

DOT RESPONSES to Questions from APPROPS HEARING on 2/11/2025

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Public Transportation – Several Questions

- Latest statistics and assumptions (for the Gov Rec. Budget amounts) for bus (if available please include transit district information and any services provided for UConn) and rail (for the NHL please also include break-outs for the branch lines), including:

Bus Operations

- Ridership since 2019

See table below

	2019	2020	2021	2022	2023	2024
CTtransit HNS	26,134,539	18,502,998	16,669,625	22,446,301	23,130,386	21,697,791
CTtransit Privates	5,426,447	3,812,624	2,614,197	2,692,427	2,889,420	2,930,264
Transit Districts	8,593,597	5,090,349	5,761,473	9,161,877	9,480,143	8,668,899

- Service levels – including comparisons and changes since the 2019 pre-COVID baseline.

CT has nearly 300 fixed bus routes serving 114 municipalities. See below for a table reflecting revenue miles and hours for CTtransit Hartford-New Haven-Stamford from FY 2019 to FY 2024.

	FY19	FY20	FY21	FY22	FY23	FY24
Total Revenue Miles	14,944,953	14,793,718	14,702,968	15,280,416	15,367,554	15,835,393
Total Revenue Hours	1,220,000	1,223,752	1,221,267	1,266,108	1,278,068	1,287,023

- Reliability metrics

Bus on-time performance is measured by departure time (no more than 30 seconds early and 5 min 30 seconds late) and over multiple points within a route. See below for CTtransit fixed-route bus on-time performance by division for CY2024.

CTtransit fixed-route bus on-time performance by division CY2024				
	Hartford	New Haven	Stamford	Overall HNS System
Overall	78.1%	60.8%	70.4%	69.7%
Weekdays	78.5%	62.2%	69.9%	70.2%
Saturday Avg.	75.8%	56.2%	72.0%	68.0%
Sunday Avg.	76.5%	50.4%	77.0%	68.0%

- Total subsidy by service as well as per-trip subsidies including most recent actuals and estimated FY 26/27

See below for table containing projected subsidy data. FY25 Based on 6 month actuals. FY26 Flat Ridership / FY27 Rider reduction 2.3% due to fare increase.

Bus Operations

State Subsidy and Ridership Projections - CTtransit

	FY 2025 (Projected)	FY 2026 (Projected)	FY 2027 (Projected)
State Subsidy	\$ 186,217,140	\$ 181,531,313	\$ 196,410,987
Ridership	22,023,422	22,023,422	21,516,883
State Subsidy per Passenger	\$8.46	\$8.24	\$9.13

Rail Operations

- Ridership since 2019

See table below for calendar year ridership

	2019	2020	2021	2022	2023	2024
New Haven Line	40,234,512	12,186,257	14,160,598	22,953,927	28,700,484	31,932,875
Waterbury Branch	243,671	108,199	127,378	197,392	257,076	269,352
Danbury Branch	705,825	200,373	150,547	289,673	390,789	455,906
New Canaan Branch	1,504,487	459,484	382,483	677,875	717,984	978,941
Hartford Line	730,589	279,600	357,897	513,283	699,090	678,551
Shore Line East	660,477	155,871	121,733	190,192	176,979	193,451
Total	44,079,561	13,389,784	15,300,636	24,822,342	30,942,402	34,509,076

- Service levels – including comparisons and changes since the 2019 pre-COVID baseline.

See below for table showing trains per week in 2019 vs. 2024.

Trains per week		
	2019	2024
New Haven Line	1,914	1,898
Shore Line East	222	132
Hartford Line (includes CTrail and Amtrak)	228	249

- Reliability metrics

A New Haven Line or Shore Line East train is considered on time if it reaches its final destination within 5 minutes 59 seconds of its scheduled arrival time.

Each Hartford Line service provider is measured against their service definition of on time. An Amtrak Hartford Line train is considered on time if it reaches its final destination within 9 minutes and 59 seconds of its scheduled arrival time. A CTrail Hartford Line train is on time if it reaches its final destination within 5 minutes 59 seconds of its scheduled arrival.

See below for a table of the percent of trains “on time” for CY 2024:

Percent of trains on time for CY2024						
	New Haven Main Line	New Canaan Branch	Danbury Branch	Waterbury Branch Line	Shore Line East	Hartford Line
Overall	98.60%	98.10%	95.40%	97.00%	96.30%	90.40%
Weekdays	98.60%	97.80%	95.30%	97.30%		
Weekends	98.80%	99.00%	95.70%	96.10%		
Avg. Delay (minutes)	16	11.6	16.1	15.3		

- Total subsidy by service as well as per-trip subsidies including most recent actuals and estimated FY 26/27

See below for table reflecting projected subsidy data. FY25 Based on 6 month actuals.

RAIL OPERATIONS

State Subsidy and Ridership NHL-SLE-Hartford Line

	FY 2025 (Projected)			FY 2026 (Projected)			FY 2027 (Projected)		
	MNR	SLE	Hartford Line (TASI)	MNR	SLE	Hartford Line (TASI)	MNR	SLE	Hartford Line (TASI)
State Subsidy	\$ 216,927,311	\$ 40,117,247	\$ 65,581,855	\$ 248,507,550	\$ 42,516,149	\$ 69,745,236	\$ 254,989,921	\$ 44,283,414	\$ 72,188,647
Ridership	33,470,552	218,294	840,693	35,278,097	220,931	872,454	36,689,221	229,769	907,352
State Subsidy per Passenger	\$6.48	\$183.78	\$78.01	\$7.04	\$192.44	\$79.94	\$6.95	\$192.73	\$79.56

- Please also provide information surrounding the SLE through train to and from Stamford and a historical peak on SLE service (if prior to 2019)

SLE Through Train: On October 7, 2024, trains 1633 and 1638 (non-peak) were restored as through service trains between New London and Stamford. These through trains include stops in New Haven. These trains operate Monday through Friday. The addition of SLE service to operate these through trains increased SLE service from 112 trains to 132 trains per week. This increased the SLE service from operating at 50.5% of 2019 service to operating 59.5% of 2019 train service.

From October 7, 2024, through January 31, 2025, 1,406 riders, or 2% of the total 70,578 SLE riders utilized the additional SLE through trains to access both the NHL and SLE for their trip. More broadly, the additional trains had 18,758 riders, with 17,352 or 92.5% originating entirely within New Haven Line (NHL) territory.

Month	Total ridership	SLE Only	Both	NHL Only
Oct 2024	18,324	15,371 (83.9%)	304 (1.9%)	2,649 (14.5%)
Nov 2024	20,840	15,917 (76.4%)	304 (1.9%)	4,619 (22.2%)
Dec 2024	17,385	12,155 (69.9%)	378 (3.0%)	4,852 (27.9%)
Jan 2025	14,029	8,377 (59.7%)	420 (3.0%)	5,232 (37.3%)
Total (Oct 2024-Jan 2025)	70,578	51,820 (73.4%)	1,406 (2.0%)	17,352 (24.6%)

- Ridership trends for ADA paratransit services

ADA Paratransit is a shared ride, advanced reservation, origin-to-destination service for persons with disabilities who are unable to use the public bus service because of their disability. The Americans with Disabilities Act of 1990 requires transit agencies to provide special transportation services to people with disabilities who cannot use the fixed route services. Comparable paratransit service must be provided within ¾ of a mile of fixed route services. See below for tables containing ridership data.

Paratransit Provider		SFY 2019	SFY 2020	SFY 2021	SFY 2022	SFY 2023	SFY 2024
Greater Bridgeport Transit Authority	ADA Ridership	84,253	70,410	53,290	64,175	61,514	67,955
	DOT0410064OP ADA OTP%	75.74%	78.22%	85.78%	75.51%	63.38%	90.08%
Housatonic Area Regional Transit District	ADA Ridership	14,284	12,058	8,343	11,464	15,656	18,044
	DOT04160057OP ADA OTP%	97.10%	98.50%	96.80%	Not provided	99.70%	96.70%
Milford Transit District	ADA Ridership	34,058	25,015	8,404	11,152	12,629	12,229
	DOT0420059OP ADA OTP%	91%	92%	93%	94%	93%	Not provided
Norwalk Transit District	ADA Ridership	29,101	22,176	13,397	16,876	18,445	18,728
	Norwalk - DOT04120122OP ADA OTP%	100%	94%	94%	95%	96%	96%
	Stamford - DOT04120123OP ADA Ridership	62,321	48,674	21,190	35,174	53,970	67,552
	Stamford - DOT04120123OP ADA OTP%	100%	93%	94%	94%	96%	96%
Estuary Transit District	ADA Ridership	N/A	272	785	1,784	9,581	6,955
	DOT04780088OP / DOT04780096OP ADA OTP%	N/A	97%	95%	95%	Not provided	Not provided
Valley Transit District	ADA Ridership	7,444	9,917	8,374	11,452	15,180	13,982
	DOT0420041OP ADA OTP%	92%	95%	96%	95%	95%	95%
Southeast Area Transit District	ADA Ridership	5,653	3,834	3,742	5,104	6,658	6,472
	DOT04140055OP ADA OTP%	100%	100%	100%	91%	81%	95%
Windham Region Transit District	ADA Ridership	2,193	1,879	1,948	2,942	4,613	4,389
	DOT04740076OP ADA OTP%	Not provided	Not provided	Not provided	Not provided	Not provided	Not provided

CT Transit Provider		SFY 2019	SFY 2020	SFY 2021	SFY 2022	SFY 2023	SFY 2024
GREATER HARFORD ADA	ADA Ridership	393,468	315,605	275,233	372,779	454,947	440,198
	DOT04260042OP ADA OTP%	93%	94%	95%	91%	92%	91%
NEW BRITAIN ADA	ADA Ridership	77,135	60,654	N/A	N/A	N/A	N/A
	DOT00170180OP ADA OTP%	93%	94%	N/A	N/A	N/A	N/A
GNHTD ADA	ADA Ridership	220,044	198,744	117,237	372,779	152,664	142,900
	DOT04270047OP ADA OTP%	94%	95%	96%	91%	89%	92%
NETCO							
WATERBURY ADA	ADA Ridership	59,001	44,697	29,281	41,566	49,617	49,513
	DOT04340017OP ADA OTP%	92%	96%	99%	98%	95%	95%
MERIDEN/WALLINGFORD ADA	ADA Ridership	13,033	12,109	9,760	10,107	10,619	9,817
	DOT04300020OP ADA OTP%	95%	96%	98%	99%	97%	96%

- Collective bargaining agreement status for the major bus systems – settled or not?
See tables below for Collective Bargaining Agreement status for CTtransit bus services. (Of note, employees of CTtransit private providers Collins, DATTCO, and New Britain Transportation are not unionized).

Provider	Collective Bargaining Unit Name	Chapter	Employees Represented	CBA Expiration
Arrow	Teamsters	Local 671	Bus Operators, Maintenance Employees	1/31/2025 (negotiations in progress)
HNS Hartford	ATU	Local 425	Bus Operators, Maintenance Employees, Finance, Customer Service, Planning and Employees	3/31/2025
HNS Hartford	Teamsters	Local 671	Transportation Supervisors	12/31/2025
HNS New Haven	ATU	Local 281	Bus Operators & Maintenance Employees	3/31/2025
HNS New Haven	Teamsters	Local 443	Transportation Supervisors, Maintenance Supervisors, Finance, Customer Service, Planning and Employees	12/31/2025
HNS Stamford	ATU	Local 443	Bus Operators & Maintenance Employees	3/31/2025
NETCO	Teamsters	Unknown	Fixed Route Drivers, Meriden/Wallingford Paratransit Drivers, All maintenance staff – vehicle, parts, facility	11/30/2026
NETCO	Teamsters	Unknown	Waterbury Paratransit Drivers only	11/30/2024 (negotiations in progress)

Provider	Collective Bargaining Unit Name	Chapter	Employees Represented	CBA Expiration
ETD/RVT	Teamsters	Local 671	Middletown Bus Operators	12/31/2027
GBTA	ATU	Local 1336	Bus Operators, Maintenance Employees	6/30/2026
GBTA	ATU	Local 21336B	Dispatchers, Street Supervision	6/30/2026
GHTD	ATU	Local 1763	Bus Operators, Call Center, Dispatch, Road Supervision and Utility	9/30/2027
GNHTD	Teamsters	Local 443	Drivers and Mechanics	6/30/2026
HART	ATU	Local 1622	Vehicles Operators and Schedulers	6/30/2027
MTD	ATU	Local 1336	Operators	6/30/2025
NECTD	MEUI/SEIU	Local 506	Bus Operators	6/30/2025
NTD	AFSCME	Local 1303 Ch. 186 Council #4	Bus Operators, Maintenance Employees	6/30/2028
NTD	ATU	Local 1336	Dispatchers	N/A
SEAT	ATU	Local 1209	Operators, Dispatchers, Services, Customer Service Representatives	6/30/2027
VTD	ATU	Local 1607	Bus Operators, Mechanics, Maintenance Employees, Dispatch Coordinator, Dispatchers, and Custodians	6/30/2024 (negotiations in progress)
WRTD	Teamsters	Local 671	HuskyGo/UConn Bus Operators only (not all bus operators and employees are unionized)	7/1/2025

- What would the incremental cost be to bring SLE to 100% of pre-pandemic service levels (in FY 26 and FY 27)

In January 2025, CTDOT submitted a report in response to Public Act No. 24-40, section 53 that identifies five scenarios to restore SLE service toward the 2019 (pre-pandemic) service levels and the level of funding to implement each. See table below for the summary of those scenarios and the estimated amount of funding needed. The estimated subsidy for operating costs is based on the Fiscal Year 2026 forecast for average operating cost per SLE train and estimated revenue per train. If funded, any scenario would require negotiation with Amtrak for schedule access and a Service and Fare Equity (SAFE) analysis to ensure that service changes do not unfairly impact minority and low-income populations, as defined by the FTA Title VI Circular.

Service Scenario	% Weekday Trains Compared to 2019 Service	Additional Trips via Bus Service	Additional Trips via Hybrid Amtrak Service	Service Options East of New London	Estimated Additional Subsidy Needed for Operating Costs Above Current Cost
Current	56%	X	X	X	--
1	78%	X	X	X	\$16.6M
2	78%	Yes	Yes	X	\$20.4M
3	78%	X	Yes	Yes	\$17.7M
4	100% - Limited Peak and Enhanced All-day Service	X	X	X	\$29.4M
5	100% - Enhanced Peak and All-day Service	X	X	X	\$39.1M

- Status and background on DOT payments to the transit districts, for example how are these determined, how have they changed, etc.

CTDOT is up to date on payments to Transit Districts.

Urban districts - CTDOT consults with the Transit Districts to determine their needs for a current services budget. TOD amounts are calculated based on their operational needs. We monitor and adjust if needed. Operating expense/ratios for urban districts were initially calculated at least 40 years ago. With the expansion of services over time, the ratio changed because we didn't require a local share.

Rural districts - The rural transit districts have a different operating ratio as they have federal funding available for operating expenses.

- Provide a general update on status of current and planned investments in the Waterbury branch line.

The following Waterbury Branch Line projects are currently in design and expected to be complete by the end of 2027:

Waterbury Branch High Level Platforms (\$92.3 million construction cost): The existing at grade level platforms at the Derby, Ansonia, Seymour and Beacon Falls, as well as the existing short high-level platform at Waterbury Station will be replaced with 350ft long high-level heated fiber-reinforced platforms to maintain compliance with both State and Metro-North Railroad safety and design standards and to ensure safe and efficient boarding of the rail cars. The new platforms will also meet ADA compliance which are currently deficient at most of these stations.

The new high-level platforms will be approximately 350 feet in length and will be able to support all prescribed loads per MTA (Metro Transit Authority) MNR Station Standards and guidelines. The platforms will include rubrail, a tactile warning edge, emergency egress as required by code and will be accessible by ADA-compliant ramps, stairs, handrails, and sidewalks from the public way. There will be canopies, windbreaks, benches, and trash receptacles throughout the length of the new platforms. In addition, new LED lighting, fire alarm devices, VMS, ticket vending machines, and station signage will be included in the design. At Derby-Shelton, the existing historic station building will be renovated into an indoor waiting area with bathrooms. There will also be electric bus chargers and car chargers.

Naugatuck Railroad Station (\$26.M construction cost): The purpose of this project is to improve the Naugatuck station to ADA standard requirements and add station amenities. Improvements to the Waterbury Line have been a state, regional and local priority for many years. In addition, the new station location will be a catalyst for Transit Oriented Development (TOD) consistent with the Borough of Naugatuck's vision.

The Naugatuck Railroad Station Project will replace the existing station by constructing a new station approximately 0.3 miles south of the current location. The new Naugatuck Station will provide a fully ADA compliant accessible station with a high-level platform, provide 80 parking spaces, as well as other traveler amenities and security items. Traveler amenities included, passenger waiting area, passenger sign displays, variable message signs, audio messaging, and vehicle charging. Platforms will include snow melt system and canopy. A parking lot will be constructed as part of the project to provide the 80 spaces and will include open parking revenue systems.

Waterbury Station Waiting Room: The purpose of this project is to renovate this 1,570 SF interior portion of the existing Republican-American building which was originally used as a baggage storage area. The renovations will create a useable indoor waiting space with seating and bathrooms for the traveling public and private workstations and offices for station employees to meet the current needs and future demands of ridership on the Waterbury Branch Line.

This renovation project will preserve the existing original construction to the extent possible with the new construction closely matching and complimenting the original historic design. Improvements will consist of a waiting room and public restrooms on the first floor along with a mezzanine, located above the public restrooms, with private offices and area for workstations. The mezzanine will be accessible via an open monumental stair and an elevator that will also serve the first floor and basement. Additional improvements will include structural modifications to support the mezzanine and proposed elevator; a new fire protection system, integrated into the building's existing system; new plumbing fixtures, including a new connection to the existing water service with a sub-meter for independent water metering; replacement of the existing steam radiator system with split system heat pumps to provide heating, cooling, and ventilation; new electrical service with an independent meter; and new telecom and surveillance services

Together, the Waterbury Branch improvements will provide:

- Accessibility Upgrades
 - Compliance with the Americans with Disabilities Act (ADA)
 - High-level platform
 - Accessible circulation via ramps
 - Accessible parking, waiting areas, and pick-up/drop-off zones.
- Customer Experience Improvements
 - New Ticketing kiosk,
 - New Passenger information systems (PIS)
 - Canopies and windscreens
 - EV Chargers
- Safety Improvements
 - Track realignment to reduce the gap between the platform and the train
 - Security cameras and blue light emergency phone

Road Safety Audits – What’s the process and status of RSAs for municipalities and COGs, including funding.

The Road Safety Audits (RSA) program is managed by CTDOT’s Statewide Planning Unit, in the Bureau of Policy & Planning. Detailed information can be found on our webpage: [Road Safety Audits](#)

The status of the program:

- The RSA program is currently accepting applications.

The process:

- An executive officer of a municipality, member of the Connecticut General Assembly, local traffic authority (LTA), or a regional council of governments may request the Department of Transportation to perform a road safety audit of a state highway/roadway for the purpose of identifying transportation solutions.
- Each application is reviewed internally throughout the department to determine feasibility and whether we will perform the RSA.

How to apply:

- All RSA requests for state owned roadways to the Department must be submitted by the executive officer of a municipality, CGA, local traffic authority (LTA), or a regional council of governments.
- To apply please submit an [RSA Application](#) to CTDOT_RSAProgram@ct.gov. RSA applications must be complete upon submission to be reviewed. Persons requesting an application will receive a response within thirty (30) days.

The funding of the program:

- The program is currently state funded, and funds are traditionally approved by the State Bond Commission.
- We will continue to perform RSAs as long as funding is available.

Additional Information:

- [Public Act 24-40 Section 51](#): AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE DEPARTMENT OF TRANSPORTATION AND CONCERNING CAPITAL PROJECTS, ROAD SAFETY.

Rectangular Rapid Flash Beacons (RRFBs) – Please provide a program update for RRFBs, funding status and process for requesting these, and how RRFBs fit into Vision Zero.

Program Update:

Through the federally funded Highway Safety Improvement Program (HSIP), 82 RRFB devices have been installed on State Routes and 79 RRFB devices are designed and will be constructed over the next two years on municipal owned and maintained roads. Another 100 locations (4 district projects with 25 locations each) are being identified for design and construction on both State and municipal roads.

Funding Status:

The RRFB locations being identified for upcoming design and construction have been targeted to FHWA's HSIP federal safety funds, which is typically 90 percent federal funds with a 10 percent state match.

Process for Requesting:

Locations are identified using federally recommended criteria including traffic volumes on the roadway, number of travel lanes, speed of the roadway, pedestrian generators which would indicate potential pedestrian activity in the area, and crashes. In addition, the CTDOT reaches out to the municipalities for their input and sites they would recommend.

How does it fit into Vision Zero:

Connecticut's Strategic Highway Safety Plan (SHSP), which is a statewide, data-driven comprehensive, multidisciplinary transportation safety plan, identified Pedestrians as one of three emphasis areas to focus on in moving towards Vision Zero. RRFBs can enhance safety by reducing crashes between vehicles and pedestrians at uncontrolled approaches to unsignalized intersections and mid-block pedestrian crossings by increasing driver awareness of potential pedestrian conflicts.

RRFBs are identified as a strategy to improve visibility for pedestrians and can reduce crashes up to 47% for pedestrian crashes. Research also suggests RRFBs can increase motorist yielding rates up to 98%.

Any updates on other issues in Waterbury including the bridges that keep getting hit.

Safety of the traveling public is of utmost importance to CTDOT.

Regarding the Bank Street bridge, during the construction of the Mixmaster in Waterbury, Bank Street was not part of the signed detour route because of the height of the Metro North railroad bridge over Bank Street. Despite this, some vehicles trying to bypass construction activity routed themselves onto Bank Street, which unfortunately led to multiple hits to the railroad bridge in 2024. We believe this concern will diminish now that Mixmaster construction is complete. The structural integrity is not of concern, and currently, there are no active or planned projects for the Bank Street bridge, which is rated in fair condition (5).

The West Main Street railroad bridge was included as one of four railroad bridges to be rehabilitated under state project DOT01703320CN. The scope of the project was superstructure replacement, which increased the vertical height from 13'1" to 14'-0", for travel way clearance. This project is in construction and the West Main Street railroad bridge site is substantially complete.

The South Leonard Street bridge, which was also brought up during the Appropriations hearing as a location of concern, is a local road over the railroad. This is an "adopted" bridge (CTDOT is responsible for all structural components), however we are unaware of any recent bridge strikes at this location.

Staffing update by bureau

See below for a chart of CTDOT's staffing levels as of 2/24/2025:

DOT STAFFING LEVELS AS OF		2/24/2025						
Bureau	DeptID	FY 2025 Authorized	02/24/2025 Filled	Authorized Minus Filled	%	Vacant Positions Entered in CORE (Approved + Pending At OPM)	Vacant Positions Approved in CORE	Vacant Positions Pending Action * in CORE
Engineering & Construction	DOT57100	1,174	1,042	132	11%	74	74	0
Highway Operations	DOT57200	1,656	1,557	99	6%	84	84	0
Finance & Administration	DOT57300	322	298	24	7%	12	12	0
Commissioner's Office	DOT57300	129	113	16	12%	13	13	0
Policy & Planning	DOT57500	144	143	1	1%	8	8	0
Public Transportation	DOT57900	132	134	(2)	-2%	3	3	0
Ferry Operations	DOT57900	10	10	0	0%	0	0	0
DOT Total		3,567	3,297	270	8%	194	194	0

**Regarding the Personal Services reduction – what does this equate to in terms of vacancies?
What is the assumed vacancy rate for DOT in the biennium.**

The Governor’s proposed budget includes the reallocation of \$5.9 million from CTDOT’s Personal Services (PS) to Other Expenses (OE) to reflect historical spending patterns. Each fiscal year since FY 2021, the Finance Advisory Committee has approved transfers of funding from PS to OE to cover budget shortfalls due to increased costs for non-discretionary spending in OE. In each of these years, funding was available in PS due to budget savings from the timing to refill vacant positions. While some attrition is inevitable, CTDOT has achieved significant improvements in hiring and retention efforts, and expects the amount of savings from vacancies in the coming years will decrease.

The reduction of \$5.9 million in PS roughly translates to about 90 vacant positions, or about 2.5%.

Regarding PS budget development, all CTDOT positions are budgeted as full year, full-time FTE’s. Typically, about 70% of overall CTDOT salaries are funded by PS, and 30% is paid for with a combination of federal funds, other appropriated funds, and/or bond funds. When preparing the PS budget request, we estimate the percentage of PS required for the salary of each position, depending on their respective duties and the amount of time expected to be coded to projects based on prior fiscal year data.

Vacancies are funded with the assumption of a July 1 start date, and an estimated “turnover” amount of about 1.5% is applied against the total PS funding to account for the fact that not all positions will be filled for the entire fiscal year. The year-end vacancy rate in recent years has been higher than the turnover factor included in the budget, resulting in savings.

See below for the vacancy rate (at year end) in recent years.

Department of Transportation (DOT 57000)							
Historical Position Counts							
Fiscal Year	Authorized Positions	Filled Positions	as of	vacant positions approved/ pending approval for refill:	# vacants	vacancy rate	% change
2025	3567	3298	1/27/2025	236	269	7.54%	2.10%
2024	3567	3223	6/30/2024		344	9.64%	3.59%
2023	3567	3095	7/1/2023		472	13.23%	3.34%
2022	3361	2804	7/1/2022		557	16.57%	-5.88%
2021	3387	3025	7/1/2021		362	10.69%	-1.45%
2020	3387	3074	6/30/2020		313	9.24%	4.95%
2019	3362	2885	7/1/2019		477	14.19%	-0.31%
2018	3357	2891	7/2/2018		466	13.88%	-3.02%
2017	3352	2988	6/30/2017		364	10.86%	-5.03%
2016	3279	3088	6/30/2016		191	5.82%	-1.40%
2015	3188	3047	6/30/2015		141	4.42%	0.31%

Current status of the DRE program including number of officers trained by town.

As of January 6, 2025, the state of CT had a total of 69 trained Drug Recognition Experts (DREs), comprised of 53 DREs across 36 towns; 14 CT State Police DREs; 1 at DMV; and 1 at UCONN.

See below for regional list showing DREs by town.

<u>Eastern (#1)</u>	<u>Capitol (#2)</u>	<u>South Central (#3)</u>	<u>Fairfield County (#4)</u>	<u>Western (#5)</u>	<u>Connecticut State Police</u>		
Colchester	Avon	Ansonia	Bethel	Canaan	Troop A		
Clinton	Berlin	Bethany	Bridgeport	Cheshire	Troop B	1	
East Lyme 1	Bloomfield (3) 3	Branford	Brookfield	Litchfield	Troop C (3)	3	
Groton City	Bristol 1	Derby	Danbury	Middlebury	Troop D		
Groton Long Point	Canton	East Haven	Darien	Naugatuck	Troop E**	1	
Groton Town 1	Coventry	Guilford (2) 2	Easton	New Milford**	Troop F	1	
Killingly	Cromwell 1	Hamden	Fairfield	Plymouth	Troop G (3)**	3	
Madison	East Hartford	Meriden	Greenwich (3) 3	Southbury	Troop H		
Meriden	East Hampton 1	Milford	Monroe	Southington	Troop I	1	
Ledyard 1	East Windsor	New Haven 1	New Canaan	Thomaston	Troop K	1	
Montville (2) ** 2	Enfield (4) 4	North Haven 1	Newtown (2) ** 2	Torrington 1	Troop L	1	
New London	Farmington 1	North Branford	Norwalk (3)** 3	Waterbury (2) 2	CARS/Traffic Unit (2)** 2		
Norwich 1	Glastonbury 1	Orange	Redding	Watertown			
Old Saybrook	Granby	Seymour	Ridgefield	Winchester			
Plainfield 1	Hartford 1	Wallingford (2) 2	Shelton 1	Wolcott 1			
Putnam	Manchester 1	West Haven	Stamford 1				
Stonington 1	Middletown	Woodbridge	Stratford				
UCONN-CTRSC** 1	New Britain		Trumbull				
Waterford (2) ** 2	Newington		Weston				
Willimantic	Plainville		Westport 1				
Mohegan Tribal	Rocky Hill		Wilton 1				
Mashantucket Tribal	Simsbury						
	Southington 1						
	South Windsor (2)* 2						
	Suffield						
	Vernon (2)** 2						
	West Hartford 1						
	Wethersfield						
	Windsor						
	Windsor Locks						
Total DREs	11	20	6	12	5	15	69
** DRE Instructor Agency							
SUMMARY							
69 DREs	39 Agencies						
53 Town	36 towns						
14 CSP	CSP						
1 DMV	DMV						
1 UCONN	UCONN						

Department of Motor Vehicles

Department of Motor Vehicle 1

For annualizing the cost of existing wage increases, is this based on full DOT headcount or something else (how was this calculated)?

The Governor's Proposed budget for CTDOT in the biennium includes \$10.58 million to annualize the cost of settled labor agreements, including the annualization of agreements for FY 2025 wage increases that were approved by the General Assembly during the 2024 legislative session as well as equivalent wage adjustments for non-represented staff. This amount was calculated by OPM, based on FY 2024 expenditures.