOT57900	31	0	31	19	0	12
DOT Total IJA positions		206	11	195	91	0	104

IJA positions were anticipated to be added to the Department's Authorized Count for FY 2023 in the Legislative Budget process.

Below is a table (as provided in past sessions) reflecting a summary of positions authorized by the legislature in recent years, along with what the Governor recommends in his FY 2023 midterm budget:

DEPARTMENT OF TRANSPORTATION - CHANGES TO AUTHORIZED POSITION COUNT									
Authorized Count >	3279	3352	3357	3362	3387	3387	3361	3368	3314
	PA 15-244	PA 16-2	PA 17-2	PA 18-81	PA 19-117	PA 19-117	FINAL BUDGET		GOV
"Project" Initiatives	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2023
Delivery of Long-Term Expanded Capital Program	37	39							
Pilot Expedited Transportation Investment Program	10								
Project Management System	3								
Maintainers for Bridge Maintenance and Rehabilitation	20	20							
Public transportation - Rail Bridge Inspection	4								
Bridge Safety and Inspection			5	5					
Other Changes to Authorized Count									
Transfer HR/Labor Relations to DAS/OPM							-26		
Implement Highway User Tax (s/b DRS)								7	-7
Transfer IT positions to DAS									-47
Restore Rest Area positions					25				
Additional Maintainers to "fully staff trucks"	15	15							
Establish Connecticut Port Authority	2								
Transfer Harbor Liaison to DEEP		-1							
Grand Total Changes to Authorized Count	91	73	5	5	25	0	-26	7	-54

Below is a chart showing historical position Authorized and Filled counts:

Department of Transportation (DOT 57000)				
Historical Position Counts				
Fiscal Year	Authorized Positions	Filled Positions	as of	vacant positions approved/ pending approval for refill:
2022	3361	2963	2/28/2022	332
2021	3387	3025	7/1/2021	
2020	3387	3074	6/30/2020	
2019	3362	2885	7/1/2019	
2018	3357	2891	7/2/2018	
2017	3352	2988	6/30/2017	
2016	3279	3088	6/30/2016	

Please note, the Department's positions are funded by a combination of Personal Services and federal/other project funding. The level of PS funding provided is offset by the assumption there will be regular turnover. While in recent years the Department's filled count has been less than its Authorized Count, many currently vacant positions are in the process of being filled, and the Department contends that all Authorized positions are critical to its operations and the ability to fulfill its mission. With a large number of staff expected to depart in 2022, it is critical that the Department's workforce be developed as quickly as possible with the appropriate expertise to meet the challenges of implementing Connecticut's transportation initiatives in the coming years.

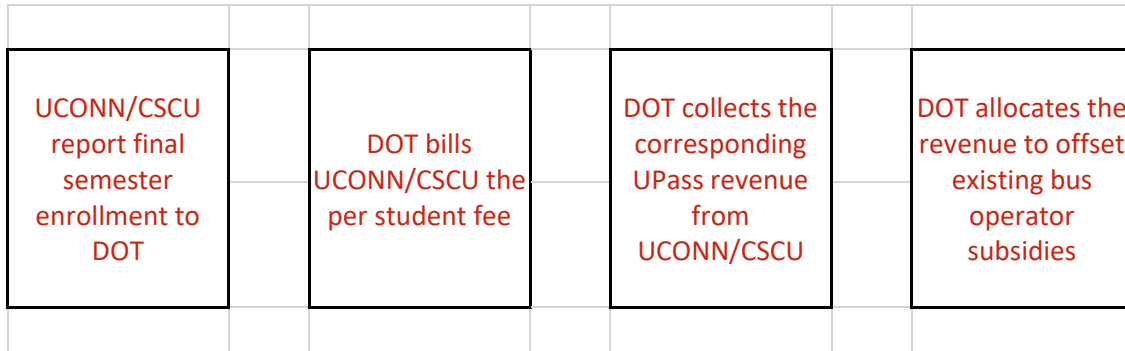
- Latest schedule for design and implementation of passing siding on **New Canaan branch line**
In 2010, the Connecticut Department of Transportation (Department) completed the Waterbury and New Canaan Branch Lines Needs and Feasibility Study. The study identified operational constraints on the New Canaan Line including the single-track operation and the need for a passing siding on the Line. Installing a side rail or passing siding on the New Canaan Line could improve train service and provide an opportunity to increase the frequency of train service in the future. The service assumptions and analysis for the siding need to be updated in order to advance the project to the next phase which would include an environmental review and preliminary design. Funding is required for the analysis, environmental review, design, and construction of the passing siding.
- Analysis showing **bus ridership** levels by month throughout the year to include the amount of fare revenue by month. This question was getting at the free bus service proposed in the budget, so it may make sense to disaggregate this by weekday vs. weekend service.

Statewide Bus Operations					
Revenue and Ridership					
Jan - Oct 2021					
			Revenue	Ridership	
Jan	2021		\$2,171,527	1,712,049	
Feb	2021		\$1,713,479	1,527,780	
Mar	2021		\$2,143,483	1,992,997	
Apr	2021		\$2,276,630	1,982,596	
May	2021		\$2,030,254	2,021,381	
Jun	2021		\$2,506,339	2,118,524	
Jul	2021		\$1,933,585	2,241,865	
Aug	2021		\$1,964,237	2,195,123	
Sep	2021		\$1,795,044	2,529,855	
Oct	2021		\$2,130,079	2,264,614	
Note: The highlighted months represent the 3 full months that the Weekend Wheels (free fare) Program was operated in 2021.					

- **U-Pass** analysis of revenue received vs expenses – DOT indicated they also had a financial flowchart they could provide.

Since inception of the program in the Fall of 2017 through the Spring 2021 semester, DOT has collected \$10.99 million in revenue, all of which was expended on offsetting bus subsidies across all of our bus operators.

The following is a financial flowchart, the revenues are allocated across all the existing bus services operated, no new service was initiated as a result of the implementation of the UPass program



- Latest schedule for the **Naugatuck train station** project - The conceptual design (15% design) is complete, and a new design consultant has started the design. The design will be complete by Summer 2023 and construction will start Spring 2024.
- Listing of **all bus operators** – this was asked earlier by a legislator who was unable to attend today’s meeting – See attached pdf “Bus Transit Providers 2022”