

Department of Transportation  
DOT57000

Permanent Full-Time Positions

Fund	Actual FY 23	Actual FY 24	Appropriation FY 25	Governor Recommended		Legislative	
				FY 26	FY 27	FY 26	FY 27
Special Transportation Fund	3,567	3,567	3,567	3,567	3,567	3,567	3,567

Budget Summary

Account	Actual FY 23	Actual FY 24	Appropriation FY 25	Governor Recommended		Legislative	
				FY 26	FY 27	FY 26	FY 27
Personal Services	204,366,366	199,281,277	231,453,386	236,076,271	236,076,271	236,076,271	236,076,271
Other Expenses	60,603,223	65,814,075	57,534,586	63,984,586	63,984,586	63,434,586	63,434,586
Equipment	2,003,291	2,102,963	1,376,329	1,376,329	1,376,329	1,376,329	1,376,329
Minor Capital Projects	433,689	613,716	449,639	449,639	449,639	449,639	449,639
<b>Other Current Expenses</b>							
Highway Planning and Research	3,295,269	4,686,570	3,060,131	3,060,131	3,060,131	3,060,131	3,060,131
Rail Operations	148,323,231	231,583,406	284,183,528	316,004,297	314,803,218	316,004,297	318,803,218
Bus Operations	180,455,716	163,507,463	261,931,227	293,209,174	291,832,391	296,608,656	301,407,448
ADA Para-transit Program	39,871,702	40,449,546	40,449,564	51,982,687	51,982,687	51,982,687	51,982,687
Non-ADA Dial-A-Ride Program	576,359	576,361	576,361	576,361	576,361	576,361	576,361
Pay-As-You-Go Transportation Projects	69,953,523	38,908,422	18,028,794	18,054,208	18,054,208	18,054,208	18,054,208
Port Authority	3,400,000	400,000	400,000	-	-	-	-
Transportation Asset Management	3,188,072	5,798,832	3,000,000	3,004,254	3,004,254	3,004,254	3,004,254
<b>Other Than Payments to Local Governments</b>							
Transportation to Work	2,370,629	2,370,629	2,370,629	2,370,629	2,370,629	2,370,629	2,370,629
<b>Grant Payments to Local Governments</b>							
Town Aid Road Grants - TF	-	60,000,000	60,000,000	-	-	-	-
<b>Agency Total - Special Transportation Fund</b>	<b>718,841,070</b>	<b>816,093,260</b>	<b>964,814,174</b>	<b>990,148,566</b>	<b>987,570,704</b>	<b>992,998,048</b>	<b>1,000,595,761</b>
Other Expenses	-	549,991	550,000	-	-	550,000	550,000
<b>Agency Total - Cannabis Regulatory Fund</b>	<b>-</b>	<b>549,991</b>	<b>550,000</b>	<b>-</b>	<b>-</b>	<b>550,000</b>	<b>550,000</b>
<b>Total - Appropriated Funds</b>	<b>718,841,070</b>	<b>816,643,251</b>	<b>965,364,174</b>	<b>990,148,566</b>	<b>987,570,704</b>	<b>993,548,048</b>	<b>1,001,145,761</b>

Account	Governor Recommended		Legislative		Difference from Governor	
	FY 26	FY 27	FY 26	FY 27	FY 26	FY 27

Policy Revisions

Reduce Rail Subsidy by Increasing Fares and Fees

Rail Operations	(11,579,499)	(22,550,698)	(11,579,499)	(22,550,698)	-	-
<b>Total - Special Transportation Fund</b>	<b>(11,579,499)</b>	<b>(22,550,698)</b>	<b>(11,579,499)</b>	<b>(22,550,698)</b>	<b>-</b>	<b>-</b>

Background

The Governor's Recommended Budget reduces the state's rail subsidy by increasing fares and parking lot fees. Specifically, it (1) increases rail fares by 5% on July 1, 2025, and by an additional 5% on July 1, 2026, and (2) increases parking fees by 25% at state-owned rail stations which include Stamford, Bridgeport, West Haven, Fairfield Metro, Berlin, Meriden, and Wallingford. The fare increase is expected to generate \$10.4 million in FY 26 and \$21.4 million in FY 27, while the parking fee increase is projected to generate \$1.1

Account	Governor Recommended		Legislative		Difference from Governor	
	FY 26	FY 27	FY 26	FY 27	FY 26	FY 27

million each year. Fares were last increased by 4.5% on 11/1/2023 and parking lot fees have not changed since the current locations have opened between 2000 and 2018.

Rail Fares Change History	
Date Implemented	Increase
1/1/2016	1%
12/1/2016	6%
1/1/2018	1%
11/1/2023	4.5%
7/1/2025*	5%
7/1/2026*	5%

\*The expenditure offsets associated with the 7/1/2025 and 7/1/2026 fare increases are assumed within the final legislative budget amounts. Actual timing and fare levels will depend on DOT implementation following required public hearings.

#### Governor

Reduce the STF subsidy by \$11,579,499 in FY 26 and \$22,550,698 in FY 27 by increasing (user-based) rail fares and parking fees.

#### Legislative

Same as Governor

### Maintain Bus Fares and Fees at Current Levels

Bus Operations	-	(6,175,575)	-	-	-	6,175,575
<b>Total - Special Transportation Fund</b>	-	<b>(6,175,575)</b>	-	-	-	<b>6,175,575</b>

#### Background

The Governor's Recommended Budget reduces the state's bus subsidy by increasing fares and fees beginning July 1, 2026. Specifically, it (1) increases the standard bus fare, from \$1.75 to \$2.00, for both CTtransit and transit districts, generating \$4.8 million in FY 27, and (2) increases the per-semester fee, from \$40 to \$50, for the U-Pass program, generating \$1.4 million in FY 27. This proposal was not adopted in the final legislative budget.

Bus Fare Change History	
Date Implemented	Amount
1/1/2012	\$1.30
1/1/2014	\$1.50
12/1/2016	\$1.75

Note: the final legislative budget maintains the standard bus fare at \$1.75.

#### Governor

Reduce the STF subsidy by \$6,175,575 in FY 27 by increasing (user-based) bus fares and fees.

#### Legislative

Do not increase bus fares and fees.

### Increase Service on Shore Line East

Rail Operations	-	-	-	4,000,000	-	4,000,000
<b>Total - Special Transportation Fund</b>	-	-	-	<b>4,000,000</b>	-	<b>4,000,000</b>

#### Background

Shore Line East is commuter rail system with service between New Haven and New London.

#### Legislative

Provide funding of \$4,000,000 in FY 27 to increase service levels on Shore Line East.

### Provide Additional Funding for Norwalk Transit District Route Enhancements and ADA Shortfall

Bus Operations	-	-	1,099,482	1,099,482	1,099,482	1,099,482
<b>Total - Special Transportation Fund</b>	-	-	<b>1,099,482</b>	<b>1,099,482</b>	<b>1,099,482</b>	<b>1,099,482</b>

Account	Governor Recommended		Legislative		Difference from Governor	
	FY 26	FY 27	FY 26	FY 27	FY 26	FY 27

**Legislative**

Provide additional funding of \$1,099,482 in both FY 26 and FY 27 for Norwalk Transit District route enhancements and ADA shortfall.

**Provide Funding for Norwalk Transit Coastal Link Shortfall**

Bus Operations	-	-	1,100,000	1,100,000	1,100,000	1,100,000
<b>Total - Special Transportation Fund</b>	-	-	<b>1,100,000</b>	<b>1,100,000</b>	<b>1,100,000</b>	<b>1,100,000</b>

**Governor**

Provide funding of \$1,100,000 in both FY 26 and FY 27 for the Norwalk Transit Coastal Link shortfall.

**Provide Funding for the Encompass Program in Greater Hartford**

Bus Operations	-	-	1,200,000	1,200,000	1,200,000	1,200,000
<b>Total - Special Transportation Fund</b>	-	-	<b>1,200,000</b>	<b>1,200,000</b>	<b>1,200,000</b>	<b>1,200,000</b>

**Background**

The Encompass Program was launched by the Greater Hartford Transit District in September 2020. The program, initially funded by a federal grant, provides on-demand transportation services for seniors and individuals with disabilities.

**Legislative**

Provide funding of \$1,200,000 in both FY 26 and FY 27 for the Encompass Program in Greater Hartford.

**Eliminate the Connecticut Port Authority Subsidy**

Port Authority	(400,000)	(400,000)	(400,000)	(400,000)	-	-
<b>Total - Special Transportation Fund</b>	<b>(400,000)</b>	<b>(400,000)</b>	<b>(400,000)</b>	<b>(400,000)</b>	<b>-</b>	<b>-</b>

**Background**

The Connecticut Port Authority (CPA) is a quasi-public agency established on July 1, 2015, to, among other things, market and coordinate the development of the state's ports and harbors. Major programs and projects of the CPA include the redevelopment of the State Pier in New London and the administration of the Small Harbor Improvement Projects Program (SHIPPP), a competitive grant program for projects not related to the state's three deepwater ports. Beginning in FY 16, DOT was appropriated funds to subsidize the establishment of the CPA. The subsidy was increased to \$400,000 in FY 17 and has remained at that amount each year up through the current biennium. The CPA uses this annual appropriation to support operating expenses.

**Governor**

Reduce funding by \$400,000 in both FY 26 and FY 27 to eliminate DOT's subsidy to the Connecticut Port Authority.

**Legislative**

Same as Governor

**Fund Town Aid Road Grants through Bond Authorizations**

Town Aid Road Grants - TF	(60,000,000)	(60,000,000)	(60,000,000)	(60,000,000)	-	-
<b>Total - Special Transportation Fund</b>	<b>(60,000,000)</b>	<b>(60,000,000)</b>	<b>(60,000,000)</b>	<b>(60,000,000)</b>	<b>-</b>	<b>-</b>

**Background**

The Town Aid Road (TAR) grant program provides funds to every Connecticut municipality for a variety of purposes, including construction, reconstruction, improvements and maintenance of local roads and bridges, various other traffic and planning improvements and operating funding for public transportation services. Since FY 14 (PA 13-247) the Secretary of OPM has authority to approve the use of TAR funds by a municipality for other purposes. Annual payments, which are based on a statutory formula that considers population and road mileage, have traditionally been split in half, with the first payment issued in July and the second in January. No local match is required.

The Governor's Recommended Budget funds TAR through bond authorizations, as had been regularly done prior to the FY 24 and FY 25 Budget, rather than through STF appropriations. The proposed annual amount is unchanged from recent years at \$60 million.

**Governor**

Eliminate Town Aid Road appropriations of \$60 million in both FY 26 and FY 27 and instead fund the program through bond authorizations.

**Legislative**

Same as Governor

Account	Governor Recommended		Legislative		Difference from Governor	
	FY 26	FY 27	FY 26	FY 27	FY 26	FY 27

### Maintain Cannabis Costs into the Cannabis Regulatory Fund

Other Expenses	550,000	550,000	-	-	(550,000)	(550,000)
<b>Total - Special Transportation Fund</b>	<b>550,000</b>	<b>550,000</b>	<b>-</b>	<b>-</b>	<b>(550,000)</b>	<b>(550,000)</b>
Other Expenses	(550,000)	(550,000)	-	-	550,000	550,000
<b>Total - Cannabis Regulatory Fund</b>	<b>(550,000)</b>	<b>(550,000)</b>	<b>-</b>	<b>-</b>	<b>550,000</b>	<b>550,000</b>

#### Background

PA 21-1, JSS, *An Act Concerning Responsible and Equitable Regulation of Adult-Use Cannabis*, legalized recreational cannabis use for adults 21 years of age or older. Recreational cannabis sales began in January 2023.

The Governor's Recommended Budget moved the Cannabis Regulatory Fund (CRF) and the Prevention and Recovery Services Fund (PRSF) expenditures to the General Fund (GF) and the Special Transportation Fund (STF). This affected 11 agencies, 94 positions, and an appropriation of \$12.8 million in FY 26 and FY 27 across the GF and the STF. This proposal was not adopted in the final legislative budget.

DOT cannabis expenditures are for marketing and outreach efforts, which include billboards, TV, radio, and social media as well as for Drug Recognition Expert (DRE) training for law enforcement officers. The DRE expenses represent the state's share of matching federal grants. DOT administers these programs in its role as the federally recognized Highway Safety Office for Connecticut.

#### Governor

Transfer funding of \$550,000 in both FY 26 and FY 27 for cannabis regulation, education, and training duties from the Cannabis Regulatory Fund to the Special Transportation Fund.

#### Legislative

Maintain current funding of \$550,000 in both FY 26 and FY 27 in the Cannabis Regulatory Fund.

## Current Services

### Adjust Funding for Rail Operations to Reflect Revenue and Spending Trends

Rail Operations	43,372,309	53,142,429	43,372,309	53,142,429	-	-
<b>Total - Special Transportation Fund</b>	<b>43,372,309</b>	<b>53,142,429</b>	<b>43,372,309</b>	<b>53,142,429</b>	<b>-</b>	<b>-</b>

#### Background

The Rail Operations account is used to fund state subsidies related to the New Haven Line, Shore Line East, and Hartford Line.

#### Governor

Provide funding of \$43,372,309 in FY 26 and \$53,142,429 in FY 27 to recognize expense growth across the rail lines including station costs and overhead and operating payments to the service providers.

#### Legislative

Same as Governor

### Adjust Funding for Bus Operations to Reflect Revenue and Spending Trends

Bus Operations	31,277,947	36,076,739	31,277,947	36,076,739	-	-
<b>Total - Special Transportation Fund</b>	<b>31,277,947</b>	<b>36,076,739</b>	<b>31,277,947</b>	<b>36,076,739</b>	<b>-</b>	<b>-</b>

#### Background

The Bus Operations account represents the state's operating subsidy for bus services including CTtransit, express bus services, microtransit, and services provided by transit districts. This account also funds the State Matching Grant Program (MGP) for municipal dial-a-ride services.

The Governor's Recommended Budget adjusts this account for current revenue and spending trends and maintains services at current levels.

#### Governor

Provide funding of \$31,277,947 in FY 26 and \$36,076,739 in FY 27 to reflect current revenue and spending trends.

Account	Governor Recommended		Legislative		Difference from Governor	
	FY 26	FY 27	FY 26	FY 27	FY 26	FY 27

**Legislative**

Same as Governor

**Adjust Funding for ADA Paratransit Services to Reflect Revenue and Spending Trends**

ADA Para-transit Program	11,533,123	11,533,123	11,533,123	11,533,123	-	-
<b>Total - Special Transportation Fund</b>	<b>11,533,123</b>	<b>11,533,123</b>	<b>11,533,123</b>	<b>11,533,123</b>	<b>-</b>	<b>-</b>

**Background**

The Americans with Disabilities Act (ADA) Paratransit Program is designed to meet the ADA service criteria established by the federal government to provide transportation accessibility services in all areas with local fixed transit routes. Services must be provided within  $\frac{3}{4}$  of a mile of a fixed bus route or rail station, at the same hours and days, for no more than twice the regular fixed route fare, and individuals must be found eligible by a Connecticut regional ADA service provider.

**Governor**

Provide funding of \$11,533,123 in both FY 26 and FY 27 to reflect projected ridership in the ADA Paratransit Program.

**Legislative**

Same as Governor

**Adjust Funding to Reflect Current Requirements**

Personal Services	(5,900,000)	(5,900,000)	(5,900,000)	(5,900,000)	-	-
Other Expenses	5,900,000	5,900,000	5,900,000	5,900,000	-	-
<b>Total - Special Transportation Fund</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**Background**

In recent years, DOT has regularly underspent its initial Personal Services appropriation and exceeded its initial Other Expenses appropriation due to both vacancies and increases in expenses for items such as electricity, highway supplies, and fleet repair. Typically, this issue has been resolved through mid-year transfers subject to the Finance Advisory Committee process.

**Governor**

Reallocate \$5,900,000 in both FY 26 and FY 27 from the agency's Personal Services account to its Other Expenses account to reflect current agency requirements.

**Legislative**

Same as Governor.

**Annualize Cost of Existing Wage Agreements**

Personal Services	10,522,885	10,522,885	10,522,885	10,522,885	-	-
Rail Operations	27,959	27,959	27,959	27,959	-	-
Pay-As-You-Go Transportation Projects	25,414	25,414	25,414	25,414	-	-
Transportation Asset Management	4,254	4,254	4,254	4,254	-	-
<b>Total - Special Transportation Fund</b>	<b>10,580,512</b>	<b>10,580,512</b>	<b>10,580,512</b>	<b>10,580,512</b>	<b>-</b>	<b>-</b>

**Background**

The Governor's Recommended Budget provides funding of \$124.4 million in FY 26 and FY 27, across nine appropriated funds, to reflect current wage-related adjustments resulting from existing wage agreements.

**Governor**

Provide funding of \$10,580,512 in both FY 26 and FY 27 to reflect this agency's increased wage costs.

**Legislative**

Same as Governor

**Totals**

Budget Components	Governor Recommended		Legislative		Difference from Governor	
	FY 26	FY 27	FY 26	FY 27	FY 26	FY 27
FY 25 Appropriation - TF	964,814,174	964,814,174	964,814,174	964,814,174	-	-
Policy Revisions	(71,429,499)	(88,576,273)	(68,580,017)	(75,551,216)	2,849,482	13,025,057
Current Services	96,763,891	111,332,803	96,763,891	111,332,803	-	-
<b>Total Recommended - TF</b>	<b>990,148,566</b>	<b>987,570,704</b>	<b>992,998,048</b>	<b>1,000,595,761</b>	<b>2,849,482</b>	<b>13,025,057</b>
FY 25 Appropriation - CRF	550,000	550,000	550,000	550,000	-	-
Policy Revisions	(550,000)	(550,000)	-	-	550,000	550,000
<b>Total Recommended - CRF</b>	<b>-</b>	<b>-</b>	<b>550,000</b>	<b>550,000</b>	<b>550,000</b>	<b>550,000</b>